



Community Development Department
Planning and Housing Services

Memo

To: City Council
From: Blake Lyon, Planning and Housing Services Manager
CC: Bill Ekern, Community Development Director
Date: September 9, 2013
Re: Revised Resolutions and Comments for Stanford in Redwood City

For your consideration:

1. We have attached two revised Resolutions regarding the Stanford EIR certification. These provide two different options for the Council in determining the historic significance of structures on the property, and clarify the necessary mitigations. The MMRP is also included as part of this resolution.
2. A copy of a letter that was sent in response to the County of San Mateo letter with comments on the Final EIR.
3. A comment letter that was received today regarding the project.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDWOOD CITY CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE STANFORD IN REDWOOD CITY PRECISE PLAN; ADOPTING CEQA FINDINGS; ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS FOR EACH SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACT IDENTIFIED IN THE EIR; AND ADOPTING A MITIGATION MONITORING AND REPORTING PLAN, ALL IN ACCORDANCE WITH THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, in May, 2008, Stanford University (“Stanford”) applied for a General Plan amendment and a rezone to allow demolition of eight existing office research and development (R&D) buildings totaling approximately 537,000 square feet that are proposed for replacement, in multiple phases, with administrative functions and office uses (75% to 100%), research and development uses (0% to 10%), and medical clinic uses (0% to 15%) as well as common support uses (i.e. cafeteria, childcare center, fitness center and other employee amenities) in up to 1,518,000 square feet of building space in approximately thirteen commercial buildings supported with approximately four parking structures, on-site surface parking and new street parking that would contain 4,500 parking spaces. (Assessor’s Parcel Numbers 054-141-180, 054-141-220, 054-141-230, 054-150-120, 054-150-140, 054-150-150, 054-150-160, 054-150-170, 054-150-180, 054-150-190 and common area parcel A.) The project also proposes an onsite storm water retention system, a recycled water pipeline extension, dual piping for use of recycled water, a central greenway and a publicly accessible open space area adjacent to Spinax Park. In addition, Barron, Warrington and Hurlingame street extensions are proposed through the campus to improve pedestrian, bicycle and vehicular circulation consistent with the City’s General Plan Circulation Element complete streets policies; and

WHEREAS, on July 15, 2008, the Planning Commission held a hearing and recommended that the City Council initiate the requested General Plan and Zoning Map Amendments, as well as a Precise Plan for the entire 48-acre former Mid-Point Technology Park, including both Stanford’s originally proposed 35 acres and an additional 13 acres comprising the existing Stanford Medical Clinics at 420, 430, 440, and 450 Broadway and an industrial site at 550 Broadway (the “Stanford in Redwood City Precise Plan” or “Project”); and

WHEREAS, on August 11, 2008, the City Council held a hearing and approved initiation of the General Plan and Zoning Map Amendments and Precise Plan for the entire 48-acre Stanford in Redwood City Precise Plan area. Even though the 13 acres referenced above are not part of Stanford University’s originally proposed project, they

are included in the Stanford in Redwood City Precise Plan and Zoning Map amendment to ensure that future on-site and off-site improvements for the entire 48-acre campus are designed comprehensively; and

WHEREAS, on October 14, 2008, the Planning Commission held a Scoping Session hearing to obtain public input on environmental topics to be included in the Draft Environmental Impact Report (“DEIR”) for the Project; and

WHEREAS, on November 20, 2008, December 3, 2008 and January 9, 2009, City staff sponsored three City/County neighborhood/community outreach workshops. Based on input provided at the workshops, staff worked with Stanford University to refine its development concept plan and to establish a regulatory framework for the Precise Plan (as further described on pages 3-6 and 3-7 of the Draft EIR); and

WHEREAS, on July 14, 2009, the Planning Commission and Architectural Review Committee (now the Architectural Advisory Committee) held a Joint Study Session to provide input on the revised Stanford in Redwood City development concept plan; and

WHEREAS, on September 15, 2009, the City Council held a hearing to provide staff with input on the Fiscal and Economic studies prepared for the Project. The City Council also approved the “Guiding Principles” that City and Stanford staff developed to help guide the negotiation process for an anticipated Development Agreement (DA) between the City and Stanford University; and

WHEREAS, on October 11, 2010, the City Council approved a new General Plan, which changed the land use designation for the Project site to “Commercial-Office/Professional/Technology” and “Hospital” (for the existing medical clinic property) and the General Plan amendment became unnecessary; and

WHEREAS, on November 8, 2010, the City Council and Planning Commission held a Joint Study Session to consider a project update and overview of draft chapters of the Stanford in Redwood City Precise Plan. The City Council also directed the City Manager to begin a negotiation process with Stanford University for the DA and appointed a City Council ad-hoc subcommittee to provide input from time to time as requested by the City Manager; and

WHEREAS, from January to December 2011, the City’s environmental consultant (MIG) prepared a DEIR pursuant to the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*; hereafter, “CEQA”) and the Guidelines for Implementation of the California Environmental Quality Act (Title 14,

Sections 15000 *et seq.* of the California Code of Regulations; hereafter, the “CEQA Guidelines”); and

WHEREAS, the DEIR was released for a 45 day public review/ comment period beginning on January 26, 2012 and ending on March 12, 2012, and the Draft EIR was filed with the State Office of Planning & Research under State Clearinghouse No. 2008102023; and

WHEREAS, the DEIR for the Stanford in Redwood City Project identified that the Project would have potential significant impacts in the areas of transportation, air quality (construction), utilities, hazards and hazardous materials, noise, cultural and historic resources and geology and soils. All of these impacts can be mitigated to less-than-significant levels in conformance with applicable standard measures and project-level mitigation measures identified in the EIR except for the significant unavoidable transportation, air quality and historic resource impacts identified in the DEIR and summarized below:

A. Transportation - Intersection and freeway segment impacts:

1. Impact 7-1: Woodside Rd./Broadway Intersection (Existing Plus Project);
2. Impact 7-2: Woodside Rd./Bay Rd. Intersection (Existing Plus Project);
3. Impact 7-5: Woodside Rd/Broadway Intersection (Near Term Plus Project);
4. Impact 7-6: Woodside Rd/Bay Rd. Intersection (Near Term Plus Project);
5. Impact 7-11: US 101 Freeway Segments (Existing Plus Project);
6. Impact 7-12: Veterans Blvd./Woodside Rd. Intersection (Cumulative with Project);
7. Impact 7-13: Woodside Rd./Bay Rd. Intersection (Cumulative with Project);
8. Impact 7-14: Woodside Rd./Middlefield Rd. Intersection (Cumulative with Project);

9. Impact 7-18: Marsh Rd./Scott Dr. Intersection (Cumulative With Project);

10. Impact 7-19: Freeway Segments (Cumulative With Project);

B. Air Quality Impacts:

1. Impact 8-1: Air Quality (Temporary Construction-Related) Impacts;

2. Impact 8-2: Operational Emissions Increases; **and**

C. Noise Impact:

1. Impact 13-2: Project Facilitated Construction Noise; and

DG. Historic Resources (Ampex sign, Warnecke plaza and fountains and 425 Broadway building) Impacts:

1. Impact 14-1: Historic Resources (Project and Cumulative) Impacts

WHEREAS, the DEIR's Cultural and Historical Resources Chapter analysis (Impact/Mitigation 14-1) determined that three separate resources related to the Ampex campus, the Ampex sign, Warnecke plaza and fountain and 425 Broadway building, are not listed on the National or State Historic Registers or on any historical resource survey but that they could be determined to have local historic significance even though they are not currently on a local historical listing. Based on this potential, the EIR analysis determined that the removal of the three resources could represent potentially significant unavoidable project and cumulative impacts; and

WHEREAS, CEQA Guidelines section 15064.5(a)(4) allows a lead agency to determine that a resource is a historic resource despite the fact that the resource is not listed in the California Register of Historical Resources, a local register of historical resources, or a historical resources survey; and

WHEREAS, on February 9, 2012, the Historic Resources Advisory Committee (HRAC) held a meeting and made recommendations to the Planning Commission including recommendations regarding contact with the Ampex campus architect and regarding the treatment of the three separate resources related to the Ampex campus: the Ampex sign, Warnecke plaza and fountain and 425 Broadway building; and

WHEREAS, on February 21, 2012, the Planning Commission held a duly noticed public hearing and received public testimony on the DEIR. The City received a number of letters and emails from the public, responsible agencies, and interested parties and

recommendations from the HRAC, as noted above, during and after the DEIR public review period; and

WHEREAS, on April 12, 2012, the HRAC provided an update regarding contact with the Ampex campus architect and clarification of their prior recommendation to the Planning Commission that the Ampex sign, Warnecke fountain and plaza, and the 425 Broadway building are historic resources of aesthetic, educational, cultural, and architectural significance to the citizens of the City under Redwood City Municipal Code Section 40.3. Thus, the HRAC concluded that the three resources have special meaning to the community and therefore their removal would constitute a significant unavoidable impact under DEIR Section 14.1 (Cultural and Historic Resources Chapter). In addition, the HRAC recommended revising the DPR rating of the three separate resources related to the Ampex campus to Status Code 5 such that these resources are recognized as historically significant to Redwood City; and

WHEREAS, the City prepared written responses to the comments received during the comment period and included these responses in the Final Environmental Impact Report for the Stanford in Redwood City Precise Plan Project and also prepared a document entitled Revisions to the Final Environmental Impact Report to make minor, clarifying revisions (together with the Draft EIR, the "Final EIR") and prepared a separate document entitled "Mitigation Monitoring and Reporting Program for the Stanford in Redwood City Precise Plan Project"; and

WHEREAS, no significant new information has been added to the EIR after public notice of the availability of the DEIR, under CEQA Guidelines section 15088.5. The additional information that has been provided does not show (1) a new significant environmental impact, (2) a substantial increase in the severity of an environmental impact, (3) that a feasible project alternative or mitigation measure would clearly lessen the significant impacts of the Project, but that the project's proponents decline to adopt it, or (4) that the DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comments are precluded. The EIR mitigation measures are incorporated into the Precise Plan for the Project to avoid or substantially lessen significant environmental effects. Therefore, no further analysis is required and there is no need to recirculate a revised EIR for further review and comment; and

WHEREAS, the Final EIR dated May 2013 and Revisions to the Final EIR dated August 2013 were made publically available for review on the City's website; and

WHEREAS, on August 20, 2013, the Planning Commission held a duly noticed public hearing and recommended the following Project approvals: (1) Certification of the

Final EIR (including the revisions to the Final EIR), (2) Zoning text amendments that provide for the ability to adopt alternative PC permit procedures and findings for property subject to a development agreement; (3) a Zoning Map Amendment to rezone the Project area to Planned Community District; (4) the Stanford in Redwood City Precise Plan; and (5) a proposed Development Agreement between the City and Stanford; and

WHEREAS, on September 9, 2013, the City Council held a duly noticed public hearing on the Final EIR, as well as the following Project approvals: (1) Zoning text amendments that provide for the ability to adopt alternative PC permit procedures and findings for property subject to a development agreement; (2) a Zoning Map Amendment to rezone the Project area to Planned Community District; (3) the Stanford in Redwood City Precise Plan; and (4) a proposed Development Agreement between the City and Stanford.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDWOOD CITY, AS FOLLOWS:

1. The above recitals are true and correct and together with the Staff Report and the application materials, including without limitation the Final EIR, Precise Plan, and all other documents, reports, studies, memoranda, maps, oral and written testimony, and materials in the City's file for the applications and the Project, and all adopted City planning documents relating to the Project and the property including the City's General Plan, Zoning Ordinance, and other applicable City laws and regulations, have together served as an adequate and appropriate evidentiary basis for the findings and recommendations set forth in this Resolution.

2. The City of Redwood City is the lead agency under CEQA for preparing the Final EIR, and the City Council is the final decision-making body, as defined in Section 15356 of the CEQA Guidelines, with regard to approval of the Project.

3. The City Council finds that the Final EIR for the Project was presented to the City Council, that the Final EIR was prepared, published, circulated, reviewed and completed in full compliance with State law and CEQA Guidelines, that there was adequate public review of the DEIR, that it has considered all comments on the DEIR and responses to comments, that the Final EIR adequately discusses all significant environmental issues, and that the Final EIR reflects the independent judgment and analysis of the City Council. The City Council further certifies that it has reviewed and considered the information in the Final EIR.

4. The City Council finds that the information added in the Final EIR does not constitute significant new information requiring recirculation of the DEIR, but rather that additional information clarifies or amplifies an adequate EIR.

5. The City Council finds that certain comments on the DEIR could be characterized as requests for additional mitigation measures. With respect to suggested mitigation measures that were not added to the Final EIR, the City Council adopts and incorporates by reference the reasons set forth in the responses to comments contained in the Final EIR as its grounds for rejecting adoption of these mitigation measures.

6. The City Council certifies the Final EIR for the Project.

7. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council has reviewed and considered the CEQA Findings of Fact for the Project, attached hereto as Exhibit A and incorporated herein by reference, finds that such Findings of Fact are supported by substantial evidence in the record, and adopts the CEQA Findings of Fact.

8. Pursuant to CEQA Guidelines section 15126.6, the City Council has reviewed and considered the Findings Regarding Alternatives, attached hereto as Exhibit B and incorporated herein by reference, and adopts the attached findings that describe how only the Project would satisfy the Project Objectives and that none of the alternatives has environmental advantages over the Project when balancing the Project Objectives.

9. Pursuant to CEQA Guidelines section 15093, the City Council has reviewed and considered the Statement of Overriding Considerations (SOC), attached hereto as Exhibit C and incorporated herein by reference, and adopts the attached SOC that describes how the merits of the project outweigh the significant unavoidable impacts identified that will result with implementation of the Project.

10. Pursuant to CEQA Section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council has reviewed and considered the Mitigation Monitoring and Reporting Program that requires all mitigation measures described in the Final EIR be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring and Reporting Program attached hereto as Exhibit D and incorporated herein by reference, and adopts the Mitigation Monitoring and Reporting Program. In addition, with respect to the mitigation measures, the City Council Planning Commission finds that:

(a) Some of the intersection mitigation measures included in the Mitigation Monitoring Program cannot be implemented absent the approval of other agencies in addition to the City. These mitigation measures and the other agencies whose approvals are required are: (1) Mitigation 7-1 and 7-5 (Woodside Road/Broadway Intersection): Caltrans; (2) Mitigation 7-2, 7-6 and 7-13 (Woodside Road/Bay Road Intersection): Caltrans; (3) Mitigation 7-12 (Veterans Blvd./Woodside Road Intersection): Caltrans; (4) Mitigation 7-14 (Woodside Road/Middlefield Road Intersection): Caltrans; and (5) Mitigation 7-18 (Marsh Road/Scott Drive Intersection): City of Menlo Park. The City Council Planning Commission hereby finds that these mitigation measures are partly within the

jurisdiction of other public agencies and can and should be approved by those other agencies. If any of these mitigation measures is not approved by the other agency listed, that mitigation measure will be infeasible.

(b) The Draft EIR identified one potential mitigation measure that is infeasible, as follows: Mitigation 7-11 and 7-19 - Widening of US 101 to add mixed flow lane. The City Council Planning Commission finds that this mitigation measure is infeasible because, although the US 101 segments near the Project site currently operate at levels of service E and F, Caltrans, which has jurisdiction over improvements to US 101, has no plans to widen the affected freeway segments due to right of way limitations.

11. The City Council concurs with the HRAC's April 12, 2012 recommendation, and recommends that the DPR rating of the three separate resources related to the Ampex campus: the Ampex sign, Warnecke plaza and fountain and 425 Broadway building, be revised to status Code 5 such that these resources are recognized as historically significant to Redwood City and, consistent with the DEIR Section 14.1, that the removal of these resources would constitute a significant unavoidable impact.

12. The City Council directs the City's Community Development Department to file a notice of determination with the County Clerk of San Mateo County upon approval of the Project.

13. Pursuant to CEQA Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council Planning Commission has based its determinations recommendations are located in and may be obtained from, the Office of the City Clerk at 1017 Middlefield Road, Redwood City, California. The City Clerk is the custodian of records for all matters before the City.

14. This Resolution is effective upon its adoption.

* * *

Exhibit A

**STANFORD IN REDWOOD CITY PRECISE PLAN
SIGNIFICANT ENVIRONMENTAL IMPACTS**

The following findings, including impact statements, mitigation measures, findings and facts in support of findings, are based on the full administrative record, including, but not limited to, the Final EIR, which contains a fuller discussion of each issue.

Air Quality

Impact: **Impact 8-1: Construction-Related Air Quality Impacts.** Project-related demolition and construction activities would generate exhaust emissions and fugitive dust. These emissions would not subject sensitive receptors to substantial pollutant concentrations, but emissions of ROG and NOx could exceed BAAQMD daily significance thresholds.

Mitigation: **Mitigation 8-1.** For all project-related grading, demolition, or construction activity, construction contractors shall implement the following mitigation measures, where applicable:

(a) BAAQMD-Recommended Measures for All General Construction Activities:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.

8. A publicly visible sign shall be posted with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to help ensure compliance with applicable regulations.

(b) Additional Construction Measures for Construction Activities With Emissions Above BAAQMD Thresholds:

9. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.

10. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.

11. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.

12. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.

13. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.

14. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.

15. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.

16. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.

17. The idling time of diesel-powered construction equipment shall be limited to

two minutes.

18. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project-wide fleet-average 20 percent NOx reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as they become available.

19. Use low-VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).

20. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM.

21. All contractors shall use equipment that meets ARB's most recent certification standard for off-road heavy-duty diesel engines.

(c) Project-Specific Measures:

22. For construction, off-road equipment shall be Tier 4 or shall achieve Tier 4 particulate matter emission levels through use of one or more of the following: Tier 2/Tier 3 equipment with diesel particulate filters; alternative fuels (e.g. biodiesel or liquefied natural gas); and/or electrification.

23. For each phase of project construction, the applicant shall maintain ROG emission below 54 pounds per day. The applicant may demonstrate compliance with this limit through one or more of the following: strategic project phasing, use of pre-coated building materials, and/or use of low-VOC coatings beyond the requirements of BAAQMD Regulation 8, Rule 3.

Finding: Implementation of Mitigation 8-1 would reduce project construction-related air quality impacts due to localized PM₁₀ and ROG emissions to a *less-than-significant level*. However, though the NOx emissions from construction of the project would be reduced by up to 20 percent, there is a potential that construction period NOx emissions could still exceed the BAAQMD threshold even with the mitigation measure, and as a result, the potential impact from NOx is considered **significant and unavoidable**.

Facts in Support of Finding: The identified grading, demolition, and construction mitigation measures are recommended by BAAQMD or are based on the BAAQMD CEQA Guidelines. They are effective methods for reducing equipment exhaust emissions and fugitive dust to the maximum extent feasible. However, due to the extent of on-site construction at any one time, there is a potential that construction period NOx emissions could still exceed the BAAQMD threshold even with mitigation, and as a result, the potential impact from NOx is considered significant and

unavoidable. These facts are described and quantified in Draft EIR chapter 8 (Air Quality) on pages 8-1 through 8-28, Draft EIR appendix 21.4 (Supplemental Air Quality and Climate Change Information), and Final EIR appendix B (Supplemental Bay Area Air Quality Management District [BAAQMD] Information), which are hereby incorporated by reference.

Impact: **Impact 8-2: Operational Emissions Increases.** Project development would generate stationary, area, and traffic air pollutant emissions increases. These emissions would not subject sensitive receptors to substantial pollutant concentrations, but emissions of ROG and PM₁₀ would exceed BAAQMD significance thresholds.

Mitigation: **Mitigation 8-2.** In addition to the project-proposed sustainability measures described in chapter 3 (Project Description) of the Draft EIR, which include a Transportation Demand Management (TDM) program, implement the following measure:

Minimize testing of the new generators to reduce ROG emissions. New generator emissions, as computed on an annual basis, shall be reduced by 30 percent or greater. This could be achieved in a number of ways:

1. Install fewer than the assumed 13 new generators;
2. Install generators with lower emissions (in this case, smaller generators);
3. Test new generators at lower running loads (the analysis assumed 100-percent load, so 50-percent load would reduce emissions); and/or
4. Reduce the number of annual testing hours.

The applicant shall submit an analysis of the new generator emissions prior to installing more than five new generators at the project development site.

Finding: Implementation of Mitigation 8-2 would reduce ROG emissions by 2.7 pounds per day, resulting in total ROG emissions of 53.1 pounds per day (below the BAAQMD significance threshold of 54 pounds per day), a *less-than-significant impact*. However, this mitigation measure would reduce PM₁₀ emissions by a minimal amount, leaving PM₁₀ emissions above the BAAQMD significance threshold and resulting in a ***significant unavoidable project and cumulative operational air quality impact***.

Facts in Support of Finding: In combination with the project-proposed TDM program, implementation of Mitigation 8-2 would reduce the project's operational ROG emissions to a less-than-significant level by minimizing generator testing. However, even with all feasible mitigation, operational PM₁₀ emissions would exceed the BAAQMD threshold, due mainly to overall traffic generated by full buildout of the project, resulting in a significant unavoidable project and cumulative operational air quality impact. These facts are described and quantified in Draft

EIR chapter 8 (Air Quality) on pages 8-1 through 8-28, Draft EIR appendix 21.4 (Supplemental Air Quality and Climate Change Information), and Final EIR appendix B (Supplemental Bay Area Air Quality Management District [BAAQMD] Information), which are hereby incorporated by reference.

Impact: **Impact 8-3: Community Risk and Hazard Impacts.** Project development could expose attendees of the on-site child care center to significant levels of $PM_{2.5}$. Significant impacts from the Tyco Thermal Controls Facility to attendees of the proposed child care facility are anticipated to be significant regardless of where the child care facility is located within the Precise Plan area.

Mitigation: **Mitigation 8-3.** Buffer the child care center from existing and planned emission sources, and include project features to reduce TAC and $PM_{2.5}$ exposure from air pollutant sources--which include US 101 traffic, the Tyco Thermal Controls facility, and existing and proposed generators--through the following measures:

1. When construction of a child care center is proposed, conduct site-specific detailed analysis to determine the child care center's TAC and $PM_{2.5}$ exposures. The analysis should be utilized to guide final design and siting of the child care facility and determine the level of ventilation/ filtration necessary to ensure that indoor concentrations will be less-than-significant.
2. Evaluate and appropriately buffer the child care center from existing diesel generators at the Stanford Medicine Outpatient Center and 550 Broadway, and any other sources near the Precise Plan area identified by BAAQMD at the time such analysis is undertaken.
3. Ensure that the ventilation/filtration systems in the child care center result in an indoor cancer risk of less than 10 in one million and annual $PM_{2.5}$ concentrations of less than $0.3 \mu\text{g}/\text{m}^3$ from any single source or less than 100 in one million cancer risk and annual $PM_{2.5}$ concentrations of less than $0.8 \mu\text{g}/\text{m}^3$ from cumulative resources.
4. Consider tiered plantings of trees between the child care center and air pollutant sources such as the freeway, existing and planned generators, and the Tyco Thermal Controls facility.
5. Avoid location of any truck loading zones near the child care facility.
6. With respect to outdoor use areas for the child care center, impacts from US 101 shall be mitigated by placing the child care center more than 700 feet from the freeway. Based on currently available information, the impact from Tyco Thermal Controls cannot be mitigated to a less-than-significant level because the elevated $PM_{2.5}$ levels from the facility extend across the entire project development site. If the Tyco Thermal Controls facility remains in operation at the time of construction of the child care center, and if the detailed analysis described above shows $PM_{2.5}$ levels exceeding the $0.3 \mu\text{g}/\text{m}^3$ standard throughout the development site, construction and operation of a child care center on the development site shall be

prohibited. If the detailed analysis shows that some or all of the development site would be exposed to PM_{2.5} levels lower than 0.3 µg/m³, the outdoor use area for the child care center shall be sited in one of those locations.

Finding: Implementation of Mitigation 8-3 would reduce community risk and hazard impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 8-3 would reduce the project's community risk and hazard impacts to a less-than-significant level by buffering the proposed child care center from existing and planned emission sources and including project features to reduce exposure from air pollutant sources, as described and quantified in Draft EIR chapter 8 (Air Quality) on pages 8-1 through 8-28, Draft EIR appendix 21.4 (Supplemental Air Quality and Climate Change Information), and Final EIR appendix B (Supplemental Bay Area Air Quality Management District [BAAQMD] Information), which are hereby incorporated by reference.

Climate Change

Impact: **Impact 9-1: Sea Level Rise Impacts on Project Development.** Based on the BCDC sea level rise maps, the project may be affected by anticipated sea level rise and associated changes in broader flood plain boundaries. Potential impacts associated with future development that may be subject to sea level rise include risk to public safety and property damage.

Mitigation: **Mitigation 9-1.** For all new development on the project development site, the City shall ensure that the development complies with the most current Redwood City General Plan and Redwood City Municipal Code requirements for protection from flood hazards, consistent with *Mitigation 10-3* in chapter 10 (Utilities), of the Draft EIR. These provisions would require compliance with associated storm drainage storage, building elevation, and flood-proofing requirements.

Finding: Implementation of Mitigation 9-1 would reduce sea level rise impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 9-1 would reduce the sea level rise impacts on project development to a less-than-significant level by ensuring that all new on-site development complies with the most current Redwood City General Plan and Redwood City Municipal Code requirements for protection from flood hazards, as described and quantified in Draft EIR chapter 9 (Climate Change), which is hereby incorporated by reference.

Cultural and Historic Resources

Impact: **Impact 14-1: Project and Cumulative Impacts on Historic Resources.** The proposed Precise Plan contains development standards that would allow for the demolition of all structures on the development site, and Stanford has indicated

that its long-term plan is to demolish all of the existing structures on the development site and relocate the Ampex sign. Subsection 14.1.3 of the Draft EIR identifies three potential historic resources on the development site--the 425 Broadway building, the plaza area with the Warnecke Fountains, and the Ampex sign. Although the historical resources survey report and 2009 Circa peer review do not find that any of these three structures are historic resources, the 2009 and 2011 Circa peer review reports do suggest special consideration be given to these structures in the planning process. Some members of the HRAC have indicated that they preliminarily disagree with the conclusions in the reports that these structures are not potential historic resources; however, the HRAC has yet to make a recommendation as to whether these structures should be included on the City's register of historical resources. CEQA Guidelines section 15064.5(a)(4) allows a lead agency to determine that a resource is a historic resource despite the fact that the resource is not listed in the California Register of Historical Resources, a local register of historical resources, or a historical resources survey. Due to the conflicting opinions on the historical significance of the three structures and the fact that the City had not made a final determination as to whether these structures should be included on its historical resources register, the City treated the 425 Broadway building, the plaza area with the Warnecke Fountains, and the Ampex sign as potential historic resources for the purposes of the Draft EIR pursuant to CEQA Guidelines section 15064.5(a)(4).

The demolition of these structures would constitute a substantial adverse change in the significance of potential historic resources, and also contribute to cumulative impacts on historic resources.

Mitigation: **Mitigation 14-1.** The project shall incorporate design elements within the publicly accessible areas of the project that point to the various important periods of land use on the site (farming, flower fields, airfield, and center for technology innovation). The applicant has agreed to incorporate these elements regardless of whether the City ultimately determines that the proposed project would cause a significant impact on historic resources, and these elements are included in the Draft Stanford in Redwood City Precise Plan.

Any structure on the project development site that the City determines is a local historic resource shall be photographed and documented prior to demolition or removal. The documentation shall adhere to the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The level of documentation shall be proportionate with the level of significance of the resource. The documentation shall be made available for inclusion in the Historic American Building Survey (HABS) or the Historic American Engineering Record (HAER) Collections in the Library of Congress, the California Historical Resources Information System and the Bancroft Library, as well as local libraries and historical societies, such as the Redwood City Public Library.

Through careful methods of planned deconstruction to avoid damage and loss, identified historic character-defining features and materials shall be salvaged as feasible for educational and interpretive use on-site, or for reuse in new

construction on the development site in a way that commemorates their original use and significance.

Finding: Implementation of Mitigation 14-1 (commemoration and documentation of 425 Broadway and the plaza area with the Warnecke fountains, and relocating the Ampex sign, if they are determined to be historic resources) would not be sufficient to mitigate project and cumulative impacts on historic resources to a *less-than-significant level*, and therefore the impacts would be considered **significant and unavoidable**.

Facts in Support of Finding: The City, as to the historical significance of the 425 Broadway building, the plaza area with the Warnecke Fountains, and the Ampex sign, has determined that these structures are designated historic resources. Therefore, implementation of Mitigation 14-1 would reduce project and cumulative impacts on these historic resources, but not to less-than-significant levels, resulting in significant unavoidable impacts. Implementation of project alternative 18.3 (Reduced Development/425 Broadway Preservation Scenario) would preserve the 425 Broadway building, Warnecke Fountains, and plaza (the Ampex sign might still be removed under the alternative). These facts are described in Draft EIR chapter 14 (Cultural and Historic Resources) on pages 14-1 through 14-16, chapter 18 (Alternatives to the Proposed Project) on pages 18-1 through 18-28, and appendix 21.7 (Peer Review of Ampex Property), which are hereby incorporated by reference.

Impact: **Impact 14-2: Potential Disturbance of Archaeological or Paleontological Resources.** Project construction (e.g., excavation for underground parking and utilities) could disturb existing unrecorded sensitive archaeological or paleontological resources at the development site.

Mitigation: **Mitigation 14-2.** The project applicant shall carry out the following measures, which shall be at least as protective as those listed in the City's Cultural Resources Management Plan:

(1) *Construction Personnel Education Program.* The project applicant shall implement an education program, prepared by a qualified archaeologist and a qualified paleontologist, for construction personnel that includes the following elements:

- Resource identification training procedures for construction personnel;
- Procedures for coordinating work with the archaeological monitor (see below); and
- Procedures for reporting discoveries.

(2) *Procedures for Resources Encountered During Construction.* The project applicant shall provide an Archaeological Monitoring and Data Recovery Program (AMDRP) prepared by a qualified archaeologist and outlining procedures for

resources encountered during construction. The AMDRP shall include specific measures to insure compliance with State Public Resources Code section 5097.98 and CEQA Guidelines section 15064.5(d) and (e) in the event that human remains are encountered.

(3) A qualified archaeological monitor will visit the site for spot-checks during excavations exceeding five feet in depth below current grade.

If subsurface archaeological resources are encountered, excavation shall halt in the vicinity of the resources, and the archaeological monitoring shall evaluate the resource and its stratigraphic context. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to archaeological resources.

If disturbance of an archaeological resource cannot be avoided, the mitigation program described in the AMDRP, including measures set forth in the City's CRMP and in compliance with sections 15064.5 and 15126.4 of the CEQA Guidelines, shall be implemented.

If subsurface paleontological resources are encountered, excavation shall halt in the vicinity of the resources and the project paleontologist shall evaluate the resource and its stratigraphic context. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. During monitoring, if potentially significant paleontological resources are found, "standard" samples shall be collected and processed by a qualified paleontologist to recover micro vertebrate fossils. If significant fossils are found and collected, they shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified shall be provided to a museum repository with the specimens. Significant fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository for permanent curation and storage. A report documenting the results of the monitoring and salvage activities, and the significance of the fossils, if any, shall be prepared. The report and inventory, when submitted to the lead agency, shall signify the completion of the program to mitigate impacts on paleontological resources.

Finding: Implementation of Mitigation 14-2 would reduce the potential impact on archaeological and paleontological resources to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 14-2 would reduce the potential impact on unrecorded archaeological and paleontological resources to a less-than-significant level by implementing detailed procedures by a qualified archaeologist and qualified paleontologist which are at least as protective as those procedures listed in the City of Redwood City Cultural Resources Management Plan. These facts are described in Draft EIR chapter 14 (Cultural and Historic Resources) on pages 14-1 through 14-16, which is hereby incorporated by reference.

Geology and Soils

Impact: **Impact 15-1: Geotechnical Hazards Associated with Project Excavation and Grading.** The project's proposed excavation and grading activities have the potential to destabilize existing buried utilities and building foundations, or to create conditions that would potentially compromise the safety or stability of proposed project improvements. The project applicant's preliminary geotechnical investigations (Lowney Reports I and II; and Cornerstone Earth Group, March 2008) made initial assessments of these conditions, but a design-level geotechnical investigation will be needed to adequately address all grading and excavation activities on the development site. Without such a study--and without the associated supervision of an engineering geologist or geotechnical engineer during project grading and construction--the safety and long-term stability of existing and proposed project improvements cannot be assured.

Mitigation: **Mitigation 15-1.** As recommended by the project's preliminary geotechnical investigations, prior to City issuance of grading permits for individual project construction phases, the applicant shall be required to retain a registered engineering geologist or geotechnical engineer to prepare detailed, design-level geotechnical investigations to guide the design of all project grading and excavation activities. The detailed, design-level geotechnical investigations shall be performed for each of the structures proposed for the development site. Subsurface conditions shall be explored and laboratory tests conducted on selected soil samples to establish strength parameters for the design of excavations, retained slopes and fill placement, and to determine the corrosive potential of both Bay mud and imported fill on foundation elements and buried utilities. Recommendations from the investigations shall be incorporated into all plans for project grading, excavation, soil support (both temporary and long-term) and utility construction, to the satisfaction of the City Engineer.

The detailed, design-level investigations, relevant recommendations, and all associated project grading, excavation and foundation plans, shall be subject to review and approval by an independent engineering geologist or geotechnical engineer retained by the City Engineer at applicant expense. In addition, the project civil engineer shall certify to the City Engineer (e.g., through plan submittal for City review) that all relevant provisions of the investigations have been incorporated into the grading, excavation and construction plans, and all earthwork and site preparation shall be performed under the direct supervision of a registered engineering geologist or geotechnical engineer.

Finding: Implementation of Mitigation 15-1 would reduce the potential excavation and grading impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 15-1 would reduce potential excavation and grading impacts to a less-than-significant level by requiring detailed, site-specific geotechnical investigations and solutions prepared by a registered engineering geologist or geotechnical engineer, with review and approval authority by the City Engineer. These facts are described in Draft EIR

chapter 15 (Geology and Soils) on pages 15-1 through 15-15, which is hereby incorporated by reference.

Impact: **Impact 15-2: Excavation Instabilities Caused by High Groundwater.** Groundwater encountered during construction of the proposed project's below-grade installations could destabilize excavation walls, reduce the bearing capacity of in-place soils that might otherwise be suitable for foundation support, and exert additional stresses on basement walls and floor slabs.

Mitigation: **Mitigation 15-2.** The detailed, design-level geotechnical investigations recommended under *Mitigation 15-1* for each project construction phase shall fully characterize groundwater conditions on the development site and make appropriate recommendations regarding dewatering techniques, slope and shoring requirements for excavations, stabilization or replacement of saturated foundation materials, and hydrostatic pressure implications for the design of below-grade structures.

Finding: Implementation of Mitigation 15-2 would reduce these potential groundwater impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 15-2 would reduce potential high groundwater impacts to a less-than-significant level by requiring detailed, site-specific geotechnical investigations and solutions prepared by a registered engineering geologist or geotechnical engineer, with review and approval authority by the City Engineer. These facts are described in Draft EIR chapter 15 (Geology and Soils) on pages 15-1 through 15-15, which is hereby incorporated by reference.

Impact: **Impact 15-3: Soil Erosion.** Project development would disturb the site's existing cover of buildings, pavements and landscaping, potentially leaving soils exposed to wind and water erosion during the construction period. Eroded soils would be washed into on-site drainage facilities that discharge to the Bayfront Canal and San Francisco Bay. Deposition of these soils through natural sedimentation could adversely affect the carrying capacity of drain lines, pumping equipment and open channels, increasing flooding potential and maintenance requirements. In addition, suspended sediment would degrade water quality in the canal and in the bay by increasing turbidity levels.

Mitigation: **Mitigation 15-3.** The applicant shall develop an erosion control plan in accordance with the provisions of the project's City-approved Stormwater Pollution Prevention Plan (SWPPP). The erosion control plan would be implemented throughout project construction, and would include measures for the post-construction stabilization of all disturbed ground.

Finding: Implementation of Mitigation 15-3 would reduce these potential soil erosion impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 15-3 would reduce potential soil

erosion impacts to a less-than-significant level by requiring detailed, site-specific geotechnical investigations and solutions prepared by a registered engineering geologist or geotechnical engineer, with review and approval authority by the City Engineer. These facts are described in Draft EIR chapter 15 (Geology and Soils) on pages 15-1 through 15-15, which is hereby incorporated by reference.

Impact: **Impact 15-4: Settlement and Foundation Movement.** The project's preliminary geotechnical studies determined that structural loads imposed by buildings more than approximately three stories in height would likely exceed the bearing capacity of either fill or weakly consolidated Bay mud underlying conventional shallow foundations. Such buildings would potentially experience gradual but excessive long-term total and differential settlements.

Mitigation: **Mitigation 15-4.** The detailed, design-level geotechnical investigations required under *Mitigation 15-1* for each project construction phase shall include a thickness and consolidation analysis of all clay soils underlying proposed building locations. This analysis shall be sufficient to accurately estimate the rate and total amount of consolidation expected to occur in response to building construction, as well as the likely magnitude of differential settlement. Building foundations, surface improvements, and utility connections shall be designed to structurally withstand the associated movement, without disrupting either pedestrian or vehicular connections to the building.

The requirement described in *Mitigation 15-1* for peer review of the recommended design-level geotechnical investigations, as well as for certification by the project civil engineer that all provisions of the investigation have been incorporated into the project's design and construction, would also apply to this mitigation and to all subsequent geotechnical and soils mitigation measures set forth in Draft EIR chapter 15 (Geology and Soils).

Finding: Implementation of Mitigation 15-4 would reduce the potential compressible soil and settlement impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 15-4 would reduce potential compressible soil and settlement impacts to a less-than-significant level by requiring detailed, site-specific geotechnical investigations and solutions prepared by a registered engineering geologist or geotechnical engineer, with review and approval authority by the City Engineer. These facts are described in Draft EIR chapter 15 (Geology and Soils) on pages 15-1 through 15-15, which is hereby incorporated by reference.

Impact: **Impact 15-5: Expansive Soils.** Near-surface clay soils subjected to seasonal cycles of wetting and drying can undergo significant volume changes, expanding when wet and shrinking when dry. Structures based in these materials would be subjected to significant stresses that could destabilize foundations and cause cracking or heaving of floor slabs and exterior pavements.

Mitigation: **Mitigation 15-5.** The detailed, design-level geotechnical investigations required

for each project construction phase under *Mitigation 15-1* shall include an evaluation of the likely effects of building on expansive soils and shall recommend specific measures designed to minimize soil movement and/or counter its potentially destructive effects.

Finding: Implementation of Mitigation 15-5 would reduce the potential expansive soil impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 15-5 would reduce potential expansive soils impacts to a less-than-significant level by requiring detailed, site-specific geotechnical investigations and solutions prepared by a registered engineering geologist or geotechnical engineer, with review and approval authority by the City Engineer. These facts are described in Draft EIR chapter 15 (Geology and Soils) on pages 15-1 through 15-15, which is hereby incorporated by reference.

Impact: **Impact 15-6: Seismically Induced Settlement.** Development of the proposed project would place new commercial buildings in an area that could experience rapid, excessive settlement in response to earthquake-induced ground shaking during the useful life of the project improvements.

Mitigation: **Mitigation 15-6.** The detailed, design-level geotechnical investigations required under *Mitigation 15-1* for each project construction phase shall include a site-specific evaluation of the liquefaction and settlement potential at each proposed building location. The investigations shall also propose measures as needed to offset the effects of liquefaction-induced settlement, either through stabilization of the most vulnerable sand layers or through utilization of building foundation, utility connection, and pavement designs that can withstand the anticipated degree of total and differential settlement.

Finding: Implementation of Mitigation 15-6 would reduce these potential seismically induced settlement impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 15-6 would reduce potential seismically induced settlement impacts to a less-than-significant level by requiring detailed, site-specific geotechnical investigations and solutions prepared by a registered engineering geologist or geotechnical engineer, with review and approval authority by the City Engineer. These facts are described in Draft EIR chapter 15 (Geology and Soils) on pages 15-1 through 15-15, which is hereby incorporated by reference.

Hazards and Hazardous Materials

Impact: **Impact 12-1: Potential Project-Related Exposure to Existing Soil or Groundwater Contamination.** Project-related excavation and construction activities, as well as project operations, could expose on-site construction and maintenance personnel and members of the public to existing soil and

groundwater contamination. Recommendations included in the August 2008 draft Site Management Plan (SMP) commissioned by Stanford University for the Stanford development portion of the Precise Plan area identify the environmental issues associated with project development site construction activities (e.g., excavation, dewatering, etc.) and specify the contents of the site-specific, construction period Health and Safety Plan (HASP) that the construction contractor must prepare (a standard CalOSHA requirement for work at hazardous waste sites).

The SMP also explains that site conditions do not preclude any of the uses proposed, but that further risk assessment is required when the precise on-site locations and details of sensitive uses such as child care, medical clinics, and recreation areas are identified, so that any mitigation measures specific to the operations of such uses will be identified and implemented. Pending completion of the required supplemental risk assessments and identification of measures to ensure compliance with residential-level ESLs for these sensitive uses, the proposed project's impacts during operations from potential exposure to existing groundwater and soil vapor contamination are assumed to represent a *potentially significant impact*.

Mitigation: **Mitigation 12-1.** The applicant shall implement the Site Management Plan (SMP) attached as an appendix to the Draft EIR. At such times as the exact locations and details of sensitive uses such as child care, medical clinics, and publicly accessible open space are identified, the applicant shall supplement the SMP to assess any risks to those uses from existing hazardous materials on the development site and shall identify any treatment measures required to ensure that risks to users remain below regulatory limits.

Finding: Implementation of Mitigation 12-1 would reduce the potential impact of project-related exposure to existing soil and groundwater contamination to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 12-1 would ensure that the Site Management Plan (SMP) included in Draft EIR appendix 21.6, as well as a Health and Safety Plan (HASP), are implemented during all project construction. Furthermore, once the precise locations and operations of proposed sensitive receptors--such as child care, medical clinics, and recreation--have been determined, additional investigations would be required to evaluate the presence and levels of any groundwater or soil vapor contamination, pursuant to applicable regulatory requirements. The mitigation for sensitive uses must meet residential screening criteria as defined by the appropriate regulatory agencies (e.g., RWQCB, DTSC, SMCHSA, BAAQMD, CalOSHA). These facts are described in Draft EIR chapter 12 (Hazards and Hazardous Materials) on pages 12-1 through 12-24, and appendix 21.6 (Site Management Plan), which are hereby incorporated by reference.

Noise

Impact: **Impact 13-1: Potential Exposure of Proposed Child Care Facility to Noise Levels Exceeding Standards.** The Precise Plan includes a provision for a proposed child care center. The center's children, employees, and visitors could be exposed to various existing and projected noise sources, including U.S. 101 traffic. The compatibility of the child care land use with the existing and projected noise environment has been evaluated based on the Redwood City Noise Guidelines for Land Use Planning (see Draft EIR Table 13.4). New educational (e.g., child care) development is considered "satisfactory" in noise environments of less than 55 dBA CNEL.

Both existing and projected noise levels throughout much of the Precise Plan area, especially in the vicinity of U.S. 101, exceed 55 dBA CNEL, thereby potentially exposing the proposed child care center to noise levels exceeding the "normally acceptable" threshold.

Mitigation: **Mitigation 13-1.** Location-specific noise studies consistent with the requirements of the State Building Code (SBC) shall be conducted for the proposed child care use to identify appropriate noise reduction measures to be included in project final design. The noise study must be submitted to and approved by the Redwood City Community Development Department prior to City issuance of the child care center building permit. Identified noise insulation measures may include:

- Site planning to minimize noise by locating the child care center away from U.S. 101, with buffering from roadway noise provided by other project buildings;
- Air conditioning throughout the child care center so that windows can remain closed to maintain interior noise levels below 45 dBA CNEL; and
- Sound-rated windows and construction methods if necessary to maintain interior noise levels below 45 dBA CNEL.

For child care center outdoor use areas, noise levels at the property line should be maintained at a CNEL not in excess of 55 dBA during operating hours. Although existing and future noise levels measured along roadways in the project vicinity exceed 55 dBA CNEL, noise levels in outdoor activity areas could be reduced from roadside levels by at least 20 dBA through site selection and site design, including buffer areas, siting the building as an effective noise barrier for adjacent traffic noise sources, and, or in combination with, other noise barriers. The approval of future commercial uses near the child care center may, at City discretion, require a noise study demonstrating how the proposed new commercial uses--including associated loading docks, refuse areas, ventilation systems, and emergency generators--would meet these standards.

Finding: Implementation of Mitigation 13-1 would reduce the potential noise impact on the proposed child care use to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 13-1 would reduce noise impacts on

the proposed child care center to a less-than-significant level by requiring site planning and noise insulation that results in a noise level of not more than 55 dBA CNEL in the child care outdoor use areas during operating hours, and 45 dBA CNEL in interior areas. These facts are described and quantified in Draft EIR chapter 13 (Noise) on pages 13-1 through 13-20, which is hereby incorporated by reference.

Impact: **Impact 13-2: Project-Facilitated Construction Noise.** Construction activities facilitated by the project would include building demolition, site grading and preparation, construction of new buildings, and installation of utilities. Noise levels at 50 feet from the demolition or construction equipment source could reach approximately 105 dBA, resulting in intermittent interference with typical existing residential and business activities, as well as any on-site sensitive uses developed during earlier phases of Precise Plan buildout. Construction noise could elevate noise levels at some locations (the nearest residences) by more than 5 dBA.

Mitigation: **Mitigation 13-2.** Reduce project demolition- and construction-period noise impacts on nearby residences (including the Broadway Towers apartments and the mobile home park near the proposed recycled water pipeline route) and sensitive uses developed on the development site during earlier phases (e.g., child care center) by incorporating conditions in project demolition and construction contract agreements that stipulate the following conventional construction-period noise abatement measures:

- *Construction Plan.* Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby existing and on-site newly constructed noise-sensitive facilities so that construction activities can be scheduled to minimize noise disturbance.
- *Construction Scheduling.* Ensure that noise-generating construction activity is limited to between the hours of 7:00 AM to 8:00 PM, Monday through Friday, and prohibit any construction during other hours which would cause any increase in ambient noise levels within a residential district. (*Redwood City Municipal Code Section 24.32*)
- *Construction Equipment Mufflers and Maintenance.* Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- *Equipment Locations.* Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near the construction site.
- *Construction Traffic.* Route all construction traffic to and from the construction sites via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible.
- *Quiet Equipment Selection.* Use quiet construction equipment, particularly air compressors, wherever possible.

- *Temporary Barriers.* Construct solid plywood fences around construction areas to shield residences, operational businesses, or noise-sensitive land uses.
- *Temporary Noise Blankets.* Temporary noise control blanket barriers should be erected, if necessary, along building facades or around construction areas. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. (Noise control blanket barriers can be rented and quickly erected.)
- *Noise Disturbance Coordinator.* The City shall require project designation of a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor could be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices; the Noise Disturbance Coordinator would work directly with an assigned City staff member. Alternatively, the Noise Disturbance Coordinator could be employed by the City and funded by the applicant.)
- *Temporary Closure or Relocation of Child Care Center.* If the project construction sequencing results in major outdoor construction activities occurring adjacent to the child care center after it is in operation, then the project sponsor, at its option, shall either temporarily close or relocate the child care center.

Finding: Implementation of Mitigation 13-2 would reduce construction noise impacts, but because this project likely would be constructed in phases over a long period of time, nearby sensitive receptors would be subjected to repeated construction noise, thereby resulting in a ***significant unavoidable construction noise impact.***

Facts in Support of Finding: Implementation of Mitigation 13-2 would reduce project-facilitated demolition and construction noise to the maximum extent feasible by requiring rigorous, coordinated procedures, scheduling, and equipment standards. However, because the project is likely to be constructed in phases over several years, this intermittent noise impact on nearby sensitive receptors (e.g., residences) is considered significant and unavoidable. These facts are described and quantified in Draft EIR chapter 13 (Noise) on pages 13-1 through 13-20, which is hereby incorporated by reference.

Impact: **Impact 13-3: Project-Facilitated Groundborne Vibration Levels.** Project-facilitated demolition and construction activities could generate substantial vibration (e.g., from potential pile driving) in the project vicinity.

Mitigation: **Mitigation 13-3.** Reduce groundborne vibration levels during individual, location-specific future project demolition and construction periods by incorporating conditions in individual project demolition and construction contractor agreements that stipulate the following groundborne vibration abatement measures:

- Restrict vibration-generating activity to between the hours of 7:00 AM and 7:00 PM, Monday through Friday. Prohibit such activity on weekends and holidays.
- If pile driving is proposed, prepare a vibration study. If the vibration study shows that pile driving, including mitigation such as pre-drilling of pile holes, would cause vibration exceeding 0.5 inches/sec ppv for structurally sound buildings designed to modern engineering standards or 0.2 inches/sec for structurally sound buildings for which structural damage is a major concern, then pile driving shall not be conducted.

Finding: Implementation of Mitigation 13-3 would reduce this potential intermittent and short-term project vibration impact to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 13-3 would reduce project-facilitated groundborne demolition and construction vibration levels to a less-than-significant level by restricting vibration-generating activity and applying quantitative performance standards. These facts are described and quantified in Draft EIR chapter 13 (Noise) on pages 13-1 through 13-20, which is hereby incorporated by reference.

Impact: **Impact 13-4: Potential Noise from Parking Structure Ventilation System.** Noise generated solely by the ventilation system and other mechanical equipment for the potential parking structure at the corner of Bay Road and Barron Avenue could substantially exceed existing ambient levels at residences in the area or the Redwood City Noise Guidelines for Land Use Planning (see Draft EIR Table 13.4) because the parking structure would be located proximate to residences on 2nd Avenue.

Mitigation: **Mitigation 13-4.** During the project detailed design phase for the potential parking structure at the corner of Bay Road and Barron Avenue, the project applicant shall submit an acoustical study to demonstrate how the parking structure design would meet the following noise standards at the most affected receiver: 60 dBA CNEL and 60 dBA L_{eq-hr} daytime (7:00 AM to 7:00 PM), 55 dBA L_{eq-hr} evening (7:00 PM to 10:00 PM), and 50 dBA L_{eq-hr} nighttime (10:00 PM to 7:00 AM). The design measures may include, for example, the installation of silencers and baffles as necessary to reduce the noise level at the nearest residential property line to the existing ambient noise level.

Finding: Implementation of Mitigation 13-4 to the satisfaction of the Redwood City Community Development Department would reduce this ventilation noise impact to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 13-4 would reduce noise from the parking structure ventilation system proposed for the corner of Bay Road and Barron Avenue, which is near residences on 2nd Avenue, to a less-than-significant level. The mitigation defines maximum allowable decibel levels (performance standards), which are typically met through standard ventilation design measures such as silencers and baffles. These facts are described and quantified in Draft

EIR chapter 13 (Noise) on pages 13-1 through 13-20, which is hereby incorporated by reference.

Transportation, Circulation, and Parking

Impact: **Impact 7-1: Existing Plus Project Impact on Woodside Road/Broadway Intersection.** Under Existing Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS E (59.3 seconds delay) to LOS F (128.8 seconds delay).

Mitigation: **Mitigation 7-1.** To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Woodside Road and Broadway, the westbound approach on Broadway would need to be *restriped* to include a total of one left-turn lane, one through lane, one shared through/right-turn lane, and one right-turn lane. Signage would also need to be provided indicating that the "right-most" right-turn lane is to southbound US 101 only. In addition, the eastbound travel lanes would need to be *restriped* to include a total of two left-turn lanes and one shared through/right-turn lane. The eastbound and westbound signal phasing would need to be modified from split phasing to protected phasing. Because this intersection is subject to Caltrans jurisdiction, any changes to the operation of the signal or physical improvements to the intersection would require Caltrans approval. Pursuant to Caltrans Deputy Directives 64 and 64-R1, requiring facilitation of multimodal travel, it is possible that the above improvements to the intersection of Woodside Road and Broadway would also be required to include such features as pedestrian count-down signals, an emergency vehicle pre-emption system, reconstruction of corner radii to reduce pedestrian crossing distances, pedestrian median refuges, bike lanes, and bike detectors.

Finding: Implementation of Mitigation 7-1 would restore the level of service (LOS) at this intersection to E or better, resulting in a *less-than-significant impact*. However, because this improvement would require Caltrans approval, the City cannot ensure the construction of this improvement. Without implementation of the proposed mitigation, the impact would be ***significant and unavoidable***.

Facts in Support of Finding: Implementation of Mitigation 7-1 would reduce the project's traffic impact at the Woodside Road/Broadway intersection to a less-than-significant level through a combination of roadway restriping, signage, modified traffic signal phasing, and based on Caltrans directives, possibly pedestrian count-down signals, an emergency vehicle pre-emption system, new corner radii to reduce pedestrian crossing distances, pedestrian median refuges, bike lanes, and bike detectors. However, the City cannot guarantee in advance that Caltrans will approve the mitigation, so the impact is currently considered significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-2: Existing Plus Project Impact on Woodside Road/Bay Road Intersection.** Under Existing Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS D (35.5 seconds delay) to LOS F (81.7 seconds delay).

Mitigation: **Mitigation 7-2.** To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Woodside Road and Bay Road, the westbound approach on Bay Road would need to be *restriped* to include a total of two left-turn lanes and one shared through/right-turn lane. (Woodside Road is considered north-south and Bay Road is considered east-west.) The eastbound approach would need to be *restriped* to include a total of one left-turn lane, one through lane, and one shared through/right-turn lane. In addition, the signal phasing on the eastbound and westbound approaches would need to be modified from permitted phasing to protected phasing. Because this intersection is subject to Caltrans jurisdiction, any changes to the operation of the signal would require Caltrans approval. Pursuant to Caltrans Deputy Directives 64 and 64-R1, requiring facilitation of multimodal travel, it is possible that the above intersection improvements would also be required to include such features as new crosswalk and pedestrian signals across Bay Road on the west side of Woodside Road, restriping of two crosswalks on Woodside Road to provide straight and shorter walking distances, pedestrian median refuges on Woodside Road, curb ramps, pedestrian count-down signals, an emergency vehicle pre-emption system, reconstruction of corner radii to reduce pedestrian crossing distances, bike lanes, and bike detectors.

Finding: Implementation of Mitigation 7-2 would improve the level of service (LOS) at this intersection to an acceptable LOS D in the PM peak hour, resulting in a *less-than-significant impact*. However, because this improvement would require Caltrans approval, the City cannot ensure the construction of this improvement. Without implementation of the proposed mitigation, the impact would be **significant and unavoidable**.

Facts in Support of Finding: Implementation of Mitigation 7-2 would reduce the project's traffic impact at the Woodside Road/Bay Road intersection to a less-than-significant level through a combination of roadway restriping and modified traffic signal phasing, and based on Caltrans directives, possibly new crosswalk and pedestrian signals, pedestrian crosswalk restriping, pedestrian median refuges, curb ramps, an emergency vehicle pre-emption system, new corner radii to reduce pedestrian crossing distances, bike lanes, and bike detectors. However, the City cannot guarantee in advance that Caltrans will approve the mitigation, so the impact is currently considered significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-3: Existing Plus Project Impact on Charter Street/Broadway Intersection.** Under Existing Plus Project conditions during the AM peak hour,

project traffic would cause the intersection to degrade from LOS B (14.1 seconds delay) to LOS F (117.1 seconds delay). In the PM peak hour, project traffic would cause the intersection to degrade from LOS C (17.9 seconds delay) to LOS F (122.5 seconds delay). In addition, this intersection would have peak hour volumes large enough under both peak hours to satisfy the peak hour signal warrant.

Mitigation: **Mitigation 7-3.** To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Charter Street and Broadway, the intersection would need to be signalized with protected phasing on all approaches. The northbound and southbound approaches on Charter Street would need to be *restriped* to include a total of one left-turn lane and one shared through/right-turn lane. The eastbound and westbound approaches on Broadway would need to be restriped to include a total of one left-turn, one through lane, and one shared through/right-turn lane. Parking (50 spaces) would need to be removed from all intersection legs to accommodate travel lanes.

Finding: Implementation of Mitigation 7-3 would improve the level of service (LOS) at this intersection to an acceptable LOS B in the AM peak hour and an acceptable LOS C in the PM peak hour, resulting in a *less-than-significant impact*.

Facts in Support of Finding: Implementation of Mitigation 7-3 would reduce the project's traffic impact at the Charter Street/Broadway intersection to a less-than-significant level through a combination of a traffic signal with protected phasing (to replace the current Stop signs) and roadway restriping. This mitigation would require the removal of 50 total parking spaces from Charter Street and Broadway. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-4: Existing Plus Project Impact on Douglas Avenue/Broadway Intersection.** Under Existing Plus Project conditions during the AM peak hour, project traffic would cause the intersection to degrade from LOS B (10.4 seconds delay) to LOS F (167.6 seconds). During the PM peak hour, project traffic would cause the intersection to degrade from LOS B (11.1 seconds) to LOS F (180.0 seconds). In addition, this intersection would have peak hour volumes large enough under both peak hours to satisfy the peak hour signal warrant.

Mitigation: **Mitigation 7-4.** To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Douglas Avenue and Broadway, the intersection would need to be signalized with protected phasing on all approaches. (Douglas Avenue is considered north-south and Broadway is considered east-west.) In addition to signalization, parking (15 spaces) would need to be removed from the north and south legs to accommodate additional travel lanes. The southbound approach would need to be *restriped* to include a total of one left-turn lane, one through lane, and one right-turn lane. The

northbound approach would need to be *restriped* to include a total of two northbound left-turn lanes and one shared through/right-turn lane. The eastbound and westbound approaches would need to be *restriped* to include a total of one left-turn lane and one shared through/right-turn lane.

Finding: Implementation of Mitigation 7-4 would improve the level of service (LOS) at this intersection to an acceptable LOS C during both peak hours, resulting in a *less-than-significant impact*.

Facts in Support of Finding: Implementation of Mitigation 7-4 would reduce the project's traffic impact at the Douglas Avenue/Broadway intersection to a less-than-significant level through a combination of a traffic signal with protected phasing (to replace the current Stop signs) and roadway restriping. This mitigation would require the removal of 15 parking spaces from Douglas Avenue. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-5: Near Term Plus Project Impact on Woodside Road/Broadway Intersection.** Under Near Term Plus Project conditions during the PM peak hour, this intersection would continue to operate at LOS F, and project traffic would cause the critical delay to increase by 69.5 seconds.

Mitigation: **Mitigation 7-5.** Implement Mitigation 7-1 (the project applicant would be responsible for fully funding/completing the mitigation). With these improvements, the level of service (LOS) at this intersection would remain at LOS F. Although the LOS F condition would exceed the City LOS standard, the LOS under Near Term Plus Project condition with this mitigation would be better than that under the Near Term Without Project condition. These improvements would enhance the overall performance of the intersection.

Finding: Implementation of Mitigation 7-5 would reduce this project impact to a *less-than-significant* level. However, because implementation of this mitigation would require Caltrans approval, the City cannot ensure its construction. Without implementation of the proposed mitigation, the impact would be ***significant and unavoidable***.

Facts in Support of Finding: Implementation of Mitigation 7-5 would reduce the project's traffic impact at the Woodside Road/Broadway intersection to a less-than-significant level through a combination of roadway restriping, signage, modified traffic signal phasing, and based on Caltrans directives, possibly pedestrian count-down signals, an emergency vehicle pre-emption system, new corner radii to reduce pedestrian crossing distances, pedestrian median refuges, bike lanes, and bike detectors. However, the City cannot guarantee in advance that Caltrans will approve the mitigation, so the impact is currently considered significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A

(Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-6: Near Term Plus Project Impact on Woodside Road/Bay Road Intersection.** Under Near Term Plus Project conditions during the PM peak hour, project traffic would cause this intersection to degrade from LOS D (44.9 seconds delay) to LOS F (91.1 seconds delay).

Mitigation: **Mitigation 7-6.** Implement Mitigation 7-2 (the project applicant would be responsible for fully funding/completing the mitigation).

Finding: Implementation of Mitigation 7-6 would improve the level of service (LOS) at this intersection to an acceptable LOS D in the PM peak hour, resulting in a *less-than-significant impact*. However, because implementation of this mitigation would require Caltrans approval, the City cannot ensure its construction. Without implementation of the proposed mitigation, the impact would be **significant and unavoidable**.

Facts in Support of Finding: Implementation of Mitigation 7-6 would reduce the project's traffic impact at the Woodside Road/Bay Road intersection to a less-than-significant level through a combination of roadway restriping and modified traffic signal phasing, and based on Caltrans directives, possibly new crosswalk and pedestrian signals, pedestrian crosswalk restriping, pedestrian median refuges, curb ramps, an emergency vehicle pre-emption system, new corner radii to reduce pedestrian crossing distances, bike lanes, and bike detectors. However, the City cannot guarantee in advance that Caltrans will approve the mitigation, so the impact is currently considered significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-7: Near Term Plus Project Impact on Charter Street/Broadway Intersection.** Under Near Term Plus Project conditions during the AM peak hour, project traffic would cause this intersection to degrade from LOS C (24.7 seconds delay) to LOS F (127.7 seconds delay). In the PM peak hour, the intersection would continue to operate at LOS F, and project traffic would cause the critical delay at the intersection to increase by 104.6 seconds. In addition, the increase in peak hour volumes at this intersection would be large enough under both peak hours to satisfy the peak hour signal warrant.

Mitigation: **Mitigation 7-7.** Implement Mitigation 7-3 (the project applicant would be responsible for fully funding/completing the mitigation).

Finding: Implementation of Mitigation 7-7 would improve the level of service (LOS) at this intersection to an acceptable LOS B in the AM peak hour and an acceptable LOS C in the PM peak hour, resulting in a *less-than-significant impact*.

Facts in Support of Finding: Implementation of Mitigation 7-7 would reduce the project's traffic

impact at the Charter Street/Broadway intersection to a less-than-significant level through a combination of a traffic signal with protected phasing (to replace the current Stop signs) and roadway restriping. This mitigation would require the removal of 50 total parking spaces from Charter Street and Broadway. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-8: Near Term Plus Project Impact on Charter Street/Bay Road Intersection.** Under Near Term Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS D (27.7 seconds delay) to LOS E (37.7 seconds delay). In addition, this intersection would have peak hour volume increases large enough under both peak hours to satisfy the peak hour signal warrant.

Mitigation: **Mitigation 7-8(a).** To mitigate the project's impact at the intersection of Charter Street and Bay Road, the intersection would need to be signalized with protected phasing on the eastbound and westbound approaches on Bay Road, and permitted phasing on the northbound and southbound approaches on Charter Street. In addition to signalization, the eastbound and westbound approaches would need to be *restriped* to include a total of one left-turn lane and one shared through/right-turn lane.

Traffic from the proposed project would add 10.0 seconds to the PM peak hour delay at this intersection over Near Term No Project conditions (see Draft EIR Table 7.11); other Near Term growth would add 14.5 seconds to the delay over Existing conditions.

Therefore, it is assumed that the proposed project would contribute approximately 41 percent toward this impact. The proposed project would mitigate its contribution to this impact by contributing its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on the Draft EIR, to be 41 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would mitigate its contribution to this impact by paying its Traffic Impact Fee in effect at time of payment and issuance of a building permit. Applicant's full funding or construction of the improvement, subject to potential reimbursement as provided in the Precise Plan, would also mitigate the project's contribution to this impact.

or

Mitigation 7-8(b). Mitigation of the project's impact at the intersection of Charter Street and Bay Road would require the conversion of the all-way stop controlled unsignalized intersection to a single-lane roundabout. Standard roundabouts are at least 110 feet in diameter. Smaller roundabouts may operate efficiently down to 80 feet in diameter. The existing intersection at Charter Street and Bay Road

would allow up to an 80-foot-diameter roundabout. If the design work shows that the 80-foot-diameter roundabout would not require the acquisition of additional right-of-way and would not create additional safety hazards for motorists, pedestrians, or bicyclists compared to Mitigation 7-8(a), and if substantial evidence at the time the roundabout is proposed shows that the roundabout would not divert traffic to other intersections, the roundabout shall be considered feasible and may be substituted for Mitigation 7-8(a).

Traffic from the proposed project would add 10.0 seconds to the PM peak hour delay at this intersection over Near Term No Project conditions (see Draft EIR Table 7.11); other Near Term growth would add 14.5 seconds to the delay over Existing conditions. Therefore, it is assumed that the proposed project would contribute approximately 41 percent toward this impact. The proposed project would mitigate its contribution to this impact by contributing its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on the Draft EIR, to be 41 percent) at the time of issuance of a building permit or, if the City adds the roundabout to its Traffic Impact Fee Program (TIF) project list, the proposed project would mitigate its contribution to this impact by paying its Traffic Impact Fee in effect at time of payment and issuance of a building permit. Applicant's full funding or construction of the improvement, subject to potential reimbursement as provided in the Precise Plan, would also mitigate the project's contribution to this impact.

Finding: Implementation of Mitigation 7-8(a) would improve the level of service (LOS) at this intersection to an acceptable LOS C in the AM peak hour and LOS D in the PM peak hour, resulting in a *less-than-significant impact*.

or

Implementation of Mitigation 7-8(b) would improve the level of service (LOS) at this intersection to an acceptable LOS B during the AM peak hour and LOS C during the PM peak hour, resulting in a *less-than-significant impact*.

Facts in Support of Finding: Implementation of either option for Mitigation 7-8 would reduce the project's traffic impact at the Charter Street/Bay Road intersection to a less-than-significant level. Mitigation option 7-8(a) requires a combination of a traffic signal with protected and permitted phasing (to replace the current Stop signs) and restriping; Mitigation option 7-8(b) requires the design and construction of a single-lane roundabout. In either case, the project would mitigate its contribution to the impact by contributing its fair share (estimated to be 41 percent) toward the cost of the improvement or, if in effect at building permit issuance, by paying its City Traffic Impact Fee. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-9: Near Term Plus Project Impact on Douglas Avenue/Broadway Intersection.** Under Near Term Plus Project conditions during the AM peak hour,

project traffic would cause the intersection to degrade from LOS C (21.9 seconds) to LOS F (179.1 seconds). During the PM peak hour, the intersection would continue to operate at LOS F, but project traffic would cause the critical delay at the intersection to increase from 54.5 seconds to 223.4 seconds (i.e., by 168.9 seconds). In addition, this intersection would have peak hour volume increases large enough under both peak hours to satisfy the peak hour signal warrant.

Mitigation: **Mitigation 7-9.** Implement Mitigation 7-4 (the project applicant would be responsible for fully funding/completing the mitigation).

Finding: Implementation of Mitigation 7-9 would improve the level of service (LOS) at this intersection to an acceptable LOS C during both peak hours, resulting in a *less-than-significant impact*.

Facts in Support of Finding: Implementation of Mitigation 7-9 would reduce the project's traffic impact at the Douglas Avenue/Broadway intersection to a less-than-significant level through a combination of a traffic signal with protected phasing (to replace the current Stop signs) and roadway restriping. This mitigation would require the removal of 15 parking spaces from Douglas Avenue. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-10: Near Term Plus Project Impact on 5th Avenue/Bay Road Intersection.** Under Near Term Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS C (21.8 seconds delay) to LOS E (38.4 seconds delay). In addition, this intersection would have peak hour volume increases large enough under both peak hours to satisfy the peak hour signal warrant.

Mitigation: **Mitigation 7-10(a).** The signalization of the 5th Avenue/Bay Road intersection is a transportation project included in the City's 2000 Traffic Impact Fee Program (TIF). Payment by the project applicant of its City Traffic Impact Fee in effect at time of payment and issuance of a building permit (or alternatively applicant's full funding or construction of the improvement, subject to potential reimbursement as provided in the Precise Plan) would mitigate this impact. To mitigate the project's impact at the intersection of 5th Avenue and Bay Road, the intersection would need to be signalized. (5th Avenue is considered north-south and Bay Road is considered east-west.) No further improvements would be required.

or

Mitigation 7-10(b). Mitigation of the project's impact at the intersection of 5th Avenue and Bay Road would require the conversion of the all-way stop controlled intersection to a single lane roundabout. The existing road widths at 5th Avenue and Bay Road would allow up to an 85-foot-diameter roundabout. If the design work shows that the 85-foot-diameter roundabout would not require the acquisition

of additional right-of-way and would not create additional safety hazards for motorists, pedestrians, or bicyclists compared to Mitigation 7-10(a), and if substantial evidence at the time the roundabout is proposed shows that the roundabout would not divert traffic to other intersections, the roundabout shall be considered feasible and may be substituted for Mitigation 7-10(a).

Finding: Implementation of Mitigation 7-10(a) would improve the level of service (LOS) at this intersection to an acceptable LOS B during both peak hours, resulting in a *less-than-significant impact*.

or

Implementation of Mitigation 7-10(b) would improve the level of service (LOS) at this intersection to an acceptable LOS A during both peak hours, resulting in a *less-than-significant impact*.

Facts in Support of Finding: Implementation of either option for Mitigation 7-10 would reduce the project's traffic impact at the 5th Avenue/Bay Road intersection to a less-than-significant level. Mitigation option 7-10(a) requires the project's payment of its City Traffic Impact Fee to help fund signalization of the intersection (to replace the current Stop signs). Mitigation option 7-10(b) requires the design and construction of a single-lane roundabout, which if found feasible after design, could be substituted in the City Traffic Impact Fee Program (TIF) for option (a). In either case, the project would contribute its City Traffic Impact Fee. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-11: Existing Plus Project Impacts on US 101 Freeway Segments.** Traffic generated by the proposed project alone is expected to result in the following freeway segment operational effects:

- northbound US 101 (mixed flow) lanes between Whipple Avenue and SR 92 (PM)--an additional 4.6 percent of the freeway segment capacity;
- southbound US 101 (mixed flow) lanes between SR 92 and Whipple Avenue (AM)--an additional 3.0 percent of the freeway segment capacity; and
- southbound US 101 (mixed flow) lanes between Whipple Avenue and County line (PM)--an additional 1.6 percent of the freeway segment capacity.

Mitigation: **Mitigation 7-11.** Mitigation of these effects to a less-than-significant level would require construction of an additional mixed flow lane on US 101. Caltrans, which has jurisdiction over improvements to US 101, has no plans to widen the affected freeway segments due to right of way limitations. Recent improvements in the US 101 corridor have added auxiliary lanes between the interchanges from State Route 92 to Marsh Road. The scheduled construction of auxiliary lanes on US 101 between Marsh Road and Embarcadero Road would alleviate congestion on the

affected segments to some extent, but would not be sufficient to reduce this impact to less-than-significant.

Finding: Implementation of Mitigation 7-11 is determined to be infeasible. Therefore, the impact is expected to remain ***significant and unavoidable***.

Facts in Support of Finding: Implementation of Mitigation 7-11 would require construction of an additional mixed flow lane on US 101, which is under Caltrans jurisdiction and for which Caltrans has no current plans due to right of way limitations. The impact is expected to remain significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-12: Cumulative With Project Impact on Veterans Boulevard/Woodside Road Intersection.** Under Cumulative With Project conditions during the PM peak hour, the intersection would remain at LOS F and the proposed project could contribute up to 22.8 seconds of critical delay to the intersection.

Mitigation: **Mitigation 7-12.** To mitigate the project's contribution to the cumulative impact at the intersection of Veterans Boulevard and Woodside Road, an *additional eastbound through lane* would need to be added. (Woodside Road is considered north-south and Veterans Boulevard is considered east-west.) With these improvements, the level of service (LOS) at this intersection would improve to LOS E during the PM peak hour. Although LOS E still exceeds the City of Redwood City LOS standard, the LOS under Cumulative With Project conditions would be better than that under Cumulative No Project conditions. Widening of Veterans Boulevard between Chestnut and Woodside Road is included in the City's Traffic Impact Fee Program (TIF) project list. Accordingly, the applicant's payment of its Traffic Impact Fee in effect at time of payment and issuance of a building permit would mitigate the proposed project's contribution to the significant cumulative impact. However, because this improvement would require Caltrans approval, the City of Redwood City cannot ensure the construction of this improvement.

Finding: Implementation of Mitigation 7-12 (applicant's payment of its Traffic Impact Fee) would mitigate the project's contribution to the cumulative impact to a *less-than-significant level*, but because this improvement (an additional eastbound through lane) would require Caltrans approval, the City of Redwood City cannot ensure the construction of this improvement. Therefore, without implementation of the proposed mitigation, the impact would be ***significant and unavoidable***.

Facts in Support of Finding: Implementation of Mitigation 7-12 would reduce the project's contribution to the cumulative traffic impact at the Veterans Boulevard/Woodside Road intersection to a less-than-significant level through the project's payment of its City Traffic Impact Fee to add an eastbound (Veterans Boulevard) through lane. However, the City cannot guarantee in advance that Caltrans will approve the mitigation, so the impact is currently considered significant and unavoidable.

These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-13: Cumulative With Project Impact on Woodside Road/Bay Road Intersection.** Under Cumulative With Project conditions during the PM peak hour, the intersection would degrade from LOS D to LOS F, and the proposed project could contribute up to 46.2 seconds of critical delay to the intersection.

Mitigation: **Mitigation 7-13.** To mitigate the project's contribution to the cumulative impact at the intersection of Woodside Road and Bay Road, an *additional westbound through lane* would need to be added and the shared through/right-turn lane converted to a right-turn lane. (Woodside Road is considered north-south and Bay Road is considered east-west.) Traffic from the proposed project could add up to 46.2 seconds to the PM peak hour delay at this intersection over Cumulative No Project conditions (see Draft EIR Table 7.16); other Cumulative growth could add up to 3.4 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on the Draft EIR, to be 93 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.

The above improvements would be added to mitigation measures identified under Existing Plus Project conditions for the intersection of Woodside Road and Bay Road (Mitigation 7-2).

Finding: Implementation of Mitigation 7-13 would mitigate the impact to a *less-than-significant level*. However, because these improvements would require Caltrans approval, the City of Redwood City cannot ensure the construction of these improvements. Also, the additional westbound through lane would require additional right-of-way. Without implementation of the proposed improvements, the impact would be ***significant and unavoidable***.

Facts in Support of Finding: Implementation of Mitigation 7-13 would reduce the project's contribution to the cumulative traffic impact at the Woodside Road/Bay Road intersection to a less-than-significant level through the project's payment of its fair share (estimated to be 93 percent) to a mitigation fund, or if in effect at building permit issuance, through payment of its City Traffic Impact Fee, to add a westbound (Bay Road) through lane. However, the City cannot guarantee in advance that Caltrans will approve the mitigation, so the impact is currently considered significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-14: Cumulative With Project Impact on Woodside Road/ Middlefield Road Intersection.** Under Cumulative With Project conditions during the PM peak hour, the intersection would remain at LOS F, and the proposed project could contribute up to 29.2 seconds of critical delay to the intersection.

Mitigation: **Mitigation 7-14.** This mitigation is in addition to the Caltrans intersection improvement that will be implemented in 2013; a description of the 2013 improvement is included on page 7-21 of this EIR.

To mitigate the significant cumulative impact at the intersection of Woodside Road and Middlefield Road, an *additional southbound through lane* would need to be added to Woodside Road. (Woodside Road is considered north-south and Middlefield Road is considered east-west.) Because this intersection is subject to Caltrans jurisdiction, this roadway widening and any changes to the operation of the signal would require Caltrans approval.

With these improvements, the level of service (LOS) at this intersection would remain at LOS F. Although LOS F still exceeds the City of Redwood City LOS standard, conditions with this mitigation would be better than under Cumulative No Project conditions.

The widening of Woodside Road, inclusive of this intersection, is included in the City's Traffic Impact Fee Program (TIF) project list. However, there is no current design option that is acceptable to both Caltrans and the City of Redwood City; therefore, this improvement may be infeasible.

Finding: If a design for widening Woodside Road can be developed which is acceptable to both Caltrans and the City of Redwood City, payment of the Traffic Impact Fee by the applicant would mitigate the proposed project's contribution to the significant cumulative impact to a *less-than-significant level*. If it is determined that the Woodside Road improvements remain infeasible because the improvements are not consistent with the New Redwood City General Plan and/or Caltrans policy, the cumulative impact would remain **significant and unavoidable**, as would the proposed project's contribution to that cumulative impact.

Facts in Support of Finding: Implementation of Mitigation 7-14 would reduce the project's contribution to the cumulative traffic impact at the Woodside Road/Middlefield Road intersection to a less-than-significant level through the project's payment of its City Traffic Impact Fee to add a southbound (Woodside Road) through lane, as well as possible crosswalks and pedestrian signals per the City's General Plan, and other multimodal improvements per Caltrans directives. However, the City and Caltrans have not agreed on a design option for widening Woodside Road, so the impact is currently considered significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-15: Cumulative With Project Impact on Douglas Avenue/Bay Road Intersection.** Under Cumulative With Project conditions during the PM peak hour, the intersection would degrade from LOS C to LOS F, and the proposed project could contribute up to 78.2 seconds of critical delay to the intersection.

Mitigation: **Mitigation 7-15.** To mitigate the significant cumulative impact at the intersection of Douglas Avenue and Bay Road, the intersection would need to be *signalized* with protected phasing on the eastbound and westbound approaches on Bay Road. In addition to signalization, both the eastbound and westbound approaches would need to be *restriped* to include a total of one left-turn lane and one shared through/right-turn lane on both the eastbound and westbound approaches. With these improvements, the level of service (LOS) at this intersection would improve to acceptable LOS C during the PM peak hour.

Traffic from the proposed project could add up to 78.2 seconds to the PM peak hour delay at this intersection over Cumulative No Project conditions (see Draft EIR Table 7.16); other Cumulative growth could add up to 11.9 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on the Draft EIR, to be 87 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.

Finding: The proposed project's payment of its fair share toward the necessary improvements identified in Mitigation 7-15 would mitigate the project's contribution to the cumulative impact to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 7-15 would reduce the project's contribution to the cumulative traffic impact at the Douglas Avenue/Bay Road intersection to a less-than-significant level through the project's payment of its fair share (estimated to be 87 percent) to a mitigation fund, or if in effect at building permit issuance, through payment of its City Traffic Impact Fee, to signalize and restripe the intersection. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-16: Cumulative With Project Impact on Douglas Avenue/Middlefield Road Intersection.** Under Cumulative With Project conditions during the AM peak hour, the intersection would degrade from LOS D to LOS E, and the proposed project could contribute up to 10.6 seconds of critical delay to the intersection.

Mitigation: **Mitigation 7-16.** To mitigate the cumulative impact at the intersection of Douglas Avenue and Middlefield Road, the eastbound and westbound approaches would need to be modified from permitted phasing to protected phasing. (Douglas

Avenue is considered north-south and Middlefield Road is considered east-west.) With these improvements, the level of service (LOS) at this intersection would improve to acceptable LOS D during the AM peak hour.

Traffic from the proposed project could add up to 10.6 seconds to the AM peak hour delay at this intersection over Cumulative No Project conditions (see Draft EIR Table 7.16); other Cumulative growth could add up to 35.8 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on the Draft EIR, to be 23 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.

Finding: The proposed project's payment of its fair share toward the necessary improvements identified in Mitigation 7-16 would mitigate the project's contribution to the cumulative impact to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 7-16 would reduce the project's contribution to the cumulative traffic impact at the Douglas Avenue/Middlefield Road intersection to a less-than-significant level through the project's payment of its fair share (estimated to be 23 percent) to a mitigation fund, or if in effect at building permit issuance, through payment of its City Traffic Impact Fee, to modify the signal phasing at the intersection. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-17: Cumulative With Project Impact on 2nd Avenue/Broadway Intersection.** Under Cumulative With Project conditions during the AM peak hour, the intersection would remain at LOS F, and the proposed project could contribute up to 6.7 seconds of critical delay to the intersection.

Mitigation: **Mitigation 7-17.** To mitigate the significant cumulative impact at the intersection of 2nd Avenue and Broadway, the intersection would need to be *signalized*. With this improvement, the level of service (LOS) at this intersection would improve to acceptable LOS C during the AM peak hour.

Traffic from the proposed project could add up to 6.7 seconds to the AM peak hour delay at this intersection over Cumulative No Project conditions (see Draft EIR Table 7.16); other Cumulative growth could add up to 89.8 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on the Draft EIR, to be 7 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.

Finding: The proposed project's payment of its fair share toward the necessary improvements identified in Mitigation 7-17 would mitigate the project's contribution to the cumulative impact to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 7-17 would reduce the project's contribution to the cumulative traffic impact at the 2nd Avenue/Broadway intersection to a less-than-significant level through the project's payment of its fair share (estimated to be 7 percent) to a mitigation fund, or if in effect at building permit issuance, through payment of its City Traffic Impact Fee, to signalize the intersection. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-18: Cumulative With Project Impact on Marsh Road/Scott Drive Intersection.** Under Cumulative With Project conditions during the PM peak hour, the intersection, would remain at LOS F and the proposed project could contribute up to 14.4 seconds of delay. The intersection of Marsh Road/Scott Drive is located in the City of Menlo Park.

Mitigation: **Mitigation 7-18.** To mitigate the cumulative impact at the intersection of Marsh Road and Scott Drive, the eastbound approach of Scott Drive would need to be *restriped* to include a total of one shared through/left-turn lane and one right-turn lane. (Marsh Road is considered north-south and Scott Drive is considered east-west.) With these improvements, the level of service (LOS) at this intersection would remain an unacceptable LOS F during the PM peak hour. Although the LOS F still exceeds the City of Menlo Park LOS standard, the LOS under Cumulative With Project conditions would be better than that under Cumulative No Project conditions.

Traffic from the proposed project could contribute up to 14.4 seconds to the PM delay at this intersection over Cumulative No Project conditions (see Draft EIR Table 7.16); other Cumulative growth could add up to 74.4 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on the Draft EIR, to be 16 percent) at the time of issuance of a building permit or, if the City adds the improvements to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.

Finding: Implementation of Mitigation 7-18 would reduce the project's contribution to this cumulative impact to a *less-than-significant level*. However, because this improvement would require City of Menlo Park approval, the City of Redwood City cannot ensure the construction of this improvement. Without implementation of the proposed mitigation, the impact would be ***significant and unavoidable***.

Facts in Support of Finding: Implementation of Mitigation 7-18 would reduce the project's

contribution to the cumulative traffic impact at the Marsh Road/Scott Drive intersection to a less-than-significant level through the project's payment of its fair share (estimated to be 16 percent) to a mitigation fund, or if in effect at building permit issuance, through payment of its City Traffic Impact Fee, to restripe the intersection. However, the City cannot guarantee in advance that the City of Menlo Park will approve the mitigation, so the impact is currently considered significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-19: Cumulative With Project Impacts on Freeway Segments.** Traffic generated by the proposed project is expected to result in the following freeway segment operational effects:

- northbound US 101 (mixed flow) lanes between County line and Whipple Avenue (AM)--an additional 6.1 percent of the freeway segment capacity;
- northbound US 101 (mixed flow) lanes between Whipple Avenue and SR 92 (PM)--an additional 4.9 percent of the freeway segment capacity;
- southbound US 101 (mixed flow) lanes between SR 92 and Whipple Avenue (AM)--an additional 2.2 percent of the freeway segment capacity;
- southbound US 101 (mixed flow) lanes between SR 92 and Whipple Avenue (PM)--an additional 1.2 percent of the freeway segment capacity; and
- southbound US 101 (mixed flow) lanes between Whipple Avenue and County line (PM)--an additional 2.5 percent of the freeway segment capacity.

Mitigation: **Mitigation 7-19.** Mitigation of these effects to a less-than-significant level would require construction of an additional mixed flow lane on US 101. Caltrans, which has jurisdiction over improvements to US 101, has no plans to widen the affected freeway segments due to right of way limitations. Recent projects have added auxiliary lanes to US 101 from SR 92 to Marsh Road. The scheduled construction of auxiliary lanes on US 101 between Marsh Road and Embarcadero Road would alleviate congestion on the affected segments, but would not be sufficient to reduce impacts to a less-than-significant level.

Finding: Implementation of Mitigation 7-19 is determined to be infeasible. Therefore, the impact is expected to remain ***significant and unavoidable***.

Facts in Support of Finding: Implementation of Mitigation 7-19 would require construction of an additional mixed flow lane on US 101, which is under Caltrans jurisdiction and for which Caltrans has no current plans due to right of way limitations. The impact is expected to remain significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information),

and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-20: Existing Plus Project Impact on Pedestrian Facilities (Hurlingame/Bay and Barron/Bay).** Currently, two mid-block crosswalks along Broadway and one crosswalk at Bay Road provide pedestrian access in the Precise Plan area. Due to the limited existing pedestrian facilities on Bay Road along the project frontage, the existing pedestrian facilities could encourage pedestrians to cross roads in undesignated areas.

Mitigation: **Mitigation 7-20.** To mitigate this impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation), additional high visibility crosswalks shall be created along Bay Road that are aligned with the intersecting streets. These crosswalks could include bulbouts, high visibility paint, paving textures/treatments, or pedestrian flashing warning light systems. These crosswalks would be installed at Hurlingame Avenue/Bay Road and Barron Avenue/Bay Road.

Finding: Implementation of Mitigation 7-20 would reduce the project's impact on pedestrian facilities to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 7-20 would reduce the project's impact on pedestrian facilities to a less-than-significant level by adding high visibility crosswalks along Bay Road that are aligned with the intersecting streets. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Utilities

Impact: **Impact 10-1: Need for Emergency Potable Water Storage.** Project development would require emergency potable water storage per City requirements. The infrastructure (e.g., water tank and distribution system) necessary to meet this requirement has not been incorporated as a component of the proposed project.

Mitigation: **Mitigation 10-1.** Based on the projected emergency potable water storage requirement for the proposed project, the project applicant shall contribute the funds equivalent to the cost of providing 490 equivalent dwelling units (EDU) (\$1.5 million in 2011 dollars) of emergency potable water storage towards the design and construction of the planned off-site areawide storage facility.

Finding: Implementation of Mitigation 10-1 would reduce the project impact on emergency potable water storage to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 10-1 would reduce the project impact on emergency potable water storage to a less-than-significant level through the

applicant's contribution of approximately \$1.5 million (in 2011 dollars) toward the City's planned off-site areawide storage facility. These facts are described in Draft EIR chapter 10 (Utilities), section 10.1 (Water), on pages 10-1 through 10-15, and appendix 21.5 (Supplemental Public Utilities Information), which are hereby incorporated by reference.

Impact: **Impact 10-2: Increased Peak Wastewater Flows in the Local FOSMD Collection System.** It is estimated that the proposed project development site's peak wastewater flows to the FOSMD sewer system would be approximately 4.5 times the flow under existing (full occupancy) conditions, from 112 gallons per minute (gpm) to 627 gpm. Based on information provided by the County Department of Public Works, it has not yet been confirmed whether the two existing sewer lines that would carry this increased wastewater flow across the freeway have sufficient capacity to accommodate such an increase.

Mitigation: **Mitigation 10-2.** At the time that construction of net new square footage on the project development site is proposed, the applicant's engineer shall work with FOSMD and the San Mateo County Engineering Department to verify that the local FOSMD sewer network, particularly lines 100 and 200, has adequate capacity for the proposed increment of development's peak wastewater flow rate. If an inadequacy is found and the proposed increment of development represents the entire cause of the capacity shortfall, the applicant shall bear full responsibility for funding the required improvements to FOSMD's system; if the proposed increment of development does not represent the entire cause of such an incapacity, the applicant shall pay its fair share of the cost of such improvements.

Finding: Implementation of Mitigation 10-2 in accordance with the policies and standards of the FOSMD Master Plan would reduce the identified wastewater collection system capacity impact to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 10-2 would reduce the project impact on wastewater collection system capacity to a less-than-significant level through a collaborative effort between the applicant's engineer, Fair Oaks Sewer Maintenance District (FOSMD), and San Mateo County Engineering Department in accordance with the FOSMD Master Plan. These facts are described and quantified in Draft EIR chapter 10 (Utilities), section 10.2 (Wastewater), on pages 10-16 through 10-22, and appendix 21.5 (Supplemental Public Utilities Information), which are hereby incorporated by reference.

Impact: **Impact 10-3: Increased Risk of Flooding Resulting from Loss of Existing Detention Storage.** The project development site would be substantially reconfigured, with replacement of all existing buildings and elimination of a large part of the existing at-grade parking. If the associated regrading and construction of new buildings reduces the existing volume of on-site detention storage, flood levels on the project development site and elsewhere within the basin could rise compared to current conditions.

Mitigation: **Mitigation 10-3.** The project shall not increase off-site flooding compared to

existing conditions. Finished grades within the portions of the project development site located outside the proposed building envelopes shall be set at an average elevation that maintains, at a minimum, the existing volume of on-site stormwater detention storage, until such time as the City's downstream discharge constraints (e.g., Bayfront Canal) are resolved and the storage is no longer needed to protect the project improvements and improved properties in the adjoining neighborhoods.

Project grading requirements would be based on a detailed, design-level study prepared by the project engineer and approved by the City Building, Infrastructure, and Transportation Department. The study would document the volume of storage currently available on the project development site and establish proposed grades to replicate this existing storage condition following construction of the proposed new buildings. The stormwater detention potential of the project-proposed approximately 2.4-acre publicly accessible open space and of the project-proposed greenway shall be incorporated into the design-level study. In addition, all proposed improvements that are not elevated above the 100-year flood elevation would have to be flood-proofed or otherwise protected from the effects of high water. The applicant shall develop a program by which future building tenants can be notified that vehicles parked within potential flood areas should be moved if it is determined that flooding conditions are imminent.

In addition, the existing Midpoint Technology Park development remains subject to Certified Mitigation 7-4 from the 1996 Midpoint Technology Park EIR. The applicable text of the mitigation states, "[I]f and when the City decides to improve the [downstream] storm drainage facility, the developer (or heirs) will be required to deposit funds with the City as 'fair share' (for stormwater runoff impacts caused only by the new [i.e., Midpoint Technology Park] development) participation in the system's construction costs."

Finding: Implementation of Mitigation 10-3 would reduce the identified flooding impact to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 10-3 would reduce the project impact on flooding potential to a less-than-significant level through a combination of site design, architectural design, and engineering solutions subject to review and approval of the City Building, Infrastructure and Transportation Department, resulting in no net increase in off-site flooding compared to existing conditions. These facts are described and quantified in Draft EIR chapter 10 (Utilities), section 10.3 (Storm Drainage and Water Quality), on pages 10-23 through 10-36, which is hereby incorporated by reference.

Exhibit B**FINDINGS REGARDING ALTERNATIVES****Summary of Discussion of Alternatives in the Final EIR**

The Final EIR evaluates a number of potential alternatives to the Project. The EIR examines the environmental impacts of each alternative in comparison with the Project and the relative ability of each alternative to satisfy project objectives.

The EIR also describes the criteria used to identify a range of reasonable alternatives for review in the EIR and describes proposals that the City concluded did not merit additional, more-detailed review because they did not present viable alternatives to the Project.

The City Council's Findings Relating to Alternatives

In making these findings, the City Council certifies that it has independently reviewed and considered the information on alternatives provided in the Final EIR, including the information provided in comments on the Draft EIR and the responses to those comments in the Final EIR. The Final EIR's discussion and analysis of these alternatives is not repeated in these findings, but the discussion and analysis of the alternatives in the Final EIR is incorporated in these findings by reference.

The Final EIR describes and evaluates in detail five alternatives to the Project. The City Council has adopted mitigation measures that mitigate the significant environmental effects of the Project. While these mitigation measures will not mitigate all Project impacts to a less than significant level, they will mitigate those impacts to a level that the City Council finds is acceptable.

The City Council finds that only the Project would satisfy all of the Project Objectives. The City Council finds that the remaining alternatives are unable to satisfy the project objectives to the same degree as the Project. The City Council further finds that, on balance, none of the remaining alternatives has environmental advantages over the Project that are sufficiently great to justify approval of such an alternative instead of the Project, in light of each such alternative's inability to satisfy the project objectives to the same degree as the Project. Accordingly, the City Council has determined to approve the Project instead of approving one of the remaining alternatives.

In making this determination, the City Council finds that when compared to the other alternatives described and evaluated in the Final EIR, the Project, as mitigated, provides a reasonable balance between fully satisfying the project objectives and reducing potential environmental impacts to an acceptable level. The City Council further finds and determines that the Project should be approved, rather than one of the other alternatives, for the reasons set forth below.

Description of Project Objectives

The project objectives are to:

Redevelop the project development site (formerly Midpoint Technology Center) for a Stanford University satellite location in a campus setting of sufficient size to accommodate the long-term needs of academic and academic support users for whom an appropriate location on the main Stanford campus is not available, feasible, or essential.

Plan the campus with sufficient flexibility to allow office, research/development, and medical clinic uses by Stanford and/or other users.

Redevelop the project development site to conserve natural resources through sustainable land use components and building features, including those affecting transportation, energy, water, and air quality.

Redevelop the site so that it enhances the quality and value of the adjacent residential neighborhood.

Redevelop the site in a manner which promotes and enhances a healthy and diverse economy in Redwood City.

Transform the project site's existing campus design to allow development intensity in a manner which implements the City's New General Plan vision for land use, urban form and density, economic development, and circulation.

Create a pattern of smaller City blocks integrated into the neighborhood-scale street grid.

Provide a high-quality campus with substantial usable open space.

Ensure that the forgoing objectives are achieved through preparation and approval of a comprehensive land use plan addressing such issues as development standards, design guidelines, and capital improvement plans and policies.

Discussion and Findings Relating to the Alternatives Evaluated in the Draft EIR

Under CEQA, a “No-Project Alternative” compares the impacts of proceeding with a proposed project with the impacts of not proceeding with the proposed project. A No-Project Alternative describes the environmental conditions in existence at the time the Notice of Preparation was published, along with a discussion of what would be reasonably expected to occur at the site in the foreseeable future, based on current plans and consistent with available infrastructure and community services.

Here, the EIR considers in detail two No-Project Alternatives, one of which assumes only that existing buildings on the Project site would be fully occupied and the other of which assumes that the Project site would be built out to its currently permitted 0.7 FAR. The EIR also considered in detail three Action Alternatives, and explained why an alternate project location was not considered in detail.

No Project—Full Occupancy of Existing Buildings Alternative (Alternative 18.1) (“Existing Buildings Alternative”).

Under the Existing Buildings Alternative, existing buildings on the development site would be fully occupied with office and R&D uses. None of the adverse or beneficial environmental impacts of the Project would occur.

The Existing Buildings Alternative would fail to achieve any of the project objectives, *i.e.*, (i) redevelopment of the development site for a Stanford University satellite location of sufficient size to accommodate the long-term needs of academic support users; (ii) planning of the campus with sufficient flexibility to allow office, R&D, and medical clinic uses; (iii) redevelopment of the site to conserve natural resources through sustainable land use components and building features; (iv) redevelopment of the site to enhance the quality and value of the adjacent residential neighborhood; (v) redevelopment of the site in a manner which promotes and enhances a healthy and diverse economy in the City; (vi) transformation of the development site’s existing design to allow development intensity in a manner which implements the New General Plan’s vision for land use, urban form and density, economic development, and circulation; (vii) creation of a pattern of smaller City blocks integrated into the neighborhood-scale street grid; (viii) provision of a high-quality campus with substantial usable open space; and (ix) achievement of the forgoing objectives through a comprehensive land use plan. This Alternative would contribute minimally to achievement of one of the project objectives, redevelopment of the site in a manner which promotes and enhances a healthy and diverse economy in Redwood City, because full occupancy of existing buildings would make some positive contribution to the Redwood City economy, but the this Alternative would not accomplish this objective as fully as the Project.

The Existing Buildings Alternative would result in the fewest environmental impacts of all the evaluated alternatives. Therefore, it is the “environmentally superior alternative” under CEQA. However, on balance, the environmental benefits that might be achieved with this alternative are outweighed by its failure to provide the environmental benefits of the Project or to achieve the project objectives, and the City Council rejects this alternative.

No Project—Maximum Development Under Existing Zoning (Alternative 18.2) (“Existing Zoning Alternative”).

The Existing Zoning Alternative reflects maximum allowable buildout of the development site under existing zoning, which includes a maximum 0.7 FAR. Development would provide additional R&D and medical clinic space, but not additional office space. Some demolition of existing buildings and reconfiguration of the development site is assumed.

Significant adverse environmental impacts of the Project that would be reduced by the Existing Zoning Alternative are certain traffic, air quality, and cultural and historic resource impacts, as described in the EIR. Of these, only the significant unavoidable air quality impact of the Project would be reduced to a less than significant level by the Existing Zoning Alternative.

The Existing Zoning Alternative would increase the severity of utilities impacts compared to the Project, due to increased water demand for increased medical clinic uses and reduced ability to improve utility infrastructure absent redevelopment of the entire development site. The Existing Zoning Alternative would also increase climate change impacts compared to the Project because its CO₂-equivalent emissions would be 5.7 metric tons per capita, compared to the Project's 4.1 metric tons. Whereas the Project would not cause a significant climate change impact, the Existing Zoning Alternative would cause a significant climate change impact.

The Existing Zoning Alternative would not realize certain environmental benefits to the same extent as the Project, such as improving community connections by extending three streets through the Project site, improving the visual character and quality of the site, implementing an enhanced TDM program based on a site FAR of 1.0, extending recycled water service to the site, replacing all existing inefficient plumbing fixtures and vitreous clay wastewater pipelines, reducing impervious surfaces throughout the site, flood-proofing all buildings, storing storm water in open space and greenway areas rather than on parking lots, and replacing all older buildings with new buildings constructed to meet the latest seismic and engineering standards.

The Existing Zoning Alternative would fail to advance the following project objectives: (i) transformation of the development site's existing design to allow development intensity in a manner which implements the New General Plan's vision for land use, urban form and density, economic development, and circulation; and (ii) achievement of project objectives through a comprehensive land use plan.

The Existing Zoning Alternative would substantially impair achievement of the following project objectives: (i) redevelopment of the development site for a Stanford University satellite location of sufficient size to accommodate the long-term needs of academic support users; (ii) planning of the campus with sufficient flexibility to allow office, R&D, and medical clinic uses; (iii) redevelopment of the site to conserve natural resources through sustainable land use components and building features; (iv) redevelopment of the site to enhance the quality and value of the adjacent residential neighborhood; (v) redevelopment of the site in a manner which promotes and enhances a healthy and diverse economy in the City; (vi) creation of a pattern of smaller City blocks integrated into the neighborhood-scale street grid; and (vii) provision of a high-quality campus with substantial usable open space.

On balance, the environmental benefits that might be achieved with this alternative are outweighed by its environmental impacts compared to the Project, its reduced environmental benefits compared to the Project, its substantial impairment of most project objectives, and its failure to advance two project objectives. The City Council rejects this alternative.

Reduced Development/425 Broadway Preservation Scenario Alternative (Alternative 18.3) (“Reduced Development Alternative”).

This alternative assumes the same uses as the Project in the same proportions, but would allow only 70% of the square footage of the Project (1.06 million square feet compared to 1.52 million square feet) and a lower FAR (0.7 compared to 1.0). This alternative would also preserve the 425 Broadway building and adjoining plaza with fountains.

Significant adverse environmental impacts of the Project that would be reduced by the Reduced Development Alternative are certain traffic, air quality, and cultural and historic resource impacts, as described in the EIR. Some intersection level of service impacts that could be significant and unavoidable under the Project (if other agencies with jurisdiction do not approve mitigation) might be less than significant under the Reduced Development Alternative. The Project’s significant unavoidable air quality impacts would likely be reduced to a less than significant level under the Reduced Development Alternative. The potentially significant and unavoidable historic resources impact on the 425 Broadway building and plaza with fountains would be avoided. None of the other significant unavoidable impacts of the Project would be reduced to a less than significant level by the Reduced Development Alternative.

The Reduced Development Alternative would slightly increase climate change impacts compared to the Project because its CO₂-equivalent emissions would be 4.2 metric tons per capita, compared to the Project’s 4.1 metric tons; neither the Reduced Development Alternative nor the Project would cause a significant climate change impact.

Due to the retention of the 425 Broadway building and plaza, the Existing Zoning Alternative would not realize certain environmental benefits to the same extent as the Project, such as improving community connections by extending Warrington Avenue through the Project site, improving the visual character and quality of the site by creating a more coherent form, scale, and character, fully implementing on-site utility improvements, flood-proofing all buildings, and replacing all buildings with new buildings constructed to meet the latest seismic and engineering standards. Because of its 0.7 FAR, the Reduced Development Alternative also would not implement an enhanced TDM program based on a site FAR of 1.0, as would the Project.

Because of its reduced density and retention of the 425 Broadway building and plaza, the Reduced Development Alternative would impair achievement of all project objectives, *i.e.*, (i) redevelopment of the development site for a Stanford University satellite location of sufficient size to accommodate the long-term needs of academic support users; (ii) planning of the campus with sufficient flexibility to allow office, R&D, and medical clinic uses; (iii) redevelopment of the site to conserve natural resources through sustainable land use components and building features; (iv) redevelopment of the site to enhance the quality and value of the adjacent residential neighborhood; (v) redevelopment of the site in a manner which promotes and enhances a healthy and diverse economy in the City; (vi) transformation of the development site’s existing design to allow development intensity in a manner which implements the New General Plan’s vision for land use, urban form and density, economic development, and circulation; (vii) creation of a pattern of smaller City blocks integrated into the neighborhood-scale street grid; (viii) provision of a high-quality campus with substantial usable open space; and (ix) achievement of the forgoing objectives through a comprehensive land use plan.

On balance, the environmental benefits that might be achieved with this alternative are outweighed by its increased environmental impacts compared to the Project, its reduced environmental benefits compared to the Project and its impairment of the ability to fully satisfy all project objectives, and the City Council rejects this alternative.

R&D, Hotel, and Restaurant Alternative (1.0 FAR) (Alternative 18.4).

Under this alternative, the development site would include 1.24 million square feet of R&D floor area, a 5,000-square-foot restaurant, and a 300-room hotel. Similar to the Project, the Hotel and Restaurant alternative would have an overall 1.0 FAR, resulting in approximately 1.52 million square feet on the development site. The R&D, Hotel, and Restaurant Alternative would retain the City's traditional vision of a more light industrial-oriented R&D campus while incorporating a hotel in an employment center near downtown and adjacent to the Stanford Medicine Outpatient Center.

Significant adverse environmental impacts of the Project that would be reduced by the R&D, Hotel, and Restaurant Alternative are certain traffic and air quality impacts, as described in the EIR. Some intersection level of service impacts that could be significant and unavoidable under the Project (if other agencies with jurisdiction do not approve mitigation) might be less than significant under the R&D, Hotel, and Restaurant Alternative. The Project's significant unavoidable air quality impacts would likely be reduced to a less than significant level under the R&D, Hotel, and Restaurant Alternative. None of the other significant unavoidable impacts of the Project would be reduced to a less than significant level by the R&D, Hotel, and Restaurant Alternative.

The R&D, Hotel, and Restaurant Alternative would reduce climate change impacts compared to the Project because its CO₂-equivalent emissions would be 3.6 metric tons per capita, compared to the Project's 4.1 metric tons; neither the R&D, Hotel, and Restaurant Alternative nor the Project would cause a significant climate change impact.

Due to its increased R&D square footage and its restaurant uses, the R&D, Hotel, and Restaurant Alternative would cause increased water and wastewater impacts compared to the Project that could be significant and unavoidable.

The R&D, Hotel, and Restaurant Alternative would not advance the following project objectives: (i) redevelopment of the development site for a Stanford University satellite location of sufficient size to accommodate the long-term needs of academic support users; and (ii) planning of the campus with sufficient flexibility to allow office, R&D, and medical clinic uses.

If any project proponent were to implement this alternative, it could partially achieve the project objective of redeveloping the site to conserve natural resources through sustainable land use components and building features, although there would be no guarantee that this alternative would include the robust sustainability features, including a the state-of-the-art TDM program, that have been proposed by Stanford. If a project proponent were to implement this alternative, it could meet or partially meet the project objectives of redeveloping the site to enhance the quality and value of the adjacent residential neighborhood, promote and enhance a healthy and diverse economy in the City, and transforming the development site's existing design to implement the New General Plan vision.

If a project proponent were to implement this alternative, it could implement the project objectives of creating a pattern of smaller City blocks integrated into the neighborhood-scale street grid, providing a high-quality campus with substantial usable open space, and ensuring that some project objectives are achieved through a comprehensive land use plan. However, it is uncertain whether any project proponent would be willing to implement this alternative. For that reason, this alternative would not satisfy these objectives as fully as the Project.

On balance, the environmental benefits that might be achieved with this alternative are outweighed by its environmental impacts compared to the Project, its reduced environmental benefits compared to the Project, its failure to achieve two basic project objectives, and its impairment of the ability to fully satisfy many of the other project objectives. The City Council rejects this alternative.

With Housing Alternative (1.0 FAR) (Alternative 18.5).

This alternative would consist of office, medical clinic, and R&D uses, as well as approximately 228 residential units, within a 1.0 FAR.

Significant adverse environmental impacts of the Project that would be reduced by the With Housing Alternative are certain traffic and air quality impacts, as described in the EIR. Some intersection level of service impacts that could be significant and unavoidable under the Project (if other agencies with jurisdiction do not approve mitigation) might be less than significant under the With Housing Alternative. The Project's significant unavoidable operational air quality impacts would likely be reduced to a less than significant level under the With Housing Alternative, but as described below, an additional significant air quality impact could be created by this alternative. None of the other significant and unavoidable impacts of the Project would be reduced to a less than significant level by the With Housing Alternative.

The With Housing Alternative would reduce climate change impacts compared to the Project because its CO₂-equivalent emissions would be 3.9 metric tons per capita, compared to the Project's 4.1 metric tons; neither the With Housing Alternative nor the Project would cause a significant climate change impact.

Because it would bring residents to the Project site, the With Housing Alternative would add a potentially significant impact to new residents from exposure to PM_{2.5} emissions from the nearby Tyco facility. In addition, residents would constitute sensitive receptors who would be exposed to significant and unavoidable construction noise impacts if they are on site during construction.

The With Housing Alternative would not achieve the project objective of implementing the New General Plan vision for the Project site, because residential use is not a designated use for the Project site in the New General Plan. The With Housing Alternative would also substantially impair the project objective of redeveloping the development site for a Stanford University satellite location of sufficient size to accommodate the long-term needs of academic support users.

If any project proponent were to implement this alternative, it could meet or partially achieve the project objectives of: (i) planning the campus with sufficient flexibility to allow office, R&D, and medical clinic uses; (ii) redevelopment of the development site to conserve natural

resources through sustainable land use components and building features; (iii) redevelopment of the site to enhance the quality and value of the adjacent residential neighborhood; (iv) redevelopment of the site to promote and enhance a healthy and diverse economy in the City; (v) creation of a pattern of smaller City blocks integrated into the neighborhood-scale street grid; (vi) provision of a high-quality campus with substantial usable open space; and (vii) achievement of the forgoing objectives through a comprehensive land use plan. However, it is uncertain whether any project proponent would be willing to implement this alternative. For that reason, this alternative would not satisfy these objectives as fully as the Project.

Because the With Housing Alternative would generate the fewest vehicle trips of the action alternatives, it would reduce the greatest number of overall adverse environmental impacts, compared to the Project, of all the action alternatives. It is, therefore, the Environmentally Superior Alternative among the action alternatives. However, the With Housing Alternative would expose more sensitive receptors to PM_{2.5} emissions from the Tyco facility and to significant construction noise than would the Project. In addition, the With Housing Alternative is inconsistent with the City's New General Plan and therefore would fail to meet one basic project objective, and it would impair achievement of additional project objectives. On balance, the environmental benefits that might be achieved with this alternative are outweighed by its environmental disadvantages compared to the Project, its failure to achieve a basic project objective, and its impairment of the ability to fully satisfy other project objectives. The City Council rejects this alternative.

Summary of Findings Regarding Alternatives. For all of the foregoing reasons, the City Council has determined to approve the Project instead of one of the alternatives to the Project.

The City Council's Findings Regarding Suggestions for Modifying the Project, Variations on the Alternatives, and a Suggested Off-Site Alternative

Various modifications to the Project and variations on the alternatives were proposed either in comments on the Draft EIR or in letters submitted to the City after the Final EIR was completed. These proposed variations include prohibiting vehicle traffic on street extensions through the Project and wrapping all parking structures in housing. The City Council finds that these proposals would not reduce any significant impacts of the Project and do not represent additional alternatives to the Project because they would alter components of the Project, but are not alternatives to the Project as a whole. In addition, as explained in the Responses to Comments section of the Final EIR, one of the Project's three street extensions (Hurlingame) may be implemented as a pedestrian paseo under the Precise Plan, and Alternative 18.5 analyzes the inclusion of housing on the development site.

Another comment suggested an off-site alternative to the Project, which would place the uses described in the EIR on "the unused vacant land owned by Stanford near the University and Medical Center." As explained in Final EIR Response to Comment L 9.01, the suggested site is subject to General Plan, Development Agreement and Community Plan constraints that do not allow the types of intensity of uses that have been proposed for the Project site. In addition, development of urban uses on this undeveloped land could result in greater impacts to biological resources, creek habitat and water quality, potential archaeological resources, and aesthetic resources than redevelopment of the Project site for the same uses. For these reasons, the

alternative location suggested by the commenter is not considered to be a potentially feasible alternative capable of substantially reducing the impacts of the Project.

Findings Regarding Adequacy of Range of Alternatives. The City Council finds that the range of alternatives evaluated in the EIR reflects a reasonable attempt to identify and evaluate various types of alternatives that would potentially be capable of reducing the Project's environmental effects, while accomplishing most but not all of the project objectives. The City Council finds that the alternatives analysis is sufficient to inform the City Council and the public regarding the tradeoffs between the degree to which alternatives to the Project could reduce environmental impacts and the corresponding degree to which the alternatives would hinder the City's ability to achieve the project objectives.

Exhibit C

STATEMENT OF OVERRIDING CONSIDERATIONS

Impacts That Remain Significant

As discussed in Exhibit A, the City Council has found that the following impacts of the Project would or could remain significant following City adoption of the mitigation measures described in the Final EIR:

Impacts 7-1 and 7-5 (Woodside Road/Broadway Intersection), if Caltrans does not approve City-adopted mitigation;

Impacts 7-2, 7-6 and 7-13 (Woodside Road/Bay Road Intersection), if Caltrans does not approve City-adopted mitigation;

Impacts 7-11 and 7-19 (US 101 Freeway Segment Impacts);

Impact 7-12 (Veterans Blvd./Woodside Road Intersection), if Caltrans does not approve City-adopted mitigation;

Impact 7-14 (Woodside Road/Middlefield Road Intersection), if Caltrans does not approve City-adopted mitigation;

Impact 7-18 (Marsh Road/Scott Drive Intersection), if the City of Menlo Park does not approve City-adopted mitigation;

Impact 8-1 (Construction-Related Air Quality Impacts – Potential Exceedance of BAAQMD-recommended daily significance thresholds for ROG and NO_x);

Impact 8-2 (Operational Air Quality Impacts – Exceedance of BAAQMD-recommended significance thresholds for ROG and PM₁₀);

Impact 13-2 (Project-Facilitated Construction Noise – Potentially significant intermittent and short-term impact at some locations); and

Impact 14-1 (Historic Resources – Demolition of the 425 Broadway building and adjoining plaza with fountains and removal of Ampex sign)

Overriding Considerations Justifying Project Approval

In accordance with CEQA Guidelines Section 15093, the City Council has, in determining whether or not to approve the Project, balanced the economic, social, technological, and other project benefits against the Project's unavoidable environmental risks, and finds that the benefits of the Project set forth below outweigh the significant adverse environmental effects that are not mitigated to less than significant levels. This statement of overriding considerations is based on the City Council's review of the Final EIR and other information in the administrative record. Each of the benefits identified below provides a separate and independent basis for overriding the significant environmental effects of the Project. The benefits of the Project are as follows:

Implementation of the New General Plan

The Project will transform the existing campus in a manner which implements the City's New General Plan vision for land use, urban form and density, economic development, and circulation. This vision includes, but is not limited to:

- Policy BE-1.4 (compatibility and interfaces between Neighborhoods, Centers and Corridors)
- Policy BE-1.6 (large-scale projects to be developed with an interconnected pattern of small blocks)
- Policy BE-1.7 (large-scale projects to consist of buildings oriented to public streets)
- Policy BE-1.8 (integration of new projects to create extension of urban fabric)
- Policy BE-11.5 (improved public streetscapes along Corridors)
- Policy BE-11.6 (buildings along Corridors designed to define the public realm and activate sidewalks and pedestrian paths)
- Policy BE-11.7 (appropriate density and intensity of land uses to facilitate high levels of transit use along Corridors)
- Policy BE-11.8 (buildings along Corridors sensitive to adjacent neighborhoods)

- Policy BE-16.1 (new land use approaches along Broadway Corridor consistent with Land Use Map and designed to encourage development at intensity and pattern to support a streetcar system)
- Policy BE-19.1 (success and vitality of Employment Centers that provide quality work and working environments)
- Policy BE-19.3 (enhanced accessibility to Employment Centers through alternative modes of transportation)
- Policy BE-19.4 (accessory uses such as open space, transit amenities and child care facilities in Employment Centers)
- Policy BE-22.2 (performance criteria for new developments)
- Policy BE-24.11 (attention to global warming impacts in new development)
- Policy BE-25.1 (alternative transportation modes)
- Policy BE-40.6 (expanded Recycled Water Service Area and use of recycled water)
- Policy BE-41.3 (minimized groundwater infiltration and inflow)
- Goal BE-32 (diverse and healthy economy)

Jobs

Implementation of the Project will generate temporary construction jobs and will bring additional employees to Redwood City, which the City finds will promote and enhance a healthy and diverse economy in the City.

Environmental Benefits

Implementation of the Project will provide for extension of recycled water service to the site, replacement of all existing inefficient plumbing fixtures, contribution to the Main City Service Area emergency water storage tank program, replacement of on-site vitreous clay wastewater pipelines that are subject to inflow and infiltration, reduction of impervious surfaces on the site, flood-proofing of buildings, and storage of storm water in open space and greenway areas rather than on parking lots. In addition, implementation of the Project will provide 2.4 acres of publicly accessible open space; replace older buildings with new buildings constructed to meet the latest seismic and engineering standards; and improve the visual character and quality of the Project development site, including creating a more coherent form, scale, and character within the Precise Plan area. The Project includes a Neighborhood Streets Enhancement Program to enhance resident's enjoyment of their streets, sidewalks, and neighborhoods.

Flexibility and Definitiveness

Implementation of the Project will provide flexible building forms to allow for long-term tenancing and re-tenancing by office, research and development (R&D), medical clinic, and other potential uses. The Plan's policy envelope for development intensity, building heights and orientation, architectural design, circulation, parking, and other components is intended to be flexible enough to allow for changing conditions, but definitive enough to ensure that the City's vision for the Precise Plan area is achieved.

MITIGATION MONITORING CHECKLIST--STANFORD IN REDWOOD CITY PRECISE PLAN

The environmental mitigation measures listed in column two below have been incorporated into the conditions of approval for the Stanford in Redwood City Precise Plan in order to mitigate identified environmental impacts. A completed and signed chart will indicate that each mitigation requirement has been complied with, and that City and state monitoring requirements have been fulfilled with respect to Public Resources Code section 21081.6.

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
<i>TRANSPORTATION, CIRCULATION, AND PARKING</i>						
<p>Impact 7-1: Existing Plus Project Impact on Woodside Road/Broadway Intersection. Under Existing Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS E (59.3 seconds delay) to LOS F (128.8 seconds delay). According to City guidelines, this change would constitute a <i>significant project impact</i>.</p>	<p>Mitigation 7-1. To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Woodside Road and Broadway, the westbound approach on Broadway would need to be <i>restriped</i> to include a total of one left-turn lane, one through lane, one shared through/right-turn lane, and one right-turn lane. Signage would also need to be provided indicating that the "right-most" right-turn lane is to southbound US 101 only. In addition, the eastbound travel lanes would need to be <i>restriped</i> to include a total of two left-turn lanes and one shared through/right-turn lane. The eastbound and westbound signal phasing would need to be modified from split phasing to protected phasing. Because this intersection is subject to Caltrans jurisdiction, any changes to the operation of the signal or physical improvements to the intersection would require Caltrans approval. Pursuant to Caltrans Deputy Directives 64 and 64-R1, requiring facilitation of multimodal travel, it is possible that the above improvements to the intersection of Woodside Road and Broadway would also be required to include such features as pedestrian count-down signals, an emergency vehicle pre-emption system, reconstruction of corner radii to reduce pedestrian crossing distances, pedestrian median refuges, bike lanes, and bike detectors.</p> <p>With the improvements described above, the level of service (LOS) at this intersection would be restored to E or better. Therefore, with this mitigation, the</p>	<p>Applicant to fully fund. Applicant or City to construct.</p>	<p>City to monitor in consultation with C/CAG & Caltrans</p>	<p>Prior to building permit issuance that would result in 608,999 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.</p>		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	project impact would be considered <i>less-than-significant</i> . However, because this improvement would require Caltrans approval, the City cannot ensure the construction of this improvement. Without implementation of the proposed mitigation, the impact would be significant and unavoidable .					
Impact 7-2: Existing Plus Project Impact on Woodside Road/Bay Road Intersection. Under Existing Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS D (35.5 seconds delay) to LOS F (81.7 seconds delay). According to City guidelines, this change would constitute a significant project impact .	<p>Mitigation 7-2. To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Woodside Road and Bay Road, the westbound approach on Bay Road would need to be <i>restriped</i> to include a total of two left-turn lanes and one shared through/right-turn lane. (Woodside Road is considered north-south and Bay Road is considered east-west.) The eastbound approach would need to be <i>restriped</i> to include a total of one left-turn lane, one through lane, and one shared through/right-turn lane. In addition, the signal phasing on the eastbound and westbound approaches would need to be modified from permitted phasing to protected phasing. Because this intersection is subject to Caltrans jurisdiction, any changes to the operation of the signal would require Caltrans approval. Pursuant to Caltrans Deputy Directives 64 and 64-R1, requiring facilitation of multimodal travel, it is possible that the above intersection improvements would also be required to include such features as new crosswalk and pedestrian signals across Bay Road on the west side of Woodside Road, restriping of two crosswalks on Woodside Road to provide straight and shorter walking distances, pedestrian median refuges on Woodside Road, curb ramps, pedestrian count-down signals, an emergency vehicle pre-emption system, reconstruction of corner radii to reduce pedestrian crossing distances, bike lanes, and bike detectors.</p> <p>With the improvements described above, the level of service (LOS) at this</p>	Applicant to fully fund. Applicant or City to construct.	City to monitor in consultation with C/CAG & Caltrans	Prior to building permit issuance that would result in 849,155 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	intersection would improve to an acceptable LOS D in the PM peak hour, resulting in a <i>less-than-significant impact</i> . However, because this improvement would require Caltrans approval, the City cannot ensure the construction of this improvement. Without implementation of the proposed mitigation, the impact would be <i>significant and unavoidable</i> .					
Impact 7-3: Existing Plus Project Impact on Charter Street/Broadway Intersection. Under Existing Plus Project conditions during the AM peak hour, project traffic would cause the intersection to degrade from LOS B (14.1 seconds delay) to LOS F (117.1 seconds delay). In the PM peak hour, project traffic would cause the intersection to degrade from LOS C (17.9 seconds delay) to LOS F (122.5 seconds delay). In addition, this intersection would have peak hour volumes large enough under both peak hours to satisfy the peak hour signal warrant. According to City guidelines, these changes would constitute a <i>significant project impact</i> .	Mitigation 7-3. To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Charter Street and Broadway, the intersection would need to be signalized with protected phasing on all approaches. The northbound and southbound approaches on Charter Street would need to be <i>restriped</i> to include a total of one left-turn lane and one shared through/right-turn lane. The eastbound and westbound approaches on Broadway would need to be restriped to include a total of one left-turn, one through lane, and one shared through/right-turn lane. Parking (50 spaces) would need to be removed from all intersection legs to accommodate travel lanes. With these improvements, the level of service (LOS) at this intersection would improve to an acceptable LOS B in the AM peak hour and an acceptable LOS C in the PM peak hour, and the impact would be <i>less-than-significant</i> .	Applicant to fully fund. Applicant or City to construct.	City	Prior to building permit issuance that would result in 576,808 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		
Impact 7-4: Existing Plus Project Impact on Douglas Avenue/Broadway Intersection. Under Existing Plus Project conditions during the AM peak hour, project traffic would cause the intersection to degrade from LOS B (10.4 seconds delay) to LOS F (167.6 seconds). During the PM peak hour, project traffic would cause the intersection to degrade from LOS B (11.1 seconds) to LOS F (180.0 seconds). In addition, this intersection would have peak hour volumes large enough under both peak hours to satisfy the peak hour signal warrant. According to City guidelines, these changes	Mitigation 7-4. To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Douglas Avenue and Broadway, the intersection would need to be signalized with protected phasing on all approaches. (Douglas Avenue is considered north-south and Broadway is considered east-west.) In addition to signalization, parking (15 spaces) would need to be removed from the north and south legs to accommodate additional travel lanes. The southbound approach would need to be <i>restriped</i> to	Applicant to fully fund. Applicant or City to construct.	City	Prior to building permit issuance that would result in 560,712 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
would constitute a significant project impact .	include a total of one left-turn lane, one through lane, and one right-turn lane. The northbound approach would need to be <i>restriped</i> to include a total of two northbound left-turn lanes and one shared through/right-turn lane. The eastbound and westbound approaches would need to be <i>restriped</i> to include a total of one left-turn lane and one shared through/right-turn lane. With these improvements, the level of service (LOS) at this intersection would improve to an acceptable LOS C during both peak hours, and the impact would be less-than-significant .					
Impact 7-5: Near Term Plus Project Impact on Woodside Road/Broadway Intersection. Under Near Term Plus Project conditions during the PM peak hour, this intersection would continue to operate at LOS F, and project traffic would cause the critical delay to increase by 69.5 seconds. According to City of Redwood City guidelines, this change would constitute a significant project impact .	Mitigation 7-5. Implement Mitigation 7-1 (the project applicant would be responsible for fully funding/completing the mitigation). With these improvements, the level of service (LOS) at this intersection would remain at LOS F. Although the LOS F condition would exceed the City LOS standard, the LOS under Near Term Plus Project condition with this mitigation would be better than that under the Near Term Without Project condition. These improvements would enhance the overall performance of the intersection. Therefore, with this mitigation, this project impact would be considered <i>less-than-significant</i> . However, because implementation of this mitigation would require Caltrans approval, the City cannot ensure its construction. Without implementation of the proposed mitigation, the impact would be significant and unavoidable .	Applicant to fully fund. Applicant or City to construct.	City	Prior to building permit issuance that would result in 608,999 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		
Impact 7-6: Near Term Plus Project Impact on Woodside Road/Bay Road Intersection. Under Near Term Plus Project conditions during the PM peak hour, project traffic would cause this intersection to degrade from LOS D (44.9 seconds delay) to LOS F (91.1 seconds delay). According to City guidelines, this change would constitute a significant project impact .	Mitigation 7-6. Implement Mitigation 7-2 (the project applicant would be responsible for fully funding/completing the mitigation). With these improvements, the level of service (LOS) at this intersection would improve to an acceptable LOS D in the PM peak hour, resulting in a <i>less-than-significant impact</i> . However, because implementation of this mitigation would require Caltrans approval, the City cannot ensure its construction. Without implementation of the proposed mitigation,	Applicant to fully fund. Applicant or City to construct.	City	Prior to building permit issuance that would result in 849,155 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	the impact would be <i>significant and unavoidable</i> .					
<p>Impact 7-7: Near Term Plus Project Impact on Charter Street/Broadway Intersection. Under Near Term Plus Project conditions during the AM peak hour, project traffic would cause this intersection to degrade from LOS C (24.7 seconds delay) to LOS F (127.7 seconds delay). In the PM peak hour, the intersection would continue to operate at LOS F, and project traffic would cause the critical delay at the intersection to increase by 104.6 seconds. In addition, the increase in peak hour volumes at this intersection would be large enough under both peak hours to satisfy the peak hour signal warrant. According to City guidelines, these changes would constitute a <i>significant project impact</i>.</p>	<p>Mitigation 7-7. Implement Mitigation 7-3 (the project applicant would be responsible for fully funding/completing the mitigation). With these improvements, the level of service (LOS) at this intersection would improve to an acceptable LOS B in the AM peak hour and an acceptable LOS C in the PM peak hour, and the impact would be <i>less-than-significant</i>.</p>	Applicant to fully fund. Applicant or City to construct.	City	Prior to building permit issuance that would result in 576,808 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		
<p>Impact 7-8: Near Term Plus Project Impact on Charter Street/Bay Road Intersection. Under Near Term Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS D (27.7 seconds delay) to LOS E (37.7 seconds delay). In addition, this intersection would have peak hour volume increases large enough under both peak hours to satisfy the peak hour signal warrant. According to City guidelines, these changes would constitute a <i>significant project impact</i>.</p>	<p>Mitigation 7-8(a). To mitigate the project's impact at the intersection of Charter Street and Bay Road, the intersection would need to be signalized with protected phasing on the eastbound and westbound approaches on Bay Road, and permitted phasing on the northbound and southbound approaches on Charter Street. In addition to signalization, the eastbound and westbound approaches would need to be <i>restriped</i> to include a total of one left-turn lane and one shared through/right-turn lane. With these improvements, the level of service (LOS) at this intersection would improve to an acceptable LOS C in the AM peak hour and LOS D in the PM peak hour. Traffic from the proposed project would add 10.0 seconds to the PM peak hour delay at this intersection over Near Term No Project conditions (see EIR Table 7.11); other Near Term growth would add 14.5 seconds to the delay over Existing conditions.</p> <p>Therefore, it is assumed that the proposed project would contribute approximately 41 percent toward this impact. The proposed project would mitigate its contribution to this impact by contributing its fair share to a</p>	Applicant fair share or payment of Traffic Impact Fee	City	<p>Prior to building permit issuance that would result in 1,370,785 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.</p> <p>If, at the time this improvement is required, the improvement has not yet been constructed and the City determines that other development has not yet significantly contributed to the need for the improvement, then the applicant shall fully fund or construct the improvement, subject to potential</p>		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>mitigation fund established to pay for the cost of this improvement (estimated, based on this EIR, to be 41 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would mitigate its contribution to this impact by paying its Traffic Impact Fee in effect at time of payment and issuance of a building permit. Applicant's full funding or construction of the improvement, subject to potential reimbursement as provided in the Precise Plan, would also mitigate the project's contribution to this impact.</p> <p style="text-align: center;">or</p>			reimbursement for improvement costs that exceed the applicant's fair share. Refer to Precise Plan, Chapter III, Capital Improvements.		
	<p>Mitigation 7-8(b). Mitigation of the project's impact at the intersection of Charter Street and Bay Road would require the conversion of the all-way stop controlled unsignalized intersection to a single-lane roundabout. Standard roundabouts are at least 110 feet in diameter. Smaller roundabouts may operate efficiently down to 80 feet in diameter. The existing intersection at Charter Street and Bay Road would allow up to an 80-foot-diameter roundabout. If the design work shows that the 80-foot-diameter roundabout would not require the acquisition of additional right-of-way and would not create additional safety hazards for motorists, pedestrians, or bicyclists compared to Mitigation 7-8(a), and if substantial evidence at the time the roundabout is proposed shows that the roundabout would not divert traffic to other intersections, the roundabout shall be considered feasible and may be substituted for Mitigation 7-8(a). With this improvement, the level of service (LOS) at this intersection would improve to an acceptable LOS B during the AM peak hour and LOS C during the PM peak hour.</p>	Applicant fair share or payment of Traffic Impact Fee	City	<p>Prior to building permit issuance that would result in 1,370,785 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.</p> <p>If, at the time this improvement is required, the improvement has not yet been constructed and the City determines that other development has not yet significantly contributed to the need for the improvement, then the applicant shall fully fund or construct the improvement, subject to potential</p>		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>Traffic from the proposed project would add 10.0 seconds to the PM peak hour delay at this intersection over Near Term No Project conditions (see EIR Table 7.11); other Near Term growth would add 14.5 seconds to the delay over Existing conditions. Therefore, it is assumed that the proposed project would contribute approximately 41 percent toward this impact. The proposed project would mitigate its contribution to this impact by contributing its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on this EIR, to be 41 percent) at the time of issuance of a building permit or, if the City adds the roundabout to its Traffic Impact Fee Program (TIF) project list, the proposed project would mitigate its contribution to this impact by paying its Traffic Impact Fee in effect at time of payment and issuance of a building permit. Applicant's full funding or construction of the improvement, subject to potential reimbursement as provided in the Precise Plan, would also mitigate the project's contribution to this impact.</p> <p>Implementation of any one of these two mitigation options would reduce this project impact to a less-than-significant level.</p>			reimbursement for improvement costs that exceed the applicant's fair share. Refer to Precise Plan, Chapter III, Capital Improvements.		
<p>Impact 7-9: Near Term Plus Project Impact on Douglas Avenue/Broadway Intersection. Under Near Term Plus Project conditions during the AM peak hour, project traffic would cause the intersection to degrade from LOS C (21.9 seconds) to LOS F (179.1 seconds). During the PM peak hour, the intersection would continue to operate at LOS F, but project traffic would cause the critical delay at the intersection to increase from 54.5 seconds to 223.4 seconds (i.e., by 168.9 seconds). In addition, this intersection would have peak hour volume increases large enough under both peak hours to satisfy the peak hour signal warrant. According to City guidelines, these changes constitute a significant project impact.</p>	<p>Mitigation 7-9. Implement Mitigation 7-4 (the project applicant would be responsible for fully funding/completing the mitigation). With these improvements, the level of service (LOS) at this intersection would improve to an acceptable LOS C during both peak hours, and the impact would be less-than-significant.</p>	Applicant to fully fund. Applicant or City to construct.	City	Prior to building permit issuance that would result in 560,712 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
<p>Impact 7-10: Near Term Plus Project Impact on 5th Avenue/Bay Road Intersection. Under Near Term Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS C (21.8 seconds delay) to LOS E (38.4 seconds delay). In addition, this intersection would have peak hour volume increases large enough under both peak hours to satisfy the peak hour signal warrant. According to City guidelines, these changes would constitute a <i>significant project impact</i>.</p>	<p>Mitigation 7-10(a). The signalization of the 5th Avenue/Bay Road intersection is a transportation project included in the City's 2000 Traffic Impact Fee Program (TIF). Payment by the project applicant of its City Traffic Impact Fee in effect at time of payment and issuance of a building permit (or alternatively applicant's full funding or construction of the improvement subject to potential reimbursement as provided in the Precise Plan) would mitigate this impact. To mitigate the project's impact at the intersection of 5th Avenue and Bay Road, the intersection would need to be signalized. (5th Avenue is considered north-south and Bay Road is considered east-west.) No further improvements would be required. With this improvement, the level of service (LOS) at this intersection would improve to an acceptable LOS B during both peak hours.</p>	<p>Applicant fair share or payment of Traffic Impact Fee</p>	<p>City</p>	<p>Prior to building permit issuance that would result in 1,370,785 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.</p> <p>If, at the time this improvement is required, the improvement has not yet been constructed and the City determines that other development has not yet significantly contributed to the need for the improvement, then the applicant shall fully fund or construct the improvement, subject to potential reimbursement for improvement costs that exceed the applicant's fair share. Refer to Precise Plan, Chapter III, Capital Improvements.</p>		
	<p style="text-align: center;">or</p>					
	<p>Mitigation 7-10(b). Mitigation of the project's impact at the intersection of 5th Avenue and Bay Road would require the conversion of the all-way stop controlled intersection to a single lane roundabout. The existing road widths at 5th Avenue and Bay Road would allow up to an 85-foot-diameter roundabout. If the design work shows that the 85-foot-diameter roundabout would not require the acquisition of additional right-of-way and</p>	<p>Applicant fair share or payment of Traffic Impact Fee</p>	<p>City</p>	<p>Prior to building permit issuance that would result in 1,370,785 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.</p>		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>would not create additional safety hazards for motorists, pedestrians, or bicyclists compared to Mitigation 7-10(a), and if substantial evidence at the time the roundabout is proposed shows that the roundabout would not divert traffic to other intersections, the roundabout shall be considered feasible and may be substituted for Mitigation 7-10(a). With this improvement, the level of service (LOS) at this intersection would improve to an acceptable LOS A during both peak hours.</p> <p>Implementation of either one of these two mitigation options would reduce this project impact to a less-than-significant level.</p>			<p>If, at the time this improvement is required, the improvement has not yet been constructed and the City determines that other development has not yet significantly contributed to the need for the improvement, then the applicant shall fully fund or construct the improvement, subject to potential reimbursement for improvement costs that exceed the applicant's fair share. Refer to Precise Plan, Chapter III, Capital Improvements.</p>		
<p>Impact 7-12: Cumulative With Project Impact on Veterans Boulevard/ Woodside Road Intersection. Under Cumulative With Project conditions during the PM peak hour, the intersection would remain at LOS F and the proposed project could contribute up to 22.8 seconds of critical delay to the intersection. According to City of Redwood City guidelines, this constitutes a cumulatively considerable contribution to a significant cumulative impact.</p>	<p>Mitigation 7-12. To mitigate the project's contribution to the cumulative impact at the intersection of Veterans Boulevard and Woodside Road, an <i>additional eastbound through lane</i> would need to be added. (Woodside Road is considered north-south and Veterans Boulevard is considered east-west.) With these improvements, the level of service (LOS) at this intersection would improve to LOS E during the PM peak hour. Although LOS E still exceeds the City of Redwood City LOS standard, the LOS under Cumulative With Project conditions would be better than that under Cumulative No Project conditions. Therefore, with this mitigation, the project's contribution to this cumulative impact would be considered <i>less-than-significant</i>. Widening of Veterans Boulevard between Chestnut and Woodside Road is included in the City's Traffic Impact Fee Program (TIF) project list. Accordingly, the applicant's payment of its Traffic Impact Fee in effect at time of payment and</p>	<p>Applicant fair share or payment of Traffic Impact Fee</p>	<p>City to monitor in consultation with C/CAG & Caltrans</p>	<p>Prior to building permit issuance that would result in 715,189 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.</p>		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	issuance of a building permit would mitigate the proposed project's contribution to the significant cumulative impact. However, because this improvement would require Caltrans approval, the City of Redwood City cannot ensure the construction of this improvement. Without implementation of the proposed mitigation, the impact would be significant and unavoidable .					
Impact 7-13: Cumulative With Project Impact on Woodside Road/Bay Road Intersection. Under Cumulative With Project conditions during the PM peak hour, the intersection would degrade from LOS D to LOS F, and the proposed project could contribute up to 46.2 seconds of critical delay to the intersection. According to the City of Redwood City guidelines, this constitutes a cumulatively considerable contribution to a significant cumulative impact .	<p>Mitigation 7-13. To mitigate the project's contribution to the cumulative impact at the intersection of Woodside Road and Bay Road, an <i>additional westbound through lane</i> would need to be added and the shared through/right-turn lane converted to a right-turn lane. (Woodside Road is considered north-south and Bay Road is considered east-west.) Traffic from the proposed project could add up to 46.2 seconds to the PM peak hour delay at this intersection over Cumulative No Project conditions (see EIR Table 7.16); other Cumulative growth could add up to 3.4 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on this EIR, to be 93 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.</p> <p>The above improvements would be added to mitigation measures identified under Existing Plus Project conditions for the intersection of Woodside Road and Bay Road (Mitigation 7-2). The proposed project's payment of its fair share towards these improvements, and the City's implementation of the improvements, would mitigate the impact to a <i>less-than-significant level</i>. However, because these improvements would require Caltrans</p>	Applicant fair share or payment of Traffic Impact Fee	City to monitor in consultation with C/CAG & Caltrans	Prior to building permit issuance that would result in 849,155 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	approval, the City of Redwood City cannot ensure the construction of these improvements. Also, the additional westbound through lane would require additional right-of-way. Without implementation of the proposed improvements, the impact would be significant and unavoidable .					
Impact 7-14: Cumulative With Project Impact on Woodside Road/Middlefield Road Intersection. Under Cumulative With Project conditions during the PM peak hour, the intersection would remain at LOS F, and the proposed project could contribute up to 29.2 seconds of critical delay to the intersection. According to City of Redwood City guidelines, this constitutes a cumulatively considerable contribution to a significant cumulative impact .	<p>Mitigation 7-14. This mitigation is in addition to the Caltrans intersection improvement that will be implemented in 2013; a description of the 2013 improvement is included on page 7-21 of the Final EIR.</p> <p>To mitigate the significant cumulative impact at the intersection of Woodside Road and Middlefield Road, an <i>additional southbound through lane</i> would need to be added to Woodside Road. (Woodside Road is considered north-south and Middlefield Road is considered east-west.) Because this intersection is subject to Caltrans jurisdiction, this roadway widening and any changes to the operation of the signal would require Caltrans approval. With these improvements, the level of service (LOS) at this intersection would remain at LOS F. Although LOS F still exceeds the City of Redwood City LOS standard, conditions with this mitigation would be better than under Cumulative No Project conditions.</p> <p>The widening of Woodside Road, inclusive of this intersection, is included in the City's Traffic Impact Fee Program (TIF) project list. However, there is no current design option that is acceptable to both Caltrans and the City of Redwood City; therefore, this improvement may be infeasible. If a design for widening Woodside Road can be developed which is acceptable to both Caltrans and the City of Redwood City, payment of the Traffic Impact Fee by the applicant would mitigate the proposed project's contribution to the significant cumulative impact to a <i>less-than-significant</i></p>	Applicant fair share or payment of Traffic Impact Fee	City to monitor in consultation with C/CAG & Caltrans	Prior to building permit issuance that would result in 715,189 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p><i>level.</i> If it is determined that the Woodside Road improvements remain infeasible because the improvements are not consistent with the New Redwood City General Plan and/or Caltrans policy, the cumulative impact would remain significant and unavoidable, as would the proposed project's contribution to that cumulative impact.</p>					
<p>Impact 7-15: Cumulative With Project Impact on Douglas Avenue/Bay Road Intersection. Under Cumulative With Project conditions during the PM peak hour, the intersection would degrade from LOS C to LOS F, and the proposed project could contribute up to 78.2 seconds of critical delay to the intersection. According to City of Redwood City guidelines, this constitutes a cumulatively considerable contribution to a significant cumulative impact.</p>	<p>Mitigation 7-15. To mitigate the significant cumulative impact at the intersection of Douglas Avenue and Bay Road, the intersection would need to be <i>signalized</i> with protected phasing on the eastbound and westbound approaches on Bay Road. In addition to signalization, both the eastbound and westbound approaches would need to be <i>restriped</i> to include a total of one left-turn lane and one shared through/right-turn lane on both the eastbound and westbound approaches. With these improvements the level of service (LOS) at this intersection would improve to an acceptable LOS C during the PM peak hour.</p> <p>Traffic from the proposed project could add up to 78.2 seconds to the PM peak hour delay at this intersection over Cumulative No Project conditions (see EIR Table 7.16); other Cumulative growth could add up to 11.9 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on this EIR, to be 87 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.</p> <p>The proposed project's payment of its fair share toward these improvements would mitigate the project's contribution to the</p>	<p>Applicant fair share or payment of Traffic Impact Fee</p>	<p>City</p>	<p>Prior to building permit issuance that would result in 759,845 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.</p>		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	cumulative impact to a <i>less-than-significant level</i> .					
<p>Impact 7-16: Cumulative With Project Impact on Douglas Avenue/Middlefield Road Intersection. Under Cumulative With Project conditions during the AM peak hour, the intersection would degrade from LOS D to LOS E, and the proposed project could contribute up to 10.6 seconds of critical delay to the intersection. According to City of Redwood City guidelines, this constitutes a <i>cumulatively considerable contribution to a significant cumulative impact</i>.</p>	<p>Mitigation 7-16. To mitigate the cumulative impact at the intersection of Douglas Avenue and Middlefield Road, the eastbound and westbound approaches would need to be modified from permitted phasing to protected phasing. (Douglas Avenue is considered north-south and Middlefield Road is considered east-west.) With these improvements, the level of service (LOS) at this intersection would improve to acceptable LOS D during the AM peak hour.</p> <p>Traffic from the proposed project could add up to 10.6 seconds to the AM peak hour delay at this intersection over Cumulative No Project conditions (see EIR Table 7.16); other Cumulative growth could add up to 35.8 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on this EIR, to be 23 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit. The proposed project's payment of its fair share toward these improvements would mitigate the project's contribution to the cumulative impact to a <i>less-than-significant level</i>.</p>	Applicant fair share or payment of Traffic Impact Fee	City	Prior to building permit issuance that would result in 1,478,743 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		
<p>Impact 7-17: Cumulative With Project Impact on 2nd Avenue/Broadway Intersection. Under Cumulative With Project conditions during the AM peak hour, the intersection would remain at LOS F, and the proposed project could contribute up to 6.7 seconds of critical delay to the intersection. According to City of Redwood City guidelines, this constitutes a <i>cumulatively considerable</i></p>	<p>Mitigation 7-17. To mitigate the significant cumulative impact at the intersection of 2nd Avenue and Broadway, the intersection would need to be <i>signalized</i>. With this improvement, the level of service (LOS) at this intersection would improve to an acceptable LOS C during the AM peak hour.</p>	Applicant fair share or payment of Traffic Impact Fee	City	Prior to building permit issuance that would result in 1,419,857 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV,		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
<p><i>contribution to a significant cumulative impact.</i></p>	<p>Traffic from the proposed project could add up to 6.7 seconds to the AM peak hour delay at this intersection over Cumulative No Project conditions (see EIR Table 7.16); other Cumulative growth could add up to 89.8 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on this EIR, to be 7 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.</p> <p>The proposed project's payment of its fair share toward these improvements would mitigate the project's contribution to the cumulative impact to a <i>less-than-significant level.</i></p>			Intersection Improvements Table.		
<p>Impact 7-18: Cumulative With Project Impact on Marsh Road/Scott Drive Intersection. Under Cumulative With Project conditions during the PM peak hour, the intersection, would remain at LOS F and the proposed project could contribute up to 14.4 seconds of delay. The intersection of Marsh Road/Scott Drive is located in the City of Menlo Park. According to City of Menlo Park guidelines, this constitutes a <i>cumulatively considerable contribution to a significant cumulative impact.</i></p>	<p>Mitigation 7-18. To mitigate the cumulative impact at the intersection of Marsh Road and Scott Drive, the eastbound approach of Scott Drive would need to be <i>restriped</i> to include a total of one shared through/left-turn lane and one right-turn lane. (Marsh Road is considered north-south and Scott Drive is considered east-west.) With these improvements, the level of service (LOS) at this intersection would remain an unacceptable LOS F during the PM peak hour. Although the LOS F still exceeds the City of Menlo Park LOS standard, the LOS under Cumulative With Project conditions would be better than that under Cumulative No Project conditions.</p> <p>Traffic from the proposed project could contribute up to 14.4 seconds to the PM delay at this intersection over Cumulative No Project conditions (see EIR Table 7.16); other Cumulative growth could add up to 74.4 seconds to the delay over Near Term No Project conditions. The proposed</p>	Applicant fair share or payment of Traffic Impact Fee	City; Menlo Park	Prior to building permit issuance that would result in 893,810 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on this EIR, to be 16 percent) at the time of issuance of a building permit or, if the City adds the improvements to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.</p> <p>With this mitigation, the project's contribution to this cumulative impact would be considered <i>less-than-significant</i>. However, because this improvement would require City of Menlo Park approval, the City of Redwood City cannot ensure the construction of this improvement. Without implementation of the proposed mitigation, the impact would be significant and unavoidable.</p>					
<p>Impact 7-20: Existing Plus Project Impact on Pedestrian Facilities (Hurlingame/Bay and Barron/Bay). Currently, two mid-block crosswalks along Broadway and one crosswalk at Bay Road provide pedestrian access in the Precise Plan area. Due to the limited existing pedestrian facilities on Bay Road along the project frontage, the existing pedestrian facilities could encourage pedestrians to cross roads in undesignated areas. The addition of project-related pedestrian trips is therefore considered a potentially significant impact.</p>	<p>Mitigation 7-20. To mitigate this impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation), additional high visibility crosswalks shall be created along Bay Road that are aligned with the intersecting streets. These crosswalks could include bulbouts, high visibility paint, paving textures/treatments, or pedestrian flashing warning light systems. These crosswalks would be installed at Hurlingame Avenue/Bay Road and Barron Avenue/Bay Road. These improvements would reduce this impact to a less-than-significant level.</p>	<p>Applicant to fully fund. Applicant to construct.</p>	<p>City</p>	<p>Prior to building permit issuance for development on adjacent parcels. Refer to Stanford Precise Plan, Chapter III, Phasing/ Implementation Summary Table-- item 7--for pedestrian improvements timing and implementation.</p>		
<i>AIR QUALITY</i>						
<p>Impact 8-1: Construction-Related Air Quality Impacts. Project-related demolition and construction activities would generate exhaust emissions and fugitive dust. These emissions would not subject sensitive receptors to substantial pollutant concentrations, but emissions of ROG and NOx could exceed BAAQMD daily significance thresholds. This would represent a potentially significant impact.</p>	<p>Mitigation 8-1. For all project-related grading, demolition, or construction activity, construction contractors shall implement the following mitigation measures, where applicable:</p> <p><u>(a) BAAQMD-Recommended Measures for All General Construction Activities:</u></p> <ol style="list-style-type: none"> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded 	<p>Applicant</p>	<p>City</p>	<p>Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction</p>		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>areas, and unpaved access roads) shall be watered two times per day.</p> <p>2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</p> <p>3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</p> <p>4. All vehicle speeds on unpaved roads shall be limited to 15 mph.</p> <p>5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</p> <p>6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</p> <p>7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.</p> <p>8. A publicly visible sign shall be posted with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's</p>					

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>phone number shall also be visible to help ensure compliance with applicable regulations.</p> <p><u>(b) Additional Construction Measures for Construction Activities With Emissions Above BAAQMD Thresholds:</u></p> <p>9. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.</p> <p>10. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.</p> <p>11. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.</p> <p>12. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</p> <p>13. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.</p> <p>14. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.</p> <p>15. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.</p>					

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>16. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.</p> <p>17. The idling time of diesel-powered construction equipment shall be limited to two minutes.</p> <p>18. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project-wide fleet-average 20 percent Nox reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as they become available.</p> <p>19. Use low-VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).</p> <p>20. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM.</p> <p>21. All contractors shall use equipment that meets ARB's most recent certification standard for off-road heavy-duty diesel engines.</p> <p><u>(c) Project-Specific Measures:</u></p> <p>22. For construction, off-road equipment shall be Tier 4 or shall achieve Tier 4 particulate matter emission levels</p>					

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>through use of one or more of the following: Tier 2/Tier 3 equipment with diesel particulate filters; alternative fuels (e.g. biodiesel or liquefied natural gas); and/or electrification.</p> <p>23. For each phase of project construction, the applicant shall maintain ROG emission below 54 pounds per day. The applicant may demonstrate compliance with this limit through one or more of the following: strategic project phasing, use of pre-coated building materials, and/or use of low-VOC coatings beyond the requirements of BAAQMD Regulation 8, Rule 3.</p> <p>Implementation of these measures would reduce project construction-related air quality impacts. The measures to reduce localized PM₁₀ impacts due to fugitive dust would be consistent with BAAQMD CEQA Guidelines recommendations and would reduce PM₁₀ emissions to a less-than-significant level. Because the ROG performance standard would maintain ROG emissions below 54 pounds per day, this impact would be <i>less-than-significant</i>. The NOx emissions from construction of the project would be reduced by up to 20 percent; however, there is a potential that construction period NOx emissions could still exceed the BAAQMD threshold even with the mitigation measure. As a result, the potential impact from NOx is considered significant and unavoidable.</p>					
<p>Impact 8-2: Operational Emissions Increases. Project development would generate stationary, area, and traffic air pollutant emissions increases. These emissions would not subject sensitive receptors to substantial pollutant concentrations, but emissions of ROG and PM₁₀ would exceed BAAQMD significance thresholds. This project-related effect is considered a significant project and cumulative impact.</p>	<p>Mitigation 8-2. In addition to the project-proposed sustainability measures described in chapter 3 (Project Description) of this EIR, which include a Transportation Demand Management (TDM) program, implement the following measure:</p> <p>Minimize testing of the new generators to reduce ROG emissions. New generator emissions, as computed on an annual basis, shall be reduced by 30 percent or</p>	Applicant	City	Prior to building permit issuance; prior to occupancy permit issuance		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>greater. This could be achieved in a number of ways:</p> <ol style="list-style-type: none"> 1. Install fewer than the assumed 13 new generators; 2. Install generators with lower emissions (in this case, smaller generators); 3. Test new generators at lower running loads (the analysis assumed 100-percent load, so 50-percent load would reduce emissions); and/or 4. Reduce the number of annual testing hours. <p>The applicant shall submit an analysis of the new generator emissions prior to installing more than five new generators at the project development site.</p> <p>Implementation of this measure to reduce generator emissions would reduce ROG emissions by 2.7 pounds per day, which would result in total ROG emissions of 53.1 pounds per day, which is below the BAAQMD significance threshold of 54 pounds per day. However, this mitigation measure would reduce PM₁₀ emissions by a minimal amount, leaving PM₁₀ emissions above the BAAQMD significance threshold. Therefore, as currently proposed, the project would result in a significant unavoidable project and cumulative operational air quality impact.</p>					
<p>Impact 8-3: Community Risk and Hazard Impacts. Project development could expose attendees of the on-site child care center to significant levels of PM_{2.5}. Significant impacts from the Tyco Thermal Controls Facility to attendees of the proposed child care facility are anticipated to be significant regardless of where the child care facility is located within the Precise Plan area. This project-related effect is considered to represent a significant project and cumulative impact.</p>	<p>Mitigation 8-3. Buffer the child care center from existing and planned emission sources, and include project features to reduce TAC and PM_{2.5} exposure from air pollutant sources--which include US 101 traffic, the Tyco Thermal Controls facility, and existing and proposed generators--through the following measures:</p> <ol style="list-style-type: none"> 1. When construction of a child care center is proposed, conduct site-specific detailed analysis to determine 	Applicant	City	Prior to PC permit issuance; prior to building permit issuance; prior to occupancy permit issuance		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>the child care center's TAC and PM_{2.5} exposures. The analysis should be utilized to guide final design and siting of the child care facility and determine the level of ventilation/ filtration necessary to ensure that indoor concentrations will be less-than-significant.</p> <p>2. Evaluate and appropriately buffer the child care center from existing diesel generators at the Stanford Medicine Outpatient Center and 550 Broadway, and any other sources near the Precise Plan area identified by BAAQMD at the time such analysis is undertaken.</p> <p>3. Ensure that the ventilation/filtration systems in the child care center result in an indoor cancer risk of less than 10 in one million and annual PM_{2.5} concentrations of less than 0.3 µg/m³ from any single source or less than 100 in one million cancer risk and annual PM_{2.5} concentrations of less than 0.8 µg/m³ from cumulative resources.</p> <p>4. Consider tiered plantings of trees between the child care center and air pollutant sources such as the freeway, existing and planned generators, and the Tyco Thermal Controls facility.</p> <p>5. Avoid location of any truck loading zones near the child care facility.</p> <p>6. With respect to outdoor use areas for the child care center, impacts from US 101 shall be mitigated by placing the child care center more than 700 feet from the freeway. Based on currently available information, the impact from Tyco Thermal Controls cannot be mitigated to a less-than-significant level because the elevated PM_{2.5} levels from the facility extend across the entire project development site. If the Tyco Thermal Controls facility remains in</p>					

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>operation at the time of construction of the child care center, and if the detailed analysis described above shows PM_{2.5} levels exceeding the 0.3 µg/m³ standard throughout the development site, construction and operation of a child care center on the development site shall be prohibited. If the detailed analysis shows that some or all of the development site would be exposed to PM_{2.5} levels lower than 0.3 µg/m³, the outdoor use area for the child care center shall be sited in one of those locations.</p> <p>Implementation of these measures would reduce this impact to a less-than-significant level.</p>					
<i>CLIMATE CHANGE</i>						
<p>Impact 9-1: Sea Level Rise Impacts on Project Development. Based on the BCDC sea level rise maps, the project may be affected by anticipated sea level rise and associated changes in broader flood plain boundaries. Potential impacts associated with future development that may be subject to sea level rise include risk to public safety and property damage, representing a potentially significant impact.</p>	<p>Mitigation 9-1. For all new development on the project development site, the City shall ensure that the development complies with the most current Redwood City General Plan and Redwood City Municipal Code requirements for protection from flood hazards, consistent with <i>Mitigation 10-3</i> in chapter 10 (Utilities), of this EIR. These provisions would require compliance with associated storm drainage storage, building elevation, and flood-proofing requirements. Implementation of these measures would be expected to reduce this impact to a less-than-significant level.</p>	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		
<i>UTILITIES</i>						
<p>Impact 10-1: Need for Emergency Potable Water Storage. Project development would require emergency potable water storage per City requirements. Because the infrastructure (e.g., water tank and distribution system) necessary to meet this requirement has not been incorporated as a component of the proposed project, the need for emergency potable water storage represents a potentially significant project impact.</p>	<p>Mitigation 10-1. Based on the projected emergency potable water storage requirement for the proposed project, the project applicant shall contribute the funds equivalent to the cost of providing 490 equivalent dwelling units (EDU) (\$1.5 million in 2011 dollars) of emergency potable water storage towards the design and construction of the planned off-site areawide storage facility. Implementation of this measure would reduce the identified</p>	Applicant fair share	City	Prior to building permit issuance for net new development, to be implemented proportionately as net new development occurs. Refer to Stanford Precise Plan, Chapter III, Phasing/		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	project impact to a <i>less-than-significant level</i> .			Implementation Summary Table-- item 17--for emergency fire/water storage timing and implementation.		
Impact 10-2: Increased Peak Wastewater Flows in the Local FOSMD Collection System. It is estimated that the proposed project development site's peak wastewater flows to the FOSMD sewer system would be approximately 4.5 times the flow under existing (full occupancy) conditions, from 112 gallons per minute (gpm) to 627 gpm. Based on information provided by the County Department of Public Works, it has not yet been confirmed whether the two existing sewer lines that would carry this increased wastewater flow across the freeway have sufficient capacity to accommodate such an increase. It has therefore been conservatively determined for this EIR that additional project-related flows could represent a <i>potentially significant project wastewater collection system capacity impact</i> .	Mitigation 10-2. At the time that construction of net new square footage on the project development site is proposed, the applicant's engineer shall work with FOSMD and the San Mateo County Engineering Department to verify that the local FOSMD sewer network, particularly lines 100 and 200, has adequate capacity for the proposed increment of development's peak wastewater flow rate. If an inadequacy is found and the proposed increment of development represents the entire cause of the capacity shortfall, the applicant shall bear full responsibility for funding the required improvements to FOSMD's system; if the proposed increment of development does not represent the entire cause of such an incapacity, the applicant shall pay its fair share of the cost of such improvements. Implementation of this measure in accordance with the policies and standards of the FOSMD Master Plan would reduce the identified wastewater collection system capacity impact to a <i>less-than-significant level</i> .	Applicant fully fund or fair share	City; FOSMD; County Engineering Department	Prior to building permit issuance for new square footage beyond the existing 537,000 square feet, evaluate whether need for upgrade exists and if so, calculate applicant's funding responsibility. Refer to Stanford Precise Plan, Chapter III, Phasing/ Implementation Summary Table-- item 18--for sewage transmission and collection upgrade timing and implementation.		
Impact 10-3: Increased Risk of Flooding Resulting from Loss of Existing Detention Storage. The project development site would be substantially reconfigured, with replacement of all existing buildings and elimination of a large part of the existing at-grade parking. If the associated regrading and construction of new buildings reduces the existing volume of on-site detention storage, flood levels on the project development site and elsewhere within the basin could rise compared to current conditions. This possible project-related worsening of existing flooding conditions represents a <i>potentially significant impact</i> .	Mitigation 10-3. The project shall not increase off-site flooding compared to existing conditions. Finished grades within the portions of the project development site located outside the proposed building envelopes shall be set at an average elevation that maintains, at a minimum, the existing volume of on-site stormwater detention storage, until such time as the City's downstream discharge constraints (e.g., Bayfront Canal) are resolved and the storage is no longer needed to protect the project improvements and improved properties in the adjoining neighborhoods.	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>Project grading requirements would be based on a detailed, design-level study prepared by the project engineer and approved by the City Building, Infrastructure, and Transportation Department. The study would document the volume of storage currently available on the project development site and establish proposed grades to replicate this existing storage condition following construction of the proposed new buildings. The stormwater detention potential of the project-proposed approximately 2.4-acre publicly accessible open space and of the project-proposed greenway shall be incorporated into the design-level study. In addition, all proposed improvements that are not elevated above the 100-year flood elevation would have to be flood-proofed or otherwise protected from the effects of high water. The applicant shall develop a program by which future building tenants can be notified that vehicles parked within potential flood areas should be moved if it is determined that flooding conditions are imminent.</p> <p>Implementation of this measure would reduce the identified flooding impact to a <i>less-than-significant level</i>.</p>					
<i>HAZARDS AND HAZARDOUS MATERIALS</i>						
<p>Impact 12-1: Potential Project-Related Exposure to Existing Soil or Groundwater Contamination. Project-related excavation and construction activities, as well as project operations, could expose on-site construction and maintenance personnel and members of the public to existing soil and groundwater contamination. Recommendations included in the August 2008 draft Site Management Plan (SMP) commissioned by Stanford University for the Stanford development portion of the Precise Plan area identify the environmental issues associated with project development site construction activities (e.g.,</p>	<p>Mitigation 12-1. The applicant shall implement the Site Management Plan (SMP) attached as an appendix to the EIR. At such times as the exact locations and details of sensitive uses such as child care, medical clinics, and publicly accessible open space are identified, the applicant shall supplement the SMP to assess any risks to those uses from existing hazardous materials on the development site and shall identify any treatment measures required to ensure that risks to users remain below regulatory limits.</p>	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
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<p>excavation, dewatering, etc.) and specify the contents of the site-specific, construction period Health and Safety Plan (HASP) that the construction contractor must prepare (a standard CalOSHA requirement for work at hazardous waste sites). With implementation of the SMP and HASP, the proposed project's construction impacts to construction workers and the public would be less-than-significant.</p> <p>The SMP also explains that site conditions do not preclude any of the uses proposed, but that further risk assessment is required when the precise on-site locations and details of sensitive uses such as child care, medical clinics, and recreation areas are identified, so that any mitigation measures specific to the operations of such uses will be identified and implemented. Pending completion of the required supplemental risk assessments and identification of measures to ensure compliance with residential-level ESLs for these sensitive uses, the proposed project's impacts during operations from potential exposure to existing groundwater and soil vapor contamination are assumed to represent a potentially significant impact.</p>	<p>Implementation of these mitigations would reduce this impact to a less-than-significant level.</p>					
NOISE						
<p>Impact 13-1: Potential Exposure of Proposed Child Care Facility to Noise Levels Exceeding Standards. The Precise Plan includes a provision for a proposed child care center. The center's children, employees, and visitors could be exposed to various existing and projected noise sources, including U.S. 101 traffic. The compatibility of the child care land use with the existing and projected noise environment has been evaluated based on the Redwood City Noise Guidelines for Land Use Planning (see EIR Table 13.4). New educational (e.g., child care) development is considered "satisfactory" in noise environments of less than 55 dBA CNEL.</p>	<p>Mitigation 13-1. Location-specific noise studies consistent with the requirements of the State Building Code (SBC) shall be conducted for the proposed child care use to identify appropriate noise reduction measures to be included in project final design. The noise study must be submitted to and approved by the Redwood City Community Development Department prior to City issuance of the child care center building permit. Identified noise insulation measures may include:</p> <ul style="list-style-type: none"> ▪ Site planning to minimize noise by locating the child care center away from U.S. 101, with buffering from roadway noise provided by other project buildings; 	Applicant	City	Site planning measures prior to PC permit issuance; remaining measures prior to building permit issuance and prior to occupancy permit issuance		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
Both existing and projected noise levels throughout much of the Precise Plan area, especially in the vicinity of U.S. 101, exceed 55 dBA CNEL, thereby potentially exposing the proposed child care center to noise levels exceeding the "normally acceptable" threshold. This possible adverse noise effect would represent a potentially significant impact .	<ul style="list-style-type: none"> ▪ Air conditioning throughout the child care center so that windows can remain closed to maintain interior noise levels below 45 dBA CNEL; and ▪ Sound-rated windows and construction methods if necessary to maintain interior noise levels below 45 dBA CNEL. <p>For child care center outdoor use areas, noise levels at the property line should be maintained at a CNEL not in excess of 55 dBA during operating hours. Although existing and future noise levels measured along roadways in the project vicinity exceed 55 dBA CNEL, noise levels in outdoor activity areas could be reduced from roadside levels by at least 20 dBA through site selection and site design, including buffer areas, siting the building as an effective noise barrier for adjacent traffic noise sources, and, or in combination with, other noise barriers. The approval of future commercial uses near the child care center may, at City discretion, require a noise study demonstrating how the proposed new commercial uses—including associated loading docks, refuse areas, ventilation systems, and emergency generators--would meet these standards.</p> <p>Implementation of these measures would reduce the potential impact on the proposed child care use to a less-than-significant level.</p>					
Impact 13-2: Project-Facilitated Construction Noise. Construction activities facilitated by the project would include building demolition, site grading and preparation, construction of new buildings, and installation of utilities. Noise levels at 50 feet from the demolition or construction equipment source could reach approximately 105 dBA, resulting in intermittent interference with typical existing residential and business activities, as well as any on-site sensitive	Mitigation 13-2. Reduce project demolition- and construction-period noise impacts on nearby residences (including the Broadway Towers apartments and the mobile home park near the proposed recycled water pipeline route) and sensitive uses developed on the development site during earlier phases (e.g., child care center) by incorporating conditions in project demolition and construction contract agreements that stipulate the following	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
uses developed during earlier phases of Precise Plan buildout. Because construction noise could elevate noise levels at the nearest residences by more than 5 dBA, at some locations the proposed project could cause a potentially significant intermittent and short-term impact .	<p>conventional construction-period noise abatement measures:</p> <ul style="list-style-type: none"> ▪ <i>Construction Plan.</i> Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby existing and on-site newly constructed noise-sensitive facilities so that construction activities can be scheduled to minimize noise disturbance. ▪ <i>Construction Scheduling.</i> Ensure that noise-generating construction activity is limited to between the hours of 7:00 AM to 8:00 PM, Monday through Friday, and prohibit any construction during other hours which would cause any increase in ambient noise levels within a residential district. (<i>Redwood City Municipal Code Section 24.32</i>) ▪ <i>Construction Equipment Mufflers and Maintenance.</i> Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. ▪ <i>Equipment Locations.</i> Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near the construction site. ▪ <i>Construction Traffic.</i> Route all construction traffic to and from the construction sites via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible. ▪ <i>Quiet Equipment Selection.</i> Use quiet construction equipment, particularly air compressors, wherever possible. 					

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
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	<ul style="list-style-type: none"> ▪ <i>Temporary Barriers.</i> Construct solid plywood fences around construction areas to shield residences, operational businesses, or noise-sensitive land uses. ▪ <i>Temporary Noise Blankets.</i> Temporary noise control blanket barriers should be erected, if necessary, along building facades or around construction areas. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. (Noise control blanket barriers can be rented and quickly erected.) ▪ <i>Noise Disturbance Coordinator.</i> The City shall require project designation of a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor could be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices; the Noise Disturbance Coordinator would work directly with an assigned City staff member. Alternatively, the Noise Disturbance Coordinator could be employed by the City and funded by the applicant.) ▪ <i>Temporary Closure or Relocation of Child Care Center.</i> If the project construction sequencing results in major outdoor construction activities occurring adjacent to the child care center after it is in operation, then the 					

EXHIBIT D

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	<p>project sponsor, at its option, shall either temporarily close or relocate the child care center.</p> <p>Although implementation of these measures would reduce construction noise impacts, it is likely that this large project would be constructed in phases over a long period of time, subjecting nearby sensitive receptors to repeated construction noise.</p> <p>Therefore, the construction noise impact of the proposed project is considered significant and unavoidable.</p>					
<p>Impact 13-3: Project-Facilitated Groundborne Vibration Levels. Project-facilitated demolition and construction activities could generate substantial vibration (e.g., from potential pile driving) in the project vicinity. These possible intermittent and short-term effects represent a potentially significant impact.</p>	<p>Mitigation 13-3. Reduce ground borne vibration levels during individual, location-specific future project demolition and construction periods by incorporating conditions in individual project demolition and construction contractor agreements that stipulate the following groundborne vibration abatement measures:</p> <ul style="list-style-type: none"> ▪ Restrict vibration-generating activity to between the hours of 7:00 AM and 7:00 PM, Monday through Friday. Prohibit such activity on weekends and holidays. ▪ If pile driving is proposed, prepare a vibration study. If the vibration study shows that pile driving, including mitigation such as pre-drilling of pile holes, would cause vibration exceeding 0.5 inches/sec ppv for structurally sound buildings designed to modern engineering standards or 0.2 inches/sec for structurally sound buildings for which structural damage is a major concern, then pile driving shall not be conducted. <p>Implementation of these measures would reduce this potential intermittent and short-term project vibration impact to a less-than-significant level.</p>	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

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		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
<p>Impact 13-4: Potential Noise from Parking Structure Ventilation System. Noise generated solely by the ventilation system and other mechanical equipment for the potential parking structure at the corner of Bay Road and Barron Avenue could substantially exceed existing ambient levels at residences in the area or the Redwood City Noise Guidelines for Land Use Planning (see Table 13.4) because the parking structure would be located proximate to residences on 2nd Avenue. This possibility represents a potentially significant impact.</p>	<p>Mitigation 13-4. During the project detailed design phase for the potential parking structure at the corner of Bay Road and Barron Avenue, the project applicant shall submit an acoustical study to demonstrate how the parking structure design would meet the following noise standards at the most affected receiver: 60 dBA CNEL and 60 dBA L_{eq-hr} daytime (7:00 AM to 7:00 PM), 55 dBA L_{eq-hr} evening (7:00 PM to 10:00 PM), and 50 dBA L_{eq-hr} nighttime (10:00 PM to 7:00 AM). The design measures may include, for example, the installation of silencers and baffles as necessary to reduce the noise level at the nearest residential property line to the existing ambient noise level. Implementation of this measure to the satisfaction of the Redwood City Community Development Department would reduce this impact to a less-than-significant level.</p>	Applicant	City	Prior to building permit issuance; prior to occupancy permit issuance		
<i>CULTURAL AND HISTORIC RESOURCES</i>						
<p>Impact 14-1: Project and Cumulative Impacts on Historic Resources. The proposed Precise Plan contains development standards that would allow for the demolition of all structures on the development site, and Stanford has indicated that its long-term plan is to demolish all of the existing structures on the development site and relocate the Ampex sign. Subsection 14.1.3 of this EIR identifies three potential historic resources on the development site--the 425 Broadway building, the plaza area with the Warnecke Fountains, and the Ampex sign. Although the historical resources survey report and 2009 Circa peer review do not find that any of these three structures are historic resources, the 2009 and 2011 Circa peer review reports do suggest special consideration be given to these structures in the planning process. Some members of the HRAC have indicated that they preliminarily disagree with the conclusions in the reports that these structures are not potential historic resources; however, the HRAC has yet to</p>	<p>Mitigation 14-1. The project shall incorporate design elements within the publicly accessible areas of the project that point to the various important periods of land use on the site (farming, flower fields, airfield, and center for technology innovation). The applicant has agreed to incorporate these elements regardless of whether the City ultimately determines that the proposed project would cause a significant impact on historic resources, and these elements are included in the <i>Stanford in Redwood City Precise Plan</i>.</p> <p>Any structure on the project development site that the City determines is a local historic resource shall be photographed and documented prior to demolition or removal. The documentation shall adhere to the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The level of documentation shall be proportionate with the level of significance of the resource.</p>	Applicant	City	Installation in at least one publicly accessible location prior to Precise Plan buildout; verify implementation prior to occupancy permit issuance for selected location(s). Refer to Stanford Precise Plan, Chapter II, Development Standards.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
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<p>make a recommendation as to whether these structures should be included on the City's register of historical resources. CEQA Guidelines section 15064.5(a)(4) allows a lead agency to determine that a resource is a historic resource despite the fact that the resource is not listed in the California Register of Historical Resources, a local register of historical resources, or a historical resources survey. Due to the conflicting opinions on the historical significance of the three structures and the fact that the City has not made a final determination as to whether these structures should be included on its historical resources register, the City is treating the 425 Broadway building, the plaza area with the Warnecke Fountains, and the Ampex sign as potential historic resources for the purposes of this EIR pursuant to CEQA Guidelines section 15064.5(a)(4).</p> <p>The demolition of these structures would constitute a substantial adverse change in the significance of potential historic resources, and also contribute to cumulative impacts on historic resources, representing a <i>potential significant project and cumulative impact</i>.</p>	<p>The documentation shall be made available for inclusion in the Historic American Building Survey (HABS) or the Historic American Engineering Record (HAER) Collections in the Library of Congress, the California Historical Resources Information System and the Bancroft Library, as well as local libraries and historical societies, such as the Redwood City Public Library.</p> <p>Through careful methods of planned deconstruction to avoid damage and loss, identified historic character-defining features and materials shall be salvaged as feasible for educational and interpretive use on-site, or for reuse in new construction on the development site in a way that commemorates their original use and significance.</p> <p>Commemoration and documentation would reduce the impacts of demolishing 425 Broadway and the plaza area with the Warnecke fountains, and of relocating the Ampex sign, if they are determined to be historic resources. This mitigation would not be sufficient, however, to mitigate such an impact to a less-than-significant level, and the impact would be considered <i>significant and unavoidable</i>.</p>					
<p>Impact 14-2: Potential Disturbance of Archaeological or Paleontological Resources. Project construction (e.g., excavation for underground parking and utilities) could disturb existing unrecorded sensitive archaeological or paleontological resources at the development site. Although unlikely, this possibility represents a <i>potentially significant impact</i>.</p>	<p>Mitigation 14-2. The project applicant shall carry out the following measures, which shall be at least as protective as those listed in the City's Cultural Resources Management Plan:</p> <p>(1) <i>Construction Personnel Education Program.</i> The project applicant shall implement an education program, prepared by a qualified archaeologist and a qualified paleontologist, for construction personnel that includes the following elements:</p> <ul style="list-style-type: none"> ▪ Resource identification training procedures for construction personnel; 	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

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		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<ul style="list-style-type: none"> ▪ Procedures for coordinating work with the archaeological monitor (see below); and ▪ Procedures for reporting discoveries. <p>(2) <i>Procedures for Resources Encountered During Construction.</i> The project applicant shall provide an Archaeological Monitoring and Data Recovery Program (AMDRP) prepared by a qualified archaeologist and outlining procedures for resources encountered during construction. The AMDRP shall include specific measures to insure compliance with State Public Resources Code section 5097.98 and CEQA Guidelines section 15064.5(d) and (e) in the event that human remains are encountered.</p> <p>(3) A qualified archaeological monitor will visit the site for spot-checks during excavations exceeding five feet in depth below current grade.</p> <p>If subsurface archaeological resources are encountered, excavation shall halt in the vicinity of the resources, and the archaeological monitoring shall evaluate the resource and its stratigraphic context. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to archaeological resources.</p> <p>If disturbance of an archaeological resource cannot be avoided, the mitigation program described in the AMDRP, including measures set forth in the City's CRMP and in compliance with sections 15064.5 and 15126.4 of the CEQA Guidelines, shall be implemented.</p> <p>If subsurface paleontological resources are encountered, excavation shall halt in the vicinity of the resources and the project paleontologist shall evaluate the resource and its stratigraphic context. The monitor</p>					

EXHIBIT D

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	<p>shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. During monitoring, if potentially significant paleontological resources are found, "standard" samples shall be collected and processed by a qualified paleontologist to recover micro vertebrate fossils. If significant fossils are found and collected, they shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified shall be provided to a museum repository with the specimens. Significant fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository for permanent curation and storage. A report documenting the results of the monitoring and salvage activities, and the significance of the fossils, if any, shall be prepared. The report and inventory, when submitted to the lead agency, shall signify the completion of the program to mitigate impacts on paleontological resources.</p> <p>Implementation of these measures would reduce this impact to a less-than-significant level.</p>					
<i>GEOLOGY AND SOILS</i>						
<p>Impact 15-1: Geotechnical Hazards Associated with Project Excavation and Grading. The project's proposed excavation and grading activities have the potential to destabilize existing buried utilities and building foundations, or to create conditions that would potentially compromise the safety or stability of proposed project improvements. The project applicant's preliminary geotechnical investigations (Lowney Reports I and II; and Cornerstone Earth Group, March 2008) made initial assessments of these conditions, but a design-level geotechnical</p>	<p>Mitigation 15-1. As recommended by the project's preliminary geotechnical investigations, prior to City issuance of grading permits for individual project construction phases, the applicant shall be required to retain a registered engineering geologist or geotechnical engineer to prepare detailed, design-level geotechnical investigations to guide the design of all project grading and excavation activities. The detailed, design-level geotechnical investigations shall be performed for each of the structures proposed for the</p>	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
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<p>investigation will be needed to adequately address all grading and excavation activities on the development site. Without such a study--and without the associated supervision of an engineering geologist or geotechnical engineer during project grading and construction--the safety and long-term stability of existing and proposed project improvements cannot be assured. These possible excavation and grading hazards represent a potentially significant impact</p>	<p>development site. Subsurface conditions shall be explored and laboratory tests conducted on selected soil samples to establish strength parameters for the design of excavations, retained slopes and fill placement, and to determine the corrosive potential of both Bay mud and imported fill on foundation elements and buried utilities. Recommendations from the investigations shall be incorporated into all plans for project grading, excavation, soil support (both temporary and long-term) and utility construction, to the satisfaction of the City Engineer.</p> <p>The detailed, design-level investigations, relevant recommendations, and all associated project grading, excavation and foundation plans, shall be subject to review and approval by an independent engineering geologist or geotechnical engineer retained by the City Engineer at applicant expense. In addition, the project civil engineer shall certify to the City Engineer (e.g., through plan submittal for City review) that all relevant provisions of the investigations have been incorporated into the grading, excavation and construction plans, and all earthwork and site preparation shall be performed under the direct supervision of a registered engineering geologist or geotechnical engineer. Implementation of these measures would reduce the potential excavation and grading impacts to a less-than-significant level.</p>					
<p>Impact 15-2: Excavation Instabilities Caused by High Groundwater. Groundwater encountered during construction of the proposed project's below-grade installations could destabilize excavation walls, reduce the bearing capacity of in-place soils that might otherwise be suitable for foundation support, and exert additional stresses on basement walls and floor slabs. These possible groundwater-</p>	<p>Mitigation 15-2. The detailed, design-level geotechnical investigations recommended under <i>Mitigation 15-1</i> for each project construction phase shall fully characterize groundwater conditions on the development site and make appropriate recommendations regarding dewatering techniques, slope and shoring requirements for excavations, stabilization or replacement of saturated foundation</p>	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
related construction problems represent a potentially significant impact .	materials, and hydrostatic pressure implications for the design of below-grade structures. Implementation of these measures would reduce these potential groundwater impacts to a less-than-significant level .					
Impact 15-3: Soil Erosion. Project development would disturb the site's existing cover of buildings, pavements and landscaping, potentially leaving soils exposed to wind and water erosion during the construction period. Eroded soils would be washed into on-site drainage facilities that discharge to the Bayfront Canal and San Francisco Bay. Deposition of these soils through natural sedimentation could adversely affect the carrying capacity of drain lines, pumping equipment and open channels, increasing flooding potential and maintenance requirements. In addition, suspended sediment would degrade water quality in the canal and in the bay by increasing turbidity levels. These possible effects of project-related soil erosion represent a potentially significant impact .	Mitigation 15-3. The applicant shall develop an erosion control plan in accordance with the provisions of the project's City-approved Stormwater Pollution Prevention Plan (SWPPP). The erosion control plan would be implemented throughout project construction, and would include measures for the post-construction stabilization of all disturbed ground. Implementation of this measure would reduce these potential soil erosion impacts to a less-than-significant level .	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		
Impact 15-4: Settlement and Foundation Movement. The project's preliminary geotechnical studies determined that structural loads imposed by buildings more than approximately three stories in height would likely exceed the bearing capacity of either fill or weakly consolidated Bay mud underlying conventional shallow foundations. Such buildings would potentially experience gradual but excessive long-term total and differential settlements. These possible settlement effects represent a potentially significant impact .	Mitigation 15-4. The detailed, design-level geotechnical investigations required under <i>Mitigation 15-1</i> for each project construction phase shall include a thickness and consolidation analysis of all clay soils underlying proposed building locations. This analysis shall be sufficient to accurately estimate the rate and total amount of consolidation expected to occur in response to building construction, as well as the likely magnitude of differential settlement. Building foundations, surface improvements, and utility connections shall be designed to structurally withstand the associated movement, without disrupting either pedestrian or vehicular connections to the building. Implementation of these measures would reduce the potential compressible soil and settlement impacts to a less-than-significant level .	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>The requirement described in <i>Mitigation 15-1</i> for peer review of the recommended design-level geotechnical investigations, as well as for certification by the project civil engineer that all provisions of the investigation have been incorporated into the project's design and construction, would also apply to this mitigation and to all subsequent geotechnical and soils mitigation measures set forth in this EIR chapter.</p> <p>The requirement described in <i>Mitigation 15-1</i> for peer review of the recommended design-level geotechnical investigations, as well as for certification by the project civil engineer that all provisions of the investigation have been incorporated into the project's design and construction, would also apply to this mitigation and to all subsequent geotechnical and soils mitigation measures set forth in this EIR chapter.</p>					
<p>Impact 15-5: Expansive Soils. Near-surface clay soils subjected to seasonal cycles of wetting and drying can undergo significant volume changes, expanding when wet and shrinking when dry. Structures based in these materials would be subjected to significant stresses that could destabilize foundations and cause cracking or heaving of floor slabs and exterior pavements. These possible expansive soil effects represent a potentially significant impact.</p>	<p>Mitigation 15-5. The detailed, design-level geotechnical investigations required for each project construction phase under <i>Mitigation 15-1</i> shall include an evaluation of the likely effects of building on expansive soils and shall recommend specific measures designed to minimize soil movement and/or counter its potentially destructive effects. Implementation of these measures would reduce the potential expansive soil impacts to a less-than-significant level.</p>	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		
<p>Impact 15-6: Seismically Induced Settlement. Development of the proposed project would place new commercial buildings in an area that could experience rapid, excessive settlement in response to earthquake-induced ground shaking during the useful life of the project improvements. These possible responses to anticipated seismic activity represent a potentially significant impact.</p>	<p>Mitigation 15-6. The detailed, design-level geotechnical investigations required under <i>Mitigation 15-1</i> for each project construction phase shall include a site-specific evaluation of the liquefaction and settlement potential at each proposed building location. The investigations shall also propose measures as needed to offset the effects of liquefaction-induced settlement, either through stabilization of the most vulnerable sand layers or through utilization of building foundation, utility</p>	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	connection, and pavement designs that can withstand the anticipated degree of total and differential settlement. Implementation of these measures would reduce these potential seismically induced settlement impacts to a <i>less-than-significant level</i> .					

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDWOOD CITY CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE STANFORD IN REDWOOD CITY PRECISE PLAN; ADOPTING CEQA FINDINGS; ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS FOR EACH SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACT IDENTIFIED IN THE EIR; AND ADOPTING A MITIGATION MONITORING AND REPORTING PLAN, ALL IN ACCORDANCE WITH THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, in May, 2008, Stanford University (“Stanford”) applied for a General Plan amendment and a rezone to allow demolition of eight existing office research and development (R&D) buildings totaling approximately 537,000 square feet that are proposed for replacement, in multiple phases, with administrative functions and office uses (75% to 100%), research and development uses (0% to 10%), and medical clinic uses (0% to 15%) as well as common support uses (i.e. cafeteria, childcare center, fitness center and other employee amenities) in up to 1,518,000 square feet of building space in approximately thirteen commercial buildings supported with approximately four parking structures, on-site surface parking and new street parking that would contain 4,500 parking spaces. (Assessor’s Parcel Numbers 054-141-180, 054-141-220, 054-141-230, 054-150-120, 054-150-140, 054-150-150, 054-150-160, 054-150-170, 054-150-180, 054-150-190 and common area parcel A.) The project also proposes an onsite storm water retention system, a recycled water pipeline extension, dual piping for use of recycled water, a central greenway and a publicly accessible open space area adjacent to Spinus Park. In addition, Barron, Warrington and Hurlingame street extensions are proposed through the campus to improve pedestrian, bicycle and vehicular circulation consistent with the City’s General Plan Circulation Element complete streets policies; and

WHEREAS, on July 15, 2008, the Planning Commission held a hearing and recommended that the City Council initiate the requested General Plan and Zoning Map Amendments, as well as a Precise Plan for the entire 48-acre former Mid-Point Technology Park, including both Stanford’s originally proposed 35 acres and an additional 13 acres comprising the existing Stanford Medical Clinics at 420, 430, 440, and 450 Broadway and an industrial site at 550 Broadway (the “Stanford in Redwood City Precise Plan” or “Project”); and

WHEREAS, on August 11, 2008, the City Council held a hearing and approved initiation of the General Plan and Zoning Map Amendments and Precise Plan for the entire 48-acre Stanford in Redwood City Precise Plan area. Even though the 13 acres referenced above are not part of Stanford University’s originally proposed project, they are included in the Stanford in Redwood City Precise Plan and Zoning Map amendment to ensure that future on-site and off-site improvements for the entire 48-acre campus are designed comprehensively; and

WHEREAS, on October 14, 2008, the Planning Commission held a Scoping Session hearing to obtain public input on environmental topics to be included in the Draft Environmental Impact Report (“DEIR”) for the Project; and

WHEREAS, on November 20, 2008, December 3, 2008 and January 9, 2009, City staff sponsored three City/County neighborhood/community outreach workshops. Based on input provided at the workshops, staff worked with Stanford University to refine its development concept plan and to establish a regulatory framework for the Precise Plan (as further described on pages 3-6 and 3-7 of the Draft EIR); and

WHEREAS, on July 14, 2009, the Planning Commission and Architectural Review Committee (now the Architectural Advisory Committee) held a Joint Study Session to provide input on the revised Stanford in Redwood City development concept plan; and

WHEREAS, on September 15, 2009, the City Council held a hearing to provide staff with input on the Fiscal and Economic studies prepared for the Project. The City Council also approved the “Guiding Principles” that City and Stanford staff developed to help guide the negotiation process for an anticipated Development Agreement (DA) between the City and Stanford University; and

WHEREAS, on October 11, 2010, the City Council approved a new General Plan, which changed the land use designation for the Project site to “Commercial-Office/Professional/Technology” and “Hospital” (for the existing medical clinic property) and the General Plan amendment became unnecessary; and

WHEREAS, on November 8, 2010, the City Council and Planning Commission held a Joint Study Session to consider a project update and overview of draft chapters of the Stanford in Redwood City Precise Plan. The City Council also directed the City Manager to begin a negotiation process with Stanford University for the DA and appointed a City Council ad-hoc subcommittee to provide input from time to time as requested by the City Manager; and

WHEREAS, from January to December 2011, the City’s environmental consultant (MIG) prepared a DEIR pursuant to the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*; hereafter, “CEQA”) and the Guidelines for Implementation of the California Environmental Quality Act (Title 14, Sections 15000 *et seq.* of the California Code of Regulations; hereafter, the “CEQA Guidelines”); and

WHEREAS, the DEIR was released for a 45 day public review/ comment period beginning on January 26, 2012 and ending on March 12, 2012, and the Draft EIR was filed with the State Office of Planning & Research under State Clearinghouse No. 2008102023; and

WHEREAS, the DEIR for the Stanford in Redwood City Project identified that the Project would have potential significant impacts in the areas of transportation, air quality (construction), utilities, hazards and hazardous materials, noise, cultural and historic resources and geology and soils. All of these impacts can be mitigated to less-than-significant levels in conformance with applicable standard measures and project-level mitigation measures identified in the EIR except for the significant unavoidable transportation, air quality and historic resource impacts identified in the DEIR and summarized below:

A. Transportation - Intersection and freeway segment impacts:

1. Impact 7-1: Woodside Rd./Broadway Intersection (Existing Plus Project);
2. Impact 7-2: Woodside Rd./Bay Rd. Intersection (Existing Plus Project);
3. Impact 7-5: Woodside Rd/Broadway Intersection (Near Term Plus Project);
4. Impact 7-6: Woodside Rd/Bay Rd. Intersection (Near Term Plus Project);
5. Impact 7-11: US 101 Freeway Segments (Existing Plus Project);
6. Impact 7-12: Veterans Blvd./Woodside Rd. Intersection (Cumulative with Project);
7. Impact 7-13: Woodside Rd./Bay Rd. Intersection (Cumulative with Project);
8. Impact 7-14: Woodside Rd./Middlefield Rd. Intersection (Cumulative with Project);
9. Impact 7-18: Marsh Rd./Scott Dr. Intersection (Cumulative With Project);
10. Impact 7-19: Freeway Segments (Cumulative With Project);

B. Air Quality Impacts:

1. Impact 8-1: Air Quality (Temporary Construction-Related) Impacts;
2. Impact 8-2: Operational Emissions Increases; and

C. Noise Impact:

1. Impact 13-2: Project-Facilitated Construction Noise

WHEREAS, the DEIR's Cultural and Historical Resources Chapter analysis (Impact/Mitigation 14-1) determined that three separate resources related to the Ampex campus, the Ampex sign, Warnecke plaza and fountain and 425 Broadway building, are not listed on the National or State Historic Registers or on any historical resource survey but that they could be determined to have local historic significance even though they are not currently on a local historical listing. Based on this potential, the EIR analysis determined that the removal of the three resources could represent potentially significant unavoidable project and cumulative impacts; and

WHEREAS, CEQA Guidelines section 15064.5(a)(4) allows a lead agency to determine that a resource is a historic resource despite the fact that the resource is not listed in the California Register of Historical Resources, a local register of historical resources, or a historical resources survey; and

WHEREAS, on February 9, 2012, the Historic Resources Advisory Committee (HRAC) held a meeting and made recommendations to the Planning Commission including recommendations regarding contact with the Ampex campus architect and regarding the treatment of the three separate resources related to the Ampex campus: the Ampex sign, Warnecke plaza and fountain and 425 Broadway building; and

WHEREAS, on February 21, 2012, the Planning Commission held a duly noticed public hearing and received public testimony on the DEIR. The City received a number of letters and emails from the public, responsible agencies, and interested parties and recommendations from the HRAC, as noted above, during and after the DEIR public review period; and

WHEREAS, on April 12, 2012, the HRAC provided an update regarding contact with the Ampex campus architect and clarification of their prior recommendation to the Planning Commission that the Ampex sign, Warnecke fountain and plaza, and the 425 Broadway building are historic resources of aesthetic, educational, cultural, and architectural significance to the citizens of the City under Redwood City Municipal Code Section 40.3. Thus, the HRAC concluded that the three resources have special meaning to the community and therefore their removal would constitute a significant unavoidable impact under DEIR Section 14.1 (Cultural and Historical Resources Chapter). In addition, the HRAC recommended revising the DPR rating of the three separate resources related to the Ampex campus to Status Code 5 such that these resources are recognized as historically significant to Redwood City; and

WHEREAS, the City prepared written responses to the comments received during the comment period and included these responses in the Final Environmental Impact Report for the Stanford in Redwood City Precise Plan Project and also prepared a document entitled Revisions to the Final Environmental Impact Report to make minor, clarifying revisions (together with the Draft EIR, the "Final EIR") and prepared a separate

document entitled "Mitigation Monitoring and Reporting Program for the Stanford in Redwood City Precise Plan Project"; and

WHEREAS, no significant new information has been added to the EIR after public notice of the availability of the DEIR, under CEQA Guidelines section 15088.5. The additional information that has been provided does not show (1) a new significant environmental impact, (2) a substantial increase in the severity of an environmental impact, (3) that a feasible project alternative or mitigation measure would clearly lessen the significant impacts of the Project, but that the project's proponents decline to adopt it, or (4) that the DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comments are precluded. The EIR mitigation measures are incorporated into the Precise Plan for the Project to avoid or substantially lessen significant environmental effects. Therefore, no further analysis is required and there is no need to recirculate a revised EIR for further review and comment; and

WHEREAS, the Final EIR dated May 2013 and Revisions to the Final EIR dated August 2013 were made publically available for review on the City's website; and

WHEREAS, on August 20, 2013, the Planning Commission held a duly noticed public hearing and recommended the following Project approvals: (1) Certification of the Final EIR (including the revisions to the Final EIR), (2) Zoning text amendments that provide for the ability to adopt alternative PC permit procedures and findings for property subject to a development agreement; (3) a Zoning Map Amendment to rezone the Project area to Planned Community District; (4) the Stanford in Redwood City Precise Plan; and (5) a proposed Development Agreement between the City and Stanford; and

WHEREAS, on September 9, 2013, the City Council held a duly noticed public hearing on the Final EIR, as well as the following Project approvals: (1) Zoning text amendments that provide for the ability to adopt alternative PC permit procedures and findings for property subject to a development agreement; (2) a Zoning Map Amendment to rezone the Project area to Planned Community District; (3) the Stanford in Redwood City Precise Plan; and (4) a proposed Development Agreement between the City and Stanford.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDWOOD CITY, AS FOLLOWS:

1. The above recitals are true and correct and together with the Staff Report and the application materials, including without limitation the Final EIR, Precise Plan, and all other documents, reports, studies, memoranda, maps, oral and written testimony, and materials in the City's file for the applications and the Project, and all adopted City planning documents relating to the Project and the property including the City's General Plan, Zoning Ordinance, and other applicable City laws and regulations, have together served as an adequate and appropriate evidentiary basis for the findings and recommendations set forth in this Resolution.

2. The City of Redwood City is the lead agency under CEQA for preparing the Final EIR, and the City Council is the final decision-making body, as defined in Section 15356 of the CEQA Guidelines, with regard to approval of the Project.

3. The City Council finds that the Final EIR for the Project was presented to the City Council, that the Final EIR was prepared, published, circulated, reviewed and completed in full compliance with State law and CEQA Guidelines, that there was adequate public review of the DEIR, that it has considered all comments on the DEIR and responses to comments, that the Final EIR adequately discusses all significant environmental issues, and that the Final EIR reflects the independent judgment and analysis of the City Council. The City Council further certifies that it has reviewed and considered the information in the Final EIR.

4. The City Council finds that the information added in the Final EIR does not constitute significant new information requiring recirculation of the DEIR, but rather that additional information clarifies or amplifies an adequate EIR.

5. The City Council finds that certain comments on the DEIR could be characterized as requests for additional mitigation measures. With respect to suggested mitigation measures that were not added to the Final EIR, the City Council adopts and incorporates by reference the reasons set forth in the responses to comments contained in the Final EIR as its grounds for rejecting adoption of these mitigation measures.

6. The City Council certifies the Final EIR for the Project.

7. The City Council has determined that the three separate resources related to the Ampex campus: the Ampex sign, Warnecke plaza and fountain and 425 Broadway building, are not historically significant to Redwood City and, therefore, the removal of these resources would not constitute a significant unavoidable impact.

8. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council has reviewed and considered the CEQA Findings of Fact for the Project, attached hereto as Exhibit A and incorporated herein by reference, finds that such Findings of Fact are supported by substantial evidence in the record, and adopts the CEQA Findings of Fact.

9. Pursuant to CEQA Guidelines section 15126.6, the City Council has reviewed and considered the Findings Regarding Alternatives, attached hereto as Exhibit B and incorporated herein by reference, and adopts the attached findings that describe how only the Project would satisfy the Project Objectives and that none of the alternatives has environmental advantages over the Project when balancing the Project Objectives.

10. Pursuant to CEQA Guidelines section 15093, the City Council has reviewed and considered the Statement of Overriding Considerations (SOC), attached hereto as Exhibit C and incorporated herein by reference, and adopts the attached SOC that

describes how the merits of the project outweigh the significant unavoidable impacts identified that will result with implementation of the Project.

11. Pursuant to CEQA Section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council has reviewed and considered the Mitigation Monitoring and Reporting Program that requires all mitigation measures described in the Final EIR be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring and Reporting Program attached hereto as Exhibit D and incorporated herein by reference, and adopts the Mitigation Monitoring and Reporting Program. In addition, with respect to the mitigation measures, the ~~City Council~~Planning Commission finds that:

(a) Some of the intersection mitigation measures included in the Mitigation Monitoring Program cannot be implemented absent the approval of other agencies in addition to the City. These mitigation measures and the other agencies whose approvals are required are: (1) Mitigation 7-1 and 7-5 (Woodside Road/Broadway Intersection): Caltrans; (2) Mitigation 7-2, 7-6 and 7-13 (Woodside Road/Bay Road Intersection): Caltrans; (3) Mitigation 7-12 (Veterans Blvd./Woodside Road Intersection): Caltrans; (4) Mitigation 7-14 (Woodside Road/Middlefield Road Intersection): Caltrans; and (5) Mitigation 7-18 (Marsh Road/Scott Drive Intersection): City of Menlo Park. The ~~City Council~~Planning Commission hereby finds that these mitigation measures are partly within the jurisdiction of other public agencies and can and should be approved by those other agencies. If any of these mitigation measures is not approved by the other agency listed, that mitigation measure will be infeasible.

(b) The Draft EIR identified one potential mitigation measure that is infeasible, as follows: Mitigation 7-11 and 7-19 - Widening of US 101 to add mixed flow lane. The ~~City Council~~Planning Commission finds that this mitigation measure is infeasible because, although the US 101 segments near the Project site currently operate at levels of service E and F, Caltrans, which has jurisdiction over improvements to US 101, has no plans to widen the affected freeway segments due to right of way limitations.

12. The City Council directs the City's Community Development Department to file a notice of determination with the County Clerk of San Mateo County upon approval of the Project.

13. Pursuant to CEQA Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the ~~City Council~~Planning Commission has based its ~~determinations~~recommendations are located in and may be obtained from, the Office of the City Clerk at 1017 Middlefield Road, Redwood City, California. The City Clerk is the custodian of records for all matters before the City.

14. This Resolution is effective upon its adoption.

* * *

Exhibit A

**STANFORD IN REDWOOD CITY PRECISE PLAN
SIGNIFICANT ENVIRONMENTAL IMPACTS**

The following findings, including impact statements, mitigation measures, findings and facts in support of findings, are based on the full administrative record, including, but not limited to, the Final EIR, which contains a fuller discussion of each issue.

Air Quality

Impact: **Impact 8-1: Construction-Related Air Quality Impacts.** Project-related demolition and construction activities would generate exhaust emissions and fugitive dust. These emissions would not subject sensitive receptors to substantial pollutant concentrations, but emissions of ROG and NOx could exceed BAAQMD daily significance thresholds.

Mitigation: **Mitigation 8-1.** For all project-related grading, demolition, or construction activity, construction contractors shall implement the following mitigation measures, where applicable:

(a) BAAQMD-Recommended Measures for All General Construction Activities:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading.

unless seeding or soil binders are used.

6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.

8. A publicly visible sign shall be posted with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to help ensure compliance with applicable regulations.

(b) Additional Construction Measures for Construction Activities With Emissions Above BAAQMD Thresholds:

9. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.

10. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.

11. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.

12. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.

13. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.

14. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.

15. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.

16. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.

17. The idling time of diesel-powered construction equipment shall be limited to two minutes.

18. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project-wide fleet-average 20 percent NOx reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as they become available.

19. Use low-VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).

20. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM.

21. All contractors shall use equipment that meets ARB's most recent certification standard for off-road heavy-duty diesel engines.

(c) Project-Specific Measures:

22. For construction, off-road equipment shall be Tier 4 or shall achieve Tier 4 particulate matter emission levels through use of one or more of the following: Tier 2/Tier 3 equipment with diesel particulate filters; alternative fuels (e.g. biodiesel or liquefied natural gas); and/or electrification.

23. For each phase of project construction, the applicant shall maintain ROG emission below 54 pounds per day. The applicant may demonstrate compliance with this limit through one or more of the following: strategic project phasing, use of pre-coated building materials, and/or use of low-VOC coatings beyond the requirements of BAAQMD Regulation 8, Rule 3.

Finding: Implementation of Mitigation 8-1 would reduce project construction-related air quality impacts due to localized PM₁₀ and ROG emissions to a *less-than-significant level*. However, though the NOx emissions from construction of the project would be reduced by up to 20 percent, there is a potential that construction period NOx emissions could still exceed the BAAQMD threshold even with the mitigation measure, and as a result, the potential impact from NOx is considered ***significant and unavoidable***.

Facts in Support of Finding: The identified grading, demolition, and construction mitigation measures are recommended by BAAQMD or are based on the BAAQMD CEQA Guidelines. They are effective methods for reducing equipment exhaust emissions and fugitive dust to the maximum extent feasible. However, due to the extent of on-site construction at any one time, there is a potential that construction period NOx emissions could still exceed the BAAQMD threshold even with mitigation, and

as a result, the potential impact from NO_x is considered significant and unavoidable. These facts are described and quantified in Draft EIR chapter 8 (Air Quality) on pages 8-1 through 8-28, Draft EIR appendix 21.4 (Supplemental Air Quality and Climate Change Information), and Final EIR appendix B (Supplemental Bay Area Air Quality Management District [BAAQMD] Information), which are hereby incorporated by reference.

Impact: **Impact 8-2: Operational Emissions Increases.** Project development would generate stationary, area, and traffic air pollutant emissions increases. These emissions would not subject sensitive receptors to substantial pollutant concentrations, but emissions of ROG and PM₁₀ would exceed BAAQMD significance thresholds.

Mitigation: **Mitigation 8-2.** In addition to the project-proposed sustainability measures described in chapter 3 (Project Description) of the Draft EIR, which include a Transportation Demand Management (TDM) program, implement the following measure:

Minimize testing of the new generators to reduce ROG emissions. New generator emissions, as computed on an annual basis, shall be reduced by 30 percent or greater. This could be achieved in a number of ways:

1. Install fewer than the assumed 13 new generators;
2. Install generators with lower emissions (in this case, smaller generators);
3. Test new generators at lower running loads (the analysis assumed 100-percent load, so 50-percent load would reduce emissions); and/or
4. Reduce the number of annual testing hours.

The applicant shall submit an analysis of the new generator emissions prior to installing more than five new generators at the project development site.

Finding: Implementation of Mitigation 8-2 would reduce ROG emissions by 2.7 pounds per day, resulting in total ROG emissions of 53.1 pounds per day (below the BAAQMD significance threshold of 54 pounds per day), a *less-than-significant impact*. However, this mitigation measure would reduce PM₁₀ emissions by a minimal amount, leaving PM₁₀ emissions above the BAAQMD significance threshold and resulting in a ***significant unavoidable project and cumulative operational air quality impact***.

Facts in Support of Finding: In combination with the project-proposed TDM program, implementation of Mitigation 8-2 would reduce the project's operational ROG emissions to a less-than-significant level by minimizing generator testing. However, even with all feasible mitigation, operational PM₁₀ emissions would exceed the BAAQMD threshold, due mainly to overall traffic generated by full buildout of the project, resulting in a significant unavoidable project and cumulative

operational air quality impact. These facts are described and quantified in Draft EIR chapter 8 (Air Quality) on pages 8-1 through 8-28, Draft EIR appendix 21.4 (Supplemental Air Quality and Climate Change Information), and Final EIR appendix B (Supplemental Bay Area Air Quality Management District [BAAQMD] Information), which are hereby incorporated by reference.

Impact: **Impact 8-3: Community Risk and Hazard Impacts.** Project development could expose attendees of the on-site child care center to significant levels of PM_{2.5}. Significant impacts from the Tyco Thermal Controls Facility to attendees of the proposed child care facility are anticipated to be significant regardless of where the child care facility is located within the Precise Plan area.

Mitigation: **Mitigation 8-3.** Buffer the child care center from existing and planned emission sources, and include project features to reduce TAC and PM_{2.5} exposure from air pollutant sources--which include US 101 traffic, the Tyco Thermal Controls facility, and existing and proposed generators--through the following measures:

1. When construction of a child care center is proposed, conduct site-specific detailed analysis to determine the child care center's TAC and PM_{2.5} exposures. The analysis should be utilized to guide final design and siting of the child care facility and determine the level of ventilation/ filtration necessary to ensure that indoor concentrations will be less-than-significant.
2. Evaluate and appropriately buffer the child care center from existing diesel generators at the Stanford Medicine Outpatient Center and 550 Broadway, and any other sources near the Precise Plan area identified by BAAQMD at the time such analysis is undertaken.
3. Ensure that the ventilation/filtration systems in the child care center result in an indoor cancer risk of less than 10 in one million and annual PM_{2.5} concentrations of less than 0.3 µg/m³ from any single source or less than 100 in one million cancer risk and annual PM_{2.5} concentrations of less than 0.8 µg/m³ from cumulative resources.
4. Consider tiered plantings of trees between the child care center and air pollutant sources such as the freeway, existing and planned generators, and the Tyco Thermal Controls facility.
5. Avoid location of any truck loading zones near the child care facility.
6. With respect to outdoor use areas for the child care center, impacts from US 101 shall be mitigated by placing the child care center more than 700 feet from the freeway. Based on currently available information, the impact from Tyco Thermal Controls cannot be mitigated to a less-than-significant level because the elevated PM_{2.5} levels from the facility extend across the entire project development site. If the Tyco Thermal Controls facility remains in operation at the time of construction of the child care center, and if the detailed analysis described above shows PM_{2.5} levels exceeding the 0.3 µg/m³ standard throughout the development site,

construction and operation of a child care center on the development site shall be prohibited. If the detailed analysis shows that some or all of the development site would be exposed to PM_{2.5} levels lower than 0.3 µg/m³, the outdoor use area for the child care center shall be sited in one of those locations.

Finding: Implementation of Mitigation 8-3 would reduce community risk and hazard impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 8-3 would reduce the project's community risk and hazard impacts to a less-than-significant level by buffering the proposed child care center from existing and planned emission sources and including project features to reduce exposure from air pollutant sources, as described and quantified in Draft EIR chapter 8 (Air Quality) on pages 8-1 through 8-28, Draft EIR appendix 21.4 (Supplemental Air Quality and Climate Change Information), and Final EIR appendix B (Supplemental Bay Area Air Quality Management District [BAAQMD] Information), which are hereby incorporated by reference.

Climate Change

Impact: **Impact 9-1: Sea Level Rise Impacts on Project Development.** Based on the BCDC sea level rise maps, the project may be affected by anticipated sea level rise and associated changes in broader flood plain boundaries. Potential impacts associated with future development that may be subject to sea level rise include risk to public safety and property damage.

Mitigation: **Mitigation 9-1.** For all new development on the project development site, the City shall ensure that the development complies with the most current Redwood City General Plan and Redwood City Municipal Code requirements for protection from flood hazards, consistent with *Mitigation 10-3* in chapter 10 (Utilities), of the Draft EIR. These provisions would require compliance with associated storm drainage storage, building elevation, and flood-proofing requirements.

Finding: Implementation of Mitigation 9-1 would reduce sea level rise impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 9-1 would reduce the sea level rise impacts on project development to a less-than-significant level by ensuring that all new on-site development complies with the most current Redwood City General Plan and Redwood City Municipal Code requirements for protection from flood hazards, as described and quantified in Draft EIR chapter 9 (Climate Change), which is hereby incorporated by reference.

Cultural and Historic Resources

Impact: **Impact 14-1: Project and Cumulative Impacts on Historic Resources.** The proposed Precise Plan contains development standards that would allow for the

demolition of all structures on the development site, and Stanford has indicated that its long-term plan is to demolish all of the existing structures on the development site and relocate the Ampex sign. Subsection 14.1.3 of the Draft EIR identifies three potential historic resources on the development site--the 425 Broadway building, the plaza area with the Warnecke Fountains, and the Ampex sign. Although the historical resources survey report and 2009 Circa peer review do not find that any of these three structures are historic resources, the 2009 and 2011 Circa peer review reports do suggest special consideration be given to these structures in the planning process. Some members of the HRAC have indicated that they preliminarily disagree with the conclusions in the reports that these structures are not potential historic resources; however, the HRAC has yet to make a recommendation as to whether these structures should be included on the City's register of historical resources. CEQA Guidelines section 15064.5(a)(4) allows a lead agency to determine that a resource is a historic resource despite the fact that the resource is not listed in the California Register of Historical Resources, a local register of historical resources, or a historical resources survey. Due to the conflicting opinions on the historical significance of the three structures and the fact that the City had not made a final determination as to whether these structures should be included on its historical resources register, the City treated the 425 Broadway building, the plaza area with the Warnecke Fountains, and the Ampex sign as potential historic resources for the purposes of the Draft EIR pursuant to CEQA Guidelines section 15064.5(a)(4).

Mitigation: **Mitigation 14-1.** The project shall incorporate design elements within the publicly accessible areas of the project that point to the various important periods of land use on the site (farming, flower fields, airfield, and center for technology innovation). The applicant has agreed to incorporate these elements regardless of whether the City ultimately determines that the proposed project would cause a significant impact on historic resources, and these elements are included in the Draft Stanford in Redwood City Precise Plan.

Any structure on the project development site that the City determines is a local historic resource shall be photographed and documented prior to demolition or removal. The documentation shall adhere to the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The level of documentation shall be proportionate with the level of significance of the resource. The documentation shall be made available for inclusion in the Historic American Building Survey (HABS) or the Historic American Engineering Record (HAER) Collections in the Library of Congress, the California Historical Resources Information System and the Bancroft Library, as well as local libraries and historical societies, such as the Redwood City Public Library.

Through careful methods of planned deconstruction to avoid damage and loss, identified historic character-defining features and materials shall be salvaged as feasible for educational and interpretive use on-site, or for reuse in new construction on the development site in a way that commemorates their original use and significance.

Finding: As the City has determined that the 425 Broadway building, the plaza area with the Warnecke Fountains and the Ampex sign are not historical resources, implementation of Mitigation 14-1 (commemoration and documentation of 425 Broadway and the plaza area with the Warnecke fountains, and relocating the Ampex sign, if they are determined to be historic resources) ~~would be sufficient to mitigate project and cumulative impacts on historic resources to a less-than-significant level.~~ is not required. However, as stated in the first paragraph of Mitigation 14-1, the applicant has agreed to incorporate the commemorative design elements of that paragraph regardless of whether the City finds a significant impact, and these elements are included in the Stanford in Redwood City Precise Plan.

Facts in Support of Finding: The City has determined that the 425 Broadway building, the plaza area with the Warnecke Fountains, and the Ampex sign, are not **designated** historic resources. Therefore, the project would result in no impact on historic resources. Implementation of project alternative 18.3 (Reduced Development/425 Broadway Preservation Scenario) would preserve the 425 Broadway building, Warnecke Fountains, and plaza (the Ampex sign might still be removed under the alternative). These facts are described in Draft EIR chapter 14 (Cultural and Historic Resources) on pages 14-1 through 14-16, chapter 18 (Alternatives to the Proposed Project) on pages 18-1 through 18-28, and appendix 21.7 (Peer Review of Ampex Property), which are hereby incorporated by reference.

Impact: **Impact 14-2: Potential Disturbance of Archaeological or Paleontological Resources.** Project construction (e.g., excavation for underground parking and utilities) could disturb existing unrecorded sensitive archaeological or paleontological resources at the development site.

Mitigation: **Mitigation 14-2.** The project applicant shall carry out the following measures, which shall be at least as protective as those listed in the City's Cultural Resources Management Plan:

(1) *Construction Personnel Education Program.* The project applicant shall implement an education program, prepared by a qualified archaeologist and a qualified paleontologist, for construction personnel that includes the following elements:

- Resource identification training procedures for construction personnel;
- Procedures for coordinating work with the archaeological monitor (see below); and
- Procedures for reporting discoveries.

(2) *Procedures for Resources Encountered During Construction.* The project applicant shall provide an Archaeological Monitoring and Data Recovery Program (AMDRP) prepared by a qualified archaeologist and outlining procedures for resources encountered during construction. The AMDRP shall include specific

measures to insure compliance with State Public Resources Code section 5097.98 and CEQA Guidelines section 15064.5(d) and (e) in the event that human remains are encountered.

(3) A qualified archaeological monitor will visit the site for spot-checks during excavations exceeding five feet in depth below current grade.

If subsurface archaeological resources are encountered, excavation shall halt in the vicinity of the resources, and the archaeological monitoring shall evaluate the resource and its stratigraphic context. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to archaeological resources.

If disturbance of an archaeological resource cannot be avoided, the mitigation program described in the AMDRP, including measures set forth in the City's CRMP and in compliance with sections 15064.5 and 15126.4 of the CEQA Guidelines, shall be implemented.

If subsurface paleontological resources are encountered, excavation shall halt in the vicinity of the resources and the project paleontologist shall evaluate the resource and its stratigraphic context. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. During monitoring, if potentially significant paleontological resources are found, "standard" samples shall be collected and processed by a qualified paleontologist to recover micro vertebrate fossils. If significant fossils are found and collected, they shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified shall be provided to a museum repository with the specimens. Significant fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository for permanent curation and storage. A report documenting the results of the monitoring and salvage activities, and the significance of the fossils, if any, shall be prepared. The report and inventory, when submitted to the lead agency, shall signify the completion of the program to mitigate impacts on paleontological resources.

Finding: Implementation of Mitigation 14-2 would reduce the potential impact on archaeological and paleontological resources to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 14-2 would reduce the potential impact on unrecorded archaeological and paleontological resources to a less-than-significant level by implementing detailed procedures by a qualified archaeologist and qualified paleontologist which are at least as protective as those procedures listed in the City of Redwood City Cultural Resources Management Plan. These facts are described in Draft EIR chapter 14 (Cultural and Historic Resources) on pages 14-1 through 14-16, which is hereby incorporated by reference.

Geology and Soils

Impact: **Impact 15-1: Geotechnical Hazards Associated with Project Excavation and Grading.** The project's proposed excavation and grading activities have the potential to destabilize existing buried utilities and building foundations, or to create conditions that would potentially compromise the safety or stability of proposed project improvements. The project applicant's preliminary geotechnical investigations (Lowney Reports I and II; and Cornerstone Earth Group, March 2008) made initial assessments of these conditions, but a design-level geotechnical investigation will be needed to adequately address all grading and excavation activities on the development site. Without such a study--and without the associated supervision of an engineering geologist or geotechnical engineer during project grading and construction--the safety and long-term stability of existing and proposed project improvements cannot be assured.

Mitigation: **Mitigation 15-1.** As recommended by the project's preliminary geotechnical investigations, prior to City issuance of grading permits for individual project construction phases, the applicant shall be required to retain a registered engineering geologist or geotechnical engineer to prepare detailed, design-level geotechnical investigations to guide the design of all project grading and excavation activities. The detailed, design-level geotechnical investigations shall be performed for each of the structures proposed for the development site. Subsurface conditions shall be explored and laboratory tests conducted on selected soil samples to establish strength parameters for the design of excavations, retained slopes and fill placement, and to determine the corrosive potential of both Bay mud and imported fill on foundation elements and buried utilities. Recommendations from the investigations shall be incorporated into all plans for project grading, excavation, soil support (both temporary and long-term) and utility construction, to the satisfaction of the City Engineer.

The detailed, design-level investigations, relevant recommendations, and all associated project grading, excavation and foundation plans, shall be subject to review and approval by an independent engineering geologist or geotechnical engineer retained by the City Engineer at applicant expense. In addition, the project civil engineer shall certify to the City Engineer (e.g., through plan submittal for City review) that all relevant provisions of the investigations have been incorporated into the grading, excavation and construction plans, and all earthwork and site preparation shall be performed under the direct supervision of a registered engineering geologist or geotechnical engineer.

Finding: Implementation of Mitigation 15-1 would reduce the potential excavation and grading impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 15-1 would reduce potential excavation and grading impacts to a less-than-significant level by requiring detailed, site-specific geotechnical investigations and solutions prepared by a registered engineering geologist or geotechnical engineer, with review and

approval authority by the City Engineer. These facts are described in Draft EIR chapter 15 (Geology and Soils) on pages 15-1 through 15-15, which is hereby incorporated by reference.

Impact: **Impact 15-2: Excavation Instabilities Caused by High Groundwater.** Groundwater encountered during construction of the proposed project's below-grade installations could destabilize excavation walls, reduce the bearing capacity of in-place soils that might otherwise be suitable for foundation support, and exert additional stresses on basement walls and floor slabs.

Mitigation: **Mitigation 15-2.** The detailed, design-level geotechnical investigations recommended under *Mitigation 15-1* for each project construction phase shall fully characterize groundwater conditions on the development site and make appropriate recommendations regarding dewatering techniques, slope and shoring requirements for excavations, stabilization or replacement of saturated foundation materials, and hydrostatic pressure implications for the design of below-grade structures.

Finding: Implementation of Mitigation 15-2 would reduce these potential groundwater impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 15-2 would reduce potential high groundwater impacts to a less-than-significant level by requiring detailed, site-specific geotechnical investigations and solutions prepared by a registered engineering geologist or geotechnical engineer, with review and approval authority by the City Engineer. These facts are described in Draft EIR chapter 15 (Geology and Soils) on pages 15-1 through 15-15, which is hereby incorporated by reference.

Impact: **Impact 15-3: Soil Erosion.** Project development would disturb the site's existing cover of buildings, pavements and landscaping, potentially leaving soils exposed to wind and water erosion during the construction period. Eroded soils would be washed into on-site drainage facilities that discharge to the Bayfront Canal and San Francisco Bay. Deposition of these soils through natural sedimentation could adversely affect the carrying capacity of drain lines, pumping equipment and open channels, increasing flooding potential and maintenance requirements. In addition, suspended sediment would degrade water quality in the canal and in the bay by increasing turbidity levels.

Mitigation: **Mitigation 15-3.** The applicant shall develop an erosion control plan in accordance with the provisions of the project's City-approved Stormwater Pollution Prevention Plan (SWPPP). The erosion control plan would be implemented throughout project construction, and would include measures for the post-construction stabilization of all disturbed ground.

Finding: Implementation of Mitigation 15-3 would reduce these potential soil erosion impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 15-3 would reduce potential soil erosion impacts to a less-than-significant level by requiring detailed, site-specific geotechnical investigations and solutions prepared by a registered engineering geologist or geotechnical engineer, with review and approval authority by the City Engineer. These facts are described in Draft EIR chapter 15 (Geology and Soils) on pages 15-1 through 15-15, which is hereby incorporated by reference.

Impact: **Impact 15-4: Settlement and Foundation Movement.** The project's preliminary geotechnical studies determined that structural loads imposed by buildings more than approximately three stories in height would likely exceed the bearing capacity of either fill or weakly consolidated Bay mud underlying conventional shallow foundations. Such buildings would potentially experience gradual but excessive long-term total and differential settlements.

Mitigation: **Mitigation 15-4.** The detailed, design-level geotechnical investigations required under *Mitigation 15-1* for each project construction phase shall include a thickness and consolidation analysis of all clay soils underlying proposed building locations. This analysis shall be sufficient to accurately estimate the rate and total amount of consolidation expected to occur in response to building construction, as well as the likely magnitude of differential settlement. Building foundations, surface improvements, and utility connections shall be designed to structurally withstand the associated movement, without disrupting either pedestrian or vehicular connections to the building.

The requirement described in *Mitigation 15-1* for peer review of the recommended design-level geotechnical investigations, as well as for certification by the project civil engineer that all provisions of the investigation have been incorporated into the project's design and construction, would also apply to this mitigation and to all subsequent geotechnical and soils mitigation measures set forth in Draft EIR chapter 15 (Geology and Soils).

Finding: Implementation of Mitigation 15-4 would reduce the potential compressible soil and settlement impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 15-4 would reduce potential compressible soil and settlement impacts to a less-than-significant level by requiring detailed, site-specific geotechnical investigations and solutions prepared by a registered engineering geologist or geotechnical engineer, with review and approval authority by the City Engineer. These facts are described in Draft EIR chapter 15 (Geology and Soils) on pages 15-1 through 15-15, which is hereby incorporated by reference.

Impact: **Impact 15-5: Expansive Soils.** Near-surface clay soils subjected to seasonal cycles of wetting and drying can undergo significant volume changes, expanding when wet and shrinking when dry. Structures based in these materials would be subjected to significant stresses that could destabilize foundations and cause cracking or heaving of floor slabs and exterior pavements.

Mitigation: **Mitigation 15-5.** The detailed, design-level geotechnical investigations required for each project construction phase under *Mitigation 15-1* shall include an evaluation of the likely effects of building on expansive soils and shall recommend specific measures designed to minimize soil movement and/or counter its potentially destructive effects.

Finding: Implementation of Mitigation 15-5 would reduce the potential expansive soil impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 15-5 would reduce potential expansive soils impacts to a less-than-significant level by requiring detailed, site-specific geotechnical investigations and solutions prepared by a registered engineering geologist or geotechnical engineer, with review and approval authority by the City Engineer. These facts are described in Draft EIR chapter 15 (Geology and Soils) on pages 15-1 through 15-15, which is hereby incorporated by reference.

Impact: **Impact 15-6: Seismically Induced Settlement.** Development of the proposed project would place new commercial buildings in an area that could experience rapid, excessive settlement in response to earthquake-induced ground shaking during the useful life of the project improvements.

Mitigation: **Mitigation 15-6.** The detailed, design-level geotechnical investigations required under *Mitigation 15-1* for each project construction phase shall include a site-specific evaluation of the liquefaction and settlement potential at each proposed building location. The investigations shall also propose measures as needed to offset the effects of liquefaction-induced settlement, either through stabilization of the most vulnerable sand layers or through utilization of building foundation, utility connection, and pavement designs that can withstand the anticipated degree of total and differential settlement.

Finding: Implementation of Mitigation 15-6 would reduce these potential seismically induced settlement impacts to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 15-6 would reduce potential seismically induced settlement impacts to a less-than-significant level by requiring detailed, site-specific geotechnical investigations and solutions prepared by a registered engineering geologist or geotechnical engineer, with review and approval authority by the City Engineer. These facts are described in Draft EIR chapter 15 (Geology and Soils) on pages 15-1 through 15-15, which is hereby incorporated by reference.

Hazards and Hazardous Materials

Impact: **Impact 12-1: Potential Project-Related Exposure to Existing Soil or Groundwater Contamination.** Project-related excavation and construction activities, as well as project operations, could expose on-site construction and maintenance personnel and members of the public to existing soil and

groundwater contamination. Recommendations included in the August 2008 draft Site Management Plan (SMP) commissioned by Stanford University for the Stanford development portion of the Precise Plan area identify the environmental issues associated with project development site construction activities (e.g., excavation, dewatering, etc.) and specify the contents of the site-specific, construction period Health and Safety Plan (HASP) that the construction contractor must prepare (a standard CalOSHA requirement for work at hazardous waste sites).

The SMP also explains that site conditions do not preclude any of the uses proposed, but that further risk assessment is required when the precise on-site locations and details of sensitive uses such as child care, medical clinics, and recreation areas are identified, so that any mitigation measures specific to the operations of such uses will be identified and implemented. Pending completion of the required supplemental risk assessments and identification of measures to ensure compliance with residential-level ESLs for these sensitive uses, the proposed project's impacts during operations from potential exposure to existing groundwater and soil vapor contamination are assumed to represent a *potentially significant impact*.

Mitigation: **Mitigation 12-1.** The applicant shall implement the Site Management Plan (SMP) attached as an appendix to the Draft EIR. At such times as the exact locations and details of sensitive uses such as child care, medical clinics, and publicly accessible open space are identified, the applicant shall supplement the SMP to assess any risks to those uses from existing hazardous materials on the development site and shall identify any treatment measures required to ensure that risks to users remain below regulatory limits.

Finding: Implementation of Mitigation 12-1 would reduce the potential impact of project-related exposure to existing soil and groundwater contamination to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 12-1 would ensure that the Site Management Plan (SMP) included in Draft EIR appendix 21.6, as well as a Health and Safety Plan (HASP), are implemented during all project construction. Furthermore, once the precise locations and operations of proposed sensitive receptors--such as child care, medical clinics, and recreation--have been determined, additional investigations would be required to evaluate the presence and levels of any groundwater or soil vapor contamination, pursuant to applicable regulatory requirements. The mitigation for sensitive uses must meet residential screening criteria as defined by the appropriate regulatory agencies (e.g., RWQCB, DTSC, SMCHSA, BAAQMD, CalOSHA). These facts are described in Draft EIR chapter 12 (Hazards and Hazardous Materials) on pages 12-1 through 12-24, and appendix 21.6 (Site Management Plan), which are hereby incorporated by reference.

Noise

Impact: **Impact 13-1: Potential Exposure of Proposed Child Care Facility to Noise Levels Exceeding Standards.** The Precise Plan includes a provision for a proposed child care center. The center's children, employees, and visitors could be exposed to various existing and projected noise sources, including U.S. 101 traffic. The compatibility of the child care land use with the existing and projected noise environment has been evaluated based on the Redwood City Noise Guidelines for Land Use Planning (see Draft EIR Table 13.4). New educational (e.g., child care) development is considered "satisfactory" in noise environments of less than 55 dBA CNEL.

Both existing and projected noise levels throughout much of the Precise Plan area, especially in the vicinity of U.S. 101, exceed 55 dBA CNEL, thereby potentially exposing the proposed child care center to noise levels exceeding the "normally acceptable" threshold.

Mitigation: **Mitigation 13-1.** Location-specific noise studies consistent with the requirements of the State Building Code (SBC) shall be conducted for the proposed child care use to identify appropriate noise reduction measures to be included in project final design. The noise study must be submitted to and approved by the Redwood City Community Development Department prior to City issuance of the child care center building permit. Identified noise insulation measures may include:

- Site planning to minimize noise by locating the child care center away from U.S. 101, with buffering from roadway noise provided by other project buildings;
- Air conditioning throughout the child care center so that windows can remain closed to maintain interior noise levels below 45 dBA CNEL; and
- Sound-rated windows and construction methods if necessary to maintain interior noise levels below 45 dBA CNEL.

For child care center outdoor use areas, noise levels at the property line should be maintained at a CNEL not in excess of 55 dBA during operating hours. Although existing and future noise levels measured along roadways in the project vicinity exceed 55 dBA CNEL, noise levels in outdoor activity areas could be reduced from roadside levels by at least 20 dBA through site selection and site design, including buffer areas, siting the building as an effective noise barrier for adjacent traffic noise sources, and, or in combination with, other noise barriers. The approval of future commercial uses near the child care center may, at City discretion, require a noise study demonstrating how the proposed new commercial uses--including associated loading docks, refuse areas, ventilation systems, and emergency generators--would meet these standards.

Finding: Implementation of Mitigation 13-1 would reduce the potential noise impact on the proposed child care use to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 13-1 would reduce noise impacts on

the proposed child care center to a less-than-significant level by requiring site planning and noise insulation that results in a noise level of not more than 55 dBA CNEL in the child care outdoor use areas during operating hours, and 45 dBA CNEL in interior areas. These facts are described and quantified in Draft EIR chapter 13 (Noise) on pages 13-1 through 13-20, which is hereby incorporated by reference.

Impact: **Impact 13-2: Project-Facilitated Construction Noise.** Construction activities facilitated by the project would include building demolition, site grading and preparation, construction of new buildings, and installation of utilities. Noise levels at 50 feet from the demolition or construction equipment source could reach approximately 105 dBA, resulting in intermittent interference with typical existing residential and business activities, as well as any on-site sensitive uses developed during earlier phases of Precise Plan buildout. Construction noise could elevate noise levels at some locations (the nearest residences) by more than 5 dBA.

Mitigation: **Mitigation 13-2.** Reduce project demolition- and construction-period noise impacts on nearby residences (including the Broadway Towers apartments and the mobile home park near the proposed recycled water pipeline route) and sensitive uses developed on the development site during earlier phases (e.g., child care center) by incorporating conditions in project demolition and construction contract agreements that stipulate the following conventional construction-period noise abatement measures:

- *Construction Plan.* Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby existing and on-site newly constructed noise-sensitive facilities so that construction activities can be scheduled to minimize noise disturbance.
- *Construction Scheduling.* Ensure that noise-generating construction activity is limited to between the hours of 7:00 AM to 8:00 PM, Monday through Friday, and prohibit any construction during other hours which would cause any increase in ambient noise levels within a residential district. (*Redwood City Municipal Code Section 24.32*)
- *Construction Equipment Mufflers and Maintenance.* Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- *Equipment Locations.* Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near the construction site.
- *Construction Traffic.* Route all construction traffic to and from the construction sites via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible.
- *Quiet Equipment Selection.* Use quiet construction equipment, particularly air compressors, wherever possible.

- *Temporary Barriers.* Construct solid plywood fences around construction areas to shield residences, operational businesses, or noise-sensitive land uses.
- *Temporary Noise Blankets.* Temporary noise control blanket barriers should be erected, if necessary, along building facades or around construction areas. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. (Noise control blanket barriers can be rented and quickly erected.)
- *Noise Disturbance Coordinator.* The City shall require project designation of a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor could be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices; the Noise Disturbance Coordinator would work directly with an assigned City staff member. Alternatively, the Noise Disturbance Coordinator could be employed by the City and funded by the applicant.)
- *Temporary Closure or Relocation of Child Care Center.* If the project construction sequencing results in major outdoor construction activities occurring adjacent to the child care center after it is in operation, then the project sponsor, at its option, shall either temporarily close or relocate the child care center.

Finding: Implementation of Mitigation 13-2 would reduce construction noise impacts, but because this project likely would be constructed in phases over a long period of time, nearby sensitive receptors would be subjected to repeated construction noise, thereby resulting in a **significant unavoidable construction noise impact**.

Facts in Support of Finding: Implementation of Mitigation 13-2 would reduce project-facilitated demolition and construction noise to the maximum extent feasible by requiring rigorous, coordinated procedures, scheduling, and equipment standards. However, because the project is likely to be constructed in phases over several years, this intermittent noise impact on nearby sensitive receptors (e.g., residences) is considered significant and unavoidable. These facts are described and quantified in Draft EIR chapter 13 (Noise) on pages 13-1 through 13-20, which is hereby incorporated by reference.

Impact: **Impact 13-3: Project-Facilitated Groundborne Vibration Levels.** Project-facilitated demolition and construction activities could generate substantial vibration (e.g., from potential pile driving) in the project vicinity.

Mitigation: **Mitigation 13-3.** Reduce groundborne vibration levels during individual, location-specific future project demolition and construction periods by incorporating conditions in individual project demolition and construction contractor agreements that stipulate the following groundborne vibration abatement measures:

- Restrict vibration-generating activity to between the hours of 7:00 AM and 7:00 PM, Monday through Friday. Prohibit such activity on weekends and holidays.
- If pile driving is proposed, prepare a vibration study. If the vibration study shows that pile driving, including mitigation such as pre-drilling of pile holes, would cause vibration exceeding 0.5 inches/sec ppv for structurally sound buildings designed to modern engineering standards or 0.2 inches/sec for structurally sound buildings for which structural damage is a major concern, then pile driving shall not be conducted.

Finding: Implementation of Mitigation 13-3 would reduce this potential intermittent and short-term project vibration impact to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 13-3 would reduce project-facilitated groundborne demolition and construction vibration levels to a less-than-significant level by restricting vibration-generating activity and applying quantitative performance standards. These facts are described and quantified in Draft EIR chapter 13 (Noise) on pages 13-1 through 13-20, which is hereby incorporated by reference.

Impact: **Impact 13-4: Potential Noise from Parking Structure Ventilation System.** Noise generated solely by the ventilation system and other mechanical equipment for the potential parking structure at the corner of Bay Road and Barron Avenue could substantially exceed existing ambient levels at residences in the area or the Redwood City Noise Guidelines for Land Use Planning (see Draft EIR Table 13.4) because the parking structure would be located proximate to residences on 2nd Avenue.

Mitigation: **Mitigation 13-4.** During the project detailed design phase for the potential parking structure at the corner of Bay Road and Barron Avenue, the project applicant shall submit an acoustical study to demonstrate how the parking structure design would meet the following noise standards at the most affected receiver: 60 dBA CNEL and 60 dBA L_{eq-hr} daytime (7:00 AM to 7:00 PM), 55 dBA L_{eq-hr} evening (7:00 PM to 10:00 PM), and 50 dBA L_{eq-hr} nighttime (10:00 PM to 7:00 AM). The design measures may include, for example, the installation of silencers and baffles as necessary to reduce the noise level at the nearest residential property line to the existing ambient noise level.

Finding: Implementation of Mitigation 13-4 to the satisfaction of the Redwood City Community Development Department would reduce this ventilation noise impact to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 13-4 would reduce noise from the parking structure ventilation system proposed for the corner of Bay Road and Barron Avenue, which is near residences on 2nd Avenue, to a less-than-significant level. The mitigation defines maximum allowable decibel levels (performance standards), which are typically met through standard ventilation design measures such as silencers and baffles. These facts are described and quantified in Draft

EIR chapter 13 (Noise) on pages 13-1 through 13-20, which is hereby incorporated by reference.

Transportation, Circulation, and Parking

Impact: **Impact 7-1: Existing Plus Project Impact on Woodside Road/Broadway Intersection.** Under Existing Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS E (59.3 seconds delay) to LOS F (128.8 seconds delay).

Mitigation: **Mitigation 7-1.** To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Woodside Road and Broadway, the westbound approach on Broadway would need to be *restriped* to include a total of one left-turn lane, one through lane, one shared through/right-turn lane, and one right-turn lane. Signage would also need to be provided indicating that the "right-most" right-turn lane is to southbound US 101 only. In addition, the eastbound travel lanes would need to be *restriped* to include a total of two left-turn lanes and one shared through/right-turn lane. The eastbound and westbound signal phasing would need to be modified from split phasing to protected phasing. Because this intersection is subject to Caltrans jurisdiction, any changes to the operation of the signal or physical improvements to the intersection would require Caltrans approval. Pursuant to Caltrans Deputy Directives 64 and 64-R1, requiring facilitation of multimodal travel, it is possible that the above improvements to the intersection of Woodside Road and Broadway would also be required to include such features as pedestrian count-down signals, an emergency vehicle pre-emption system, reconstruction of corner radii to reduce pedestrian crossing distances, pedestrian median refuges, bike lanes, and bike detectors.

Finding: Implementation of Mitigation 7-1 would restore the level of service (LOS) at this intersection to E or better, resulting in a *less-than-significant impact*. However, because this improvement would require Caltrans approval, the City cannot ensure the construction of this improvement. Without implementation of the proposed mitigation, the impact would be ***significant and unavoidable***.

Facts in Support of Finding: Implementation of Mitigation 7-1 would reduce the project's traffic impact at the Woodside Road/Broadway intersection to a less-than-significant level through a combination of roadway restriping, signage, modified traffic signal phasing, and based on Caltrans directives, possibly pedestrian count-down signals, an emergency vehicle pre-emption system, new corner radii to reduce pedestrian crossing distances, pedestrian median refuges, bike lanes, and bike detectors. However, the City cannot guarantee in advance that Caltrans will approve the mitigation, so the impact is currently considered significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-2: Existing Plus Project Impact on Woodside Road/Bay Road Intersection.** Under Existing Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS D (35.5 seconds delay) to LOS F (81.7 seconds delay).

Mitigation: **Mitigation 7-2.** To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Woodside Road and Bay Road, the westbound approach on Bay Road would need to be *restriped* to include a total of two left-turn lanes and one shared through/right-turn lane. (Woodside Road is considered north-south and Bay Road is considered east-west.) The eastbound approach would need to be *restriped* to include a total of one left-turn lane, one through lane, and one shared through/right-turn lane. In addition, the signal phasing on the eastbound and westbound approaches would need to be modified from permitted phasing to protected phasing. Because this intersection is subject to Caltrans jurisdiction, any changes to the operation of the signal would require Caltrans approval. Pursuant to Caltrans Deputy Directives 64 and 64-R1, requiring facilitation of multimodal travel, it is possible that the above intersection improvements would also be required to include such features as new crosswalk and pedestrian signals across Bay Road on the west side of Woodside Road, restriping of two crosswalks on Woodside Road to provide straight and shorter walking distances, pedestrian median refuges on Woodside Road, curb ramps, pedestrian count-down signals, an emergency vehicle pre-emption system, reconstruction of corner radii to reduce pedestrian crossing distances, bike lanes, and bike detectors.

Finding: Implementation of Mitigation 7-2 would improve the level of service (LOS) at this intersection to an acceptable LOS D in the PM peak hour, resulting in a *less-than-significant impact*. However, because this improvement would require Caltrans approval, the City cannot ensure the construction of this improvement. Without implementation of the proposed mitigation, the impact would be **significant and unavoidable**.

Facts in Support of Finding: Implementation of Mitigation 7-2 would reduce the project's traffic impact at the Woodside Road/Bay Road intersection to a less-than-significant level through a combination of roadway restriping and modified traffic signal phasing, and based on Caltrans directives, possibly new crosswalk and pedestrian signals, pedestrian crosswalk restriping, pedestrian median refuges, curb ramps, an emergency vehicle pre-emption system, new corner radii to reduce pedestrian crossing distances, bike lanes, and bike detectors. However, the City cannot guarantee in advance that Caltrans will approve the mitigation, so the impact is currently considered significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-3: Existing Plus Project Impact on Charter Street/Broadway Intersection.** Under Existing Plus Project conditions during the AM peak hour,

project traffic would cause the intersection to degrade from LOS B (14.1 seconds delay) to LOS F (117.1 seconds delay). In the PM peak hour, project traffic would cause the intersection to degrade from LOS C (17.9 seconds delay) to LOS F (122.5 seconds delay). In addition, this intersection would have peak hour volumes large enough under both peak hours to satisfy the peak hour signal warrant.

Mitigation: **Mitigation 7-3.** To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Charter Street and Broadway, the intersection would need to be signalized with protected phasing on all approaches. The northbound and southbound approaches on Charter Street would need to be *restriped* to include a total of one left-turn lane and one shared through/right-turn lane. The eastbound and westbound approaches on Broadway would need to be restriped to include a total of one left-turn, one through lane, and one shared through/right-turn lane. Parking (50 spaces) would need to be removed from all intersection legs to accommodate travel lanes.

Finding: Implementation of Mitigation 7-3 would improve the level of service (LOS) at this intersection to an acceptable LOS B in the AM peak hour and an acceptable LOS C in the PM peak hour, resulting in a *less-than-significant impact*.

Facts in Support of Finding: Implementation of Mitigation 7-3 would reduce the project's traffic impact at the Charter Street/Broadway intersection to a less-than-significant level through a combination of a traffic signal with protected phasing (to replace the current Stop signs) and roadway restriping. This mitigation would require the removal of 50 total parking spaces from Charter Street and Broadway. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-4: Existing Plus Project Impact on Douglas Avenue/Broadway Intersection.** Under Existing Plus Project conditions during the AM peak hour, project traffic would cause the intersection to degrade from LOS B (10.4 seconds delay) to LOS F (167.6 seconds). During the PM peak hour, project traffic would cause the intersection to degrade from LOS B (11.1 seconds) to LOS F (180.0 seconds). In addition, this intersection would have peak hour volumes large enough under both peak hours to satisfy the peak hour signal warrant.

Mitigation: **Mitigation 7-4.** To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Douglas Avenue and Broadway, the intersection would need to be signalized with protected phasing on all approaches. (Douglas Avenue is considered north-south and Broadway is considered east-west.) In addition to signalization, parking (15 spaces) would need to be removed from the north and south legs to accommodate additional travel lanes. The southbound approach would need to be *restriped* to include a total of one left-turn lane, one through lane, and one right-turn lane. The

northbound approach would need to be *restriped* to include a total of two northbound left-turn lanes and one shared through/right-turn lane. The eastbound and westbound approaches would need to be *restriped* to include a total of one left-turn lane and one shared through/right-turn lane.

Finding: Implementation of Mitigation 7-4 would improve the level of service (LOS) at this intersection to an acceptable LOS C during both peak hours, resulting in a *less-than-significant impact*.

Facts in Support of Finding: Implementation of Mitigation 7-4 would reduce the project's traffic impact at the Douglas Avenue/Broadway intersection to a less-than-significant level through a combination of a traffic signal with protected phasing (to replace the current Stop signs) and roadway restriping. This mitigation would require the removal of 15 parking spaces from Douglas Avenue. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-5: Near Term Plus Project Impact on Woodside Road/Broadway Intersection.** Under Near Term Plus Project conditions during the PM peak hour, this intersection would continue to operate at LOS F, and project traffic would cause the critical delay to increase by 69.5 seconds.

Mitigation: **Mitigation 7-5.** Implement Mitigation 7-1 (the project applicant would be responsible for fully funding/completing the mitigation). With these improvements, the level of service (LOS) at this intersection would remain at LOS F. Although the LOS F condition would exceed the City LOS standard, the LOS under Near Term Plus Project condition with this mitigation would be better than that under the Near Term Without Project condition. These improvements would enhance the overall performance of the intersection.

Finding: Implementation of Mitigation 7-5 would reduce this project impact to a *less-than-significant* level. However, because implementation of this mitigation would require Caltrans approval, the City cannot ensure its construction. Without implementation of the proposed mitigation, the impact would be ***significant and unavoidable***.

Facts in Support of Finding: Implementation of Mitigation 7-5 would reduce the project's traffic impact at the Woodside Road/Broadway intersection to a less-than-significant level through a combination of roadway restriping, signage, modified traffic signal phasing, and based on Caltrans directives, possibly pedestrian count-down signals, an emergency vehicle pre-emption system, new corner radii to reduce pedestrian crossing distances, pedestrian median refuges, bike lanes, and bike detectors. However, the City cannot guarantee in advance that Caltrans will approve the mitigation, so the impact is currently considered significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A

(Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-6: Near Term Plus Project Impact on Woodside Road/Bay Road Intersection.** Under Near Term Plus Project conditions during the PM peak hour, project traffic would cause this intersection to degrade from LOS D (44.9 seconds delay) to LOS F (91.1 seconds delay).

Mitigation: **Mitigation 7-6.** Implement Mitigation 7-2 (the project applicant would be responsible for fully funding/completing the mitigation).

Finding: Implementation of Mitigation 7-6 would improve the level of service (LOS) at this intersection to an acceptable LOS D in the PM peak hour, resulting in a *less-than-significant impact*. However, because implementation of this mitigation would require Caltrans approval, the City cannot ensure its construction. Without implementation of the proposed mitigation, the impact would be **significant and unavoidable**.

Facts in Support of Finding: Implementation of Mitigation 7-6 would reduce the project's traffic impact at the Woodside Road/Bay Road intersection to a less-than-significant level through a combination of roadway restriping and modified traffic signal phasing, and based on Caltrans directives, possibly new crosswalk and pedestrian signals, pedestrian crosswalk restriping, pedestrian median refuges, curb ramps, an emergency vehicle pre-emption system, new corner radii to reduce pedestrian crossing distances, bike lanes, and bike detectors. However, the City cannot guarantee in advance that Caltrans will approve the mitigation, so the impact is currently considered significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-7: Near Term Plus Project Impact on Charter Street/Broadway Intersection.** Under Near Term Plus Project conditions during the AM peak hour, project traffic would cause this intersection to degrade from LOS C (24.7 seconds delay) to LOS F (127.7 seconds delay). In the PM peak hour, the intersection would continue to operate at LOS F, and project traffic would cause the critical delay at the intersection to increase by 104.6 seconds. In addition, the increase in peak hour volumes at this intersection would be large enough under both peak hours to satisfy the peak hour signal warrant.

Mitigation: **Mitigation 7-7.** Implement Mitigation 7-3 (the project applicant would be responsible for fully funding/completing the mitigation).

Finding: Implementation of Mitigation 7-7 would improve the level of service (LOS) at this intersection to an acceptable LOS B in the AM peak hour and an acceptable LOS C in the PM peak hour, resulting in a *less-than-significant impact*.

Facts in Support of Finding: Implementation of Mitigation 7-7 would reduce the project's traffic

impact at the Charter Street/Broadway intersection to a less-than-significant level through a combination of a traffic signal with protected phasing (to replace the current Stop signs) and roadway restriping. This mitigation would require the removal of 50 total parking spaces from Charter Street and Broadway. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-8: Near Term Plus Project Impact on Charter Street/Bay Road Intersection.** Under Near Term Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS D (27.7 seconds delay) to LOS E (37.7 seconds delay). In addition, this intersection would have peak hour volume increases large enough under both peak hours to satisfy the peak hour signal warrant.

Mitigation: **Mitigation 7-8(a).** To mitigate the project's impact at the intersection of Charter Street and Bay Road, the intersection would need to be signalized with protected phasing on the eastbound and westbound approaches on Bay Road, and permitted phasing on the northbound and southbound approaches on Charter Street. In addition to signalization, the eastbound and westbound approaches would need to be *restriped* to include a total of one left-turn lane and one shared through/right-turn lane.

Traffic from the proposed project would add 10.0 seconds to the PM peak hour delay at this intersection over Near Term No Project conditions (see Draft EIR Table 7.11); other Near Term growth would add 14.5 seconds to the delay over Existing conditions.

Therefore, it is assumed that the proposed project would contribute approximately 41 percent toward this impact. The proposed project would mitigate its contribution to this impact by contributing its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on the Draft EIR, to be 41 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would mitigate its contribution to this impact by paying its Traffic Impact Fee in effect at time of payment and issuance of a building permit. Applicant's full funding or construction of the improvement, subject to potential reimbursement as provided in the Precise Plan, would also mitigate the project's contribution to this impact.

or

Mitigation 7-8(b). Mitigation of the project's impact at the intersection of Charter Street and Bay Road would require the conversion of the all-way stop controlled unsignalized intersection to a single-lane roundabout. Standard roundabouts are at least 110 feet in diameter. Smaller roundabouts may operate efficiently down to 80 feet in diameter. The existing intersection at Charter Street and Bay Road

would allow up to an 80-foot-diameter roundabout. If the design work shows that the 80-foot-diameter roundabout would not require the acquisition of additional right-of-way and would not create additional safety hazards for motorists, pedestrians, or bicyclists compared to Mitigation 7-8(a), and if substantial evidence at the time the roundabout is proposed shows that the roundabout would not divert traffic to other intersections, the roundabout shall be considered feasible and may be substituted for Mitigation 7-8(a).

Traffic from the proposed project would add 10.0 seconds to the PM peak hour delay at this intersection over Near Term No Project conditions (see Draft EIR Table 7.11); other Near Term growth would add 14.5 seconds to the delay over Existing conditions. Therefore, it is assumed that the proposed project would contribute approximately 41 percent toward this impact. The proposed project would mitigate its contribution to this impact by contributing its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on the Draft EIR, to be 41 percent) at the time of issuance of a building permit or, if the City adds the roundabout to its Traffic Impact Fee Program (TIF) project list, the proposed project would mitigate its contribution to this impact by paying its Traffic Impact Fee in effect at time of payment and issuance of a building permit. Applicant's full funding or construction of the improvement, subject to potential reimbursement as provided in the Precise Plan, would also mitigate the project's contribution to this impact.

Finding: Implementation of Mitigation 7-8(a) would improve the level of service (LOS) at this intersection to an acceptable LOS C in the AM peak hour and LOS D in the PM peak hour, resulting in a *less-than-significant impact*.

or

Implementation of Mitigation 7-8(b) would improve the level of service (LOS) at this intersection to an acceptable LOS B during the AM peak hour and LOS C during the PM peak hour, resulting in a *less-than-significant impact*.

Facts in Support of Finding: Implementation of either option for Mitigation 7-8 would reduce the project's traffic impact at the Charter Street/Bay Road intersection to a less-than-significant level. Mitigation option 7-8(a) requires a combination of a traffic signal with protected and permitted phasing (to replace the current Stop signs) and restriping; Mitigation option 7-8(b) requires the design and construction of a single-lane roundabout. In either case, the project would mitigate its contribution to the impact by contributing its fair share (estimated to be 41 percent) toward the cost of the improvement or, if in effect at building permit issuance, by paying its City Traffic Impact Fee. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-9: Near Term Plus Project Impact on Douglas Avenue/Broadway Intersection.** Under Near Term Plus Project conditions during the AM peak hour,

project traffic would cause the intersection to degrade from LOS C (21.9 seconds) to LOS F (179.1 seconds). During the PM peak hour, the intersection would continue to operate at LOS F, but project traffic would cause the critical delay at the intersection to increase from 54.5 seconds to 223.4 seconds (i.e., by 168.9 seconds). In addition, this intersection would have peak hour volume increases large enough under both peak hours to satisfy the peak hour signal warrant.

Mitigation: **Mitigation 7-9.** Implement Mitigation 7-4 (the project applicant would be responsible for fully funding/completing the mitigation).

Finding: Implementation of Mitigation 7-9 would improve the level of service (LOS) at this intersection to an acceptable LOS C during both peak hours, resulting in a *less-than-significant impact*.

Facts in Support of Finding: Implementation of Mitigation 7-9 would reduce the project's traffic impact at the Douglas Avenue/Broadway intersection to a less-than-significant level through a combination of a traffic signal with protected phasing (to replace the current Stop signs) and roadway restriping. This mitigation would require the removal of 15 parking spaces from Douglas Avenue. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-10: Near Term Plus Project Impact on 5th Avenue/Bay Road Intersection.** Under Near Term Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS C (21.8 seconds delay) to LOS E (38.4 seconds delay). In addition, this intersection would have peak hour volume increases large enough under both peak hours to satisfy the peak hour signal warrant.

Mitigation: **Mitigation 7-10(a).** The signalization of the 5th Avenue/Bay Road intersection is a transportation project included in the City's 2000 Traffic Impact Fee Program (TIF). Payment by the project applicant of its City Traffic Impact Fee in effect at time of payment and issuance of a building permit (or alternatively applicant's full funding or construction of the improvement, subject to potential reimbursement as provided in the Precise Plan) would mitigate this impact. To mitigate the project's impact at the intersection of 5th Avenue and Bay Road, the intersection would need to be signalized. (5th Avenue is considered north-south and Bay Road is considered east-west.) No further improvements would be required.

or

Mitigation 7-10(b). Mitigation of the project's impact at the intersection of 5th Avenue and Bay Road would require the conversion of the all-way stop controlled intersection to a single lane roundabout. The existing road widths at 5th Avenue and Bay Road would allow up to an 85-foot-diameter roundabout. If the design work shows that the 85-foot-diameter roundabout would not require the acquisition

of additional right-of-way and would not create additional safety hazards for motorists, pedestrians, or bicyclists compared to Mitigation 7-10(a), and if substantial evidence at the time the roundabout is proposed shows that the roundabout would not divert traffic to other intersections, the roundabout shall be considered feasible and may be substituted for Mitigation 7-10(a).

Finding: Implementation of Mitigation 7-10(a) would improve the level of service (LOS) at this intersection to an acceptable LOS B during both peak hours, resulting in a *less-than-significant impact*.

or

Implementation of Mitigation 7-10(b) would improve the level of service (LOS) at this intersection to an acceptable LOS A during both peak hours, resulting in a *less-than-significant impact*.

Facts in Support of Finding: Implementation of either option for Mitigation 7-10 would reduce the project's traffic impact at the 5th Avenue/Bay Road intersection to a less-than-significant level. Mitigation option 7-10(a) requires the project's payment of its City Traffic Impact Fee to help fund signalization of the intersection (to replace the current Stop signs). Mitigation option 7-10(b) requires the design and construction of a single-lane roundabout, which if found feasible after design, could be substituted in the City Traffic Impact Fee Program (TIF) for option (a). In either case, the project would contribute its City Traffic Impact Fee. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-11: Existing Plus Project Impacts on US 101 Freeway Segments.** Traffic generated by the proposed project alone is expected to result in the following freeway segment operational effects:

- northbound US 101 (mixed flow) lanes between Whipple Avenue and SR 92 (PM)--an additional 4.6 percent of the freeway segment capacity;
- southbound US 101 (mixed flow) lanes between SR 92 and Whipple Avenue (AM)--an additional 3.0 percent of the freeway segment capacity; and
- southbound US 101 (mixed flow) lanes between Whipple Avenue and County line (PM)--an additional 1.6 percent of the freeway segment capacity.

Mitigation: **Mitigation 7-11.** Mitigation of these effects to a less-than-significant level would require construction of an additional mixed flow lane on US 101. Caltrans, which has jurisdiction over improvements to US 101, has no plans to widen the affected freeway segments due to right of way limitations. Recent improvements in the US 101 corridor have added auxiliary lanes between the interchanges from State Route 92 to Marsh Road. The scheduled construction of auxiliary lanes on US 101 between Marsh Road and Embarcadero Road would alleviate congestion on the

affected segments to some extent, but would not be sufficient to reduce this impact to less-than-significant.

Finding: Implementation of Mitigation 7-11 is determined to be infeasible. Therefore, the impact is expected to remain ***significant and unavoidable***.

Facts in Support of Finding: Implementation of Mitigation 7-11 would require construction of an additional mixed flow lane on US 101, which is under Caltrans jurisdiction and for which Caltrans has no current plans due to right of way limitations. The impact is expected to remain significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-12: Cumulative With Project Impact on Veterans Boulevard/Woodside Road Intersection.** Under Cumulative With Project conditions during the PM peak hour, the intersection would remain at LOS F and the proposed project could contribute up to 22.8 seconds of critical delay to the intersection.

Mitigation: **Mitigation 7-12.** To mitigate the project's contribution to the cumulative impact at the intersection of Veterans Boulevard and Woodside Road, an *additional eastbound through lane* would need to be added. (Woodside Road is considered north-south and Veterans Boulevard is considered east-west.) With these improvements, the level of service (LOS) at this intersection would improve to LOS E during the PM peak hour. Although LOS E still exceeds the City of Redwood City LOS standard, the LOS under Cumulative With Project conditions would be better than that under Cumulative No Project conditions. Widening of Veterans Boulevard between Chestnut and Woodside Road is included in the City's Traffic Impact Fee Program (TIF) project list. Accordingly, the applicant's payment of its Traffic Impact Fee in effect at time of payment and issuance of a building permit would mitigate the proposed project's contribution to the significant cumulative impact. However, because this improvement would require Caltrans approval, the City of Redwood City cannot ensure the construction of this improvement.

Finding: Implementation of Mitigation 7-12 (applicant's payment of its Traffic Impact Fee) would mitigate the project's contribution to the cumulative impact to a *less-than-significant level*, but because this improvement (an additional eastbound through lane) would require Caltrans approval, the City of Redwood City cannot ensure the construction of this improvement. Therefore, without implementation of the proposed mitigation, the impact would be ***significant and unavoidable***.

Facts in Support of Finding: Implementation of Mitigation 7-12 would reduce the project's contribution to the cumulative traffic impact at the Veterans Boulevard/Woodside Road intersection to a less-than-significant level through the project's payment of its City Traffic Impact Fee to add an eastbound (Veterans Boulevard) through lane. However, the City cannot guarantee in advance that Caltrans will approve the mitigation, so the impact is currently considered significant and unavoidable.

These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-13: Cumulative With Project Impact on Woodside Road/Bay Road Intersection.** Under Cumulative With Project conditions during the PM peak hour, the intersection would degrade from LOS D to LOS F, and the proposed project could contribute up to 46.2 seconds of critical delay to the intersection.

Mitigation: **Mitigation 7-13.** To mitigate the project's contribution to the cumulative impact at the intersection of Woodside Road and Bay Road, an *additional westbound through lane* would need to be added and the shared through/right-turn lane converted to a right-turn lane. (Woodside Road is considered north-south and Bay Road is considered east-west.) Traffic from the proposed project could add up to 46.2 seconds to the PM peak hour delay at this intersection over Cumulative No Project conditions (see Draft EIR Table 7.16); other Cumulative growth could add up to 3.4 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on the Draft EIR, to be 93 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.

The above improvements would be added to mitigation measures identified under Existing Plus Project conditions for the intersection of Woodside Road and Bay Road (Mitigation 7-2).

Finding: Implementation of Mitigation 7-13 would mitigate the impact to a *less-than-significant level*. However, because these improvements would require Caltrans approval, the City of Redwood City cannot ensure the construction of these improvements. Also, the additional westbound through lane would require additional right-of-way. Without implementation of the proposed improvements, the impact would be ***significant and unavoidable***.

Facts in Support of Finding: Implementation of Mitigation 7-13 would reduce the project's contribution to the cumulative traffic impact at the Woodside Road/Bay Road intersection to a less-than-significant level through the project's payment of its fair share (estimated to be 93 percent) to a mitigation fund, or if in effect at building permit issuance, through payment of its City Traffic Impact Fee, to add a westbound (Bay Road) through lane. However, the City cannot guarantee in advance that Caltrans will approve the mitigation, so the impact is currently considered significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-14: Cumulative With Project Impact on Woodside Road/ Middlefield Road Intersection.** Under Cumulative With Project conditions during the PM peak hour, the intersection would remain at LOS F, and the proposed project could contribute up to 29.2 seconds of critical delay to the intersection.

Mitigation: **Mitigation 7-14.** This mitigation is in addition to the Caltrans intersection improvement that will be implemented in 2013; a description of the 2013 improvement is included on page 7-21 of this EIR.

To mitigate the significant cumulative impact at the intersection of Woodside Road and Middlefield Road, an *additional southbound through lane* would need to be added to Woodside Road. (Woodside Road is considered north-south and Middlefield Road is considered east-west.) Because this intersection is subject to Caltrans jurisdiction, this roadway widening and any changes to the operation of the signal would require Caltrans approval.

With these improvements, the level of service (LOS) at this intersection would remain at LOS F. Although LOS F still exceeds the City of Redwood City LOS standard, conditions with this mitigation would be better than under Cumulative No Project conditions.

The widening of Woodside Road, inclusive of this intersection, is included in the City's Traffic Impact Fee Program (TIF) project list. However, there is no current design option that is acceptable to both Caltrans and the City of Redwood City; therefore, this improvement may be infeasible.

Finding: If a design for widening Woodside Road can be developed which is acceptable to both Caltrans and the City of Redwood City, payment of the Traffic Impact Fee by the applicant would mitigate the proposed project's contribution to the significant cumulative impact to a *less-than-significant level*. If it is determined that the Woodside Road improvements remain infeasible because the improvements are not consistent with the New Redwood City General Plan and/or Caltrans policy, the cumulative impact would remain **significant and unavoidable**, as would the proposed project's contribution to that cumulative impact.

Facts in Support of Finding: Implementation of Mitigation 7-14 would reduce the project's contribution to the cumulative traffic impact at the Woodside Road/Middlefield Road intersection to a less-than-significant level through the project's payment of its City Traffic Impact Fee to add a southbound (Woodside Road) through lane, as well as possible crosswalks and pedestrian signals per the City's General Plan, and other multimodal improvements per Caltrans directives. However, the City and Caltrans have not agreed on a design option for widening Woodside Road, so the impact is currently considered significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-15: Cumulative With Project Impact on Douglas Avenue/Bay Road Intersection.** Under Cumulative With Project conditions during the PM peak hour, the intersection would degrade from LOS C to LOS F, and the proposed project could contribute up to 78.2 seconds of critical delay to the intersection.

Mitigation: **Mitigation 7-15.** To mitigate the significant cumulative impact at the intersection of Douglas Avenue and Bay Road, the intersection would need to be *signalized* with protected phasing on the eastbound and westbound approaches on Bay Road. In addition to signalization, both the eastbound and westbound approaches would need to be *restriped* to include a total of one left-turn lane and one shared through/right-turn lane on both the eastbound and westbound approaches. With these improvements, the level of service (LOS) at this intersection would improve to acceptable LOS C during the PM peak hour.

Traffic from the proposed project could add up to 78.2 seconds to the PM peak hour delay at this intersection over Cumulative No Project conditions (see Draft EIR Table 7.16); other Cumulative growth could add up to 11.9 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on the Draft EIR, to be 87 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.

Finding: The proposed project's payment of its fair share toward the necessary improvements identified in Mitigation 7-15 would mitigate the project's contribution to the cumulative impact to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 7-15 would reduce the project's contribution to the cumulative traffic impact at the Douglas Avenue/Bay Road intersection to a less-than-significant level through the project's payment of its fair share (estimated to be 87 percent) to a mitigation fund, or if in effect at building permit issuance, through payment of its City Traffic Impact Fee, to signalize and restripe the intersection. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-16: Cumulative With Project Impact on Douglas Avenue/Middlefield Road Intersection.** Under Cumulative With Project conditions during the AM peak hour, the intersection would degrade from LOS D to LOS E, and the proposed project could contribute up to 10.6 seconds of critical delay to the intersection.

Mitigation: **Mitigation 7-16.** To mitigate the cumulative impact at the intersection of Douglas Avenue and Middlefield Road, the eastbound and westbound approaches would need to be modified from permitted phasing to protected phasing. (Douglas

Avenue is considered north-south and Middlefield Road is considered east-west.) With these improvements, the level of service (LOS) at this intersection would improve to acceptable LOS D during the AM peak hour.

Traffic from the proposed project could add up to 10.6 seconds to the AM peak hour delay at this intersection over Cumulative No Project conditions (see Draft EIR Table 7.16); other Cumulative growth could add up to 35.8 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on the Draft EIR, to be 23 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.

Finding: The proposed project's payment of its fair share toward the necessary improvements identified in Mitigation 7-16 would mitigate the project's contribution to the cumulative impact to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 7-16 would reduce the project's contribution to the cumulative traffic impact at the Douglas Avenue/Middlefield Road intersection to a less-than-significant level through the project's payment of its fair share (estimated to be 23 percent) to a mitigation fund, or if in effect at building permit issuance, through payment of its City Traffic Impact Fee, to modify the signal phasing at the intersection. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-17: Cumulative With Project Impact on 2nd Avenue/Broadway Intersection.** Under Cumulative With Project conditions during the AM peak hour, the intersection would remain at LOS F, and the proposed project could contribute up to 6.7 seconds of critical delay to the intersection.

Mitigation: **Mitigation 7-17.** To mitigate the significant cumulative impact at the intersection of 2nd Avenue and Broadway, the intersection would need to be *signalized*. With this improvement, the level of service (LOS) at this intersection would improve to acceptable LOS C during the AM peak hour.

Traffic from the proposed project could add up to 6.7 seconds to the AM peak hour delay at this intersection over Cumulative No Project conditions (see Draft EIR Table 7.16); other Cumulative growth could add up to 89.8 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on the Draft EIR, to be 7 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.

Finding: The proposed project's payment of its fair share toward the necessary improvements identified in Mitigation 7-17 would mitigate the project's contribution to the cumulative impact to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 7-17 would reduce the project's contribution to the cumulative traffic impact at the 2nd Avenue/Broadway intersection to a less-than-significant level through the project's payment of its fair share (estimated to be 7 percent) to a mitigation fund, or if in effect at building permit issuance, through payment of its City Traffic Impact Fee, to signalize the intersection. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-18: Cumulative With Project Impact on Marsh Road/Scott Drive Intersection.** Under Cumulative With Project conditions during the PM peak hour, the intersection, would remain at LOS F and the proposed project could contribute up to 14.4 seconds of delay. The intersection of Marsh Road/Scott Drive is located in the City of Menlo Park.

Mitigation: **Mitigation 7-18.** To mitigate the cumulative impact at the intersection of Marsh Road and Scott Drive, the eastbound approach of Scott Drive would need to be *restriped* to include a total of one shared through/left-turn lane and one right-turn lane. (Marsh Road is considered north-south and Scott Drive is considered east-west.) With these improvements, the level of service (LOS) at this intersection would remain an unacceptable LOS F during the PM peak hour. Although the LOS F still exceeds the City of Menlo Park LOS standard, the LOS under Cumulative With Project conditions would be better than that under Cumulative No Project conditions.

Traffic from the proposed project could contribute up to 14.4 seconds to the PM delay at this intersection over Cumulative No Project conditions (see Draft EIR Table 7.16); other Cumulative growth could add up to 74.4 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on the Draft EIR, to be 16 percent) at the time of issuance of a building permit or, if the City adds the improvements to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.

Finding: Implementation of Mitigation 7-18 would reduce the project's contribution to this cumulative impact to a *less-than-significant level*. However, because this improvement would require City of Menlo Park approval, the City of Redwood City cannot ensure the construction of this improvement. Without implementation of the proposed mitigation, the impact would be ***significant and unavoidable***.

Facts in Support of Finding: Implementation of Mitigation 7-18 would reduce the project's

contribution to the cumulative traffic impact at the Marsh Road/Scott Drive intersection to a less-than-significant level through the project's payment of its fair share (estimated to be 16 percent) to a mitigation fund, or if in effect at building permit issuance, through payment of its City Traffic Impact Fee, to restripe the intersection. However, the City cannot guarantee in advance that the City of Menlo Park will approve the mitigation, so the impact is currently considered significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-19: Cumulative With Project Impacts on Freeway Segments.** Traffic generated by the proposed project is expected to result in the following freeway segment operational effects:

- northbound US 101 (mixed flow) lanes between County line and Whipple Avenue (AM)--an additional 6.1 percent of the freeway segment capacity;
- northbound US 101 (mixed flow) lanes between Whipple Avenue and SR 92 (PM)--an additional 4.9 percent of the freeway segment capacity;
- southbound US 101 (mixed flow) lanes between SR 92 and Whipple Avenue (AM)--an additional 2.2 percent of the freeway segment capacity;
- southbound US 101 (mixed flow) lanes between SR 92 and Whipple Avenue (PM)--an additional 1.2 percent of the freeway segment capacity; and
- southbound US 101 (mixed flow) lanes between Whipple Avenue and County line (PM)--an additional 2.5 percent of the freeway segment capacity.

Mitigation: **Mitigation 7-19.** Mitigation of these effects to a less-than-significant level would require construction of an additional mixed flow lane on US 101. Caltrans, which has jurisdiction over improvements to US 101, has no plans to widen the affected freeway segments due to right of way limitations. Recent projects have added auxiliary lanes to US 101 from SR 92 to Marsh Road. The scheduled construction of auxiliary lanes on US 101 between Marsh Road and Embarcadero Road would alleviate congestion on the affected segments, but would not be sufficient to reduce impacts to a less-than-significant level.

Finding: Implementation of Mitigation 7-19 is determined to be infeasible. Therefore, the impact is expected to remain **significant and unavoidable**.

Facts in Support of Finding: Implementation of Mitigation 7-19 would require construction of an additional mixed flow lane on US 101, which is under Caltrans jurisdiction and for which Caltrans has no current plans due to right of way limitations. The impact is expected to remain significant and unavoidable. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information),

and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Impact: **Impact 7-20: Existing Plus Project Impact on Pedestrian Facilities (Hurlingame/Bay and Barron/Bay).** Currently, two mid-block crosswalks along Broadway and one crosswalk at Bay Road provide pedestrian access in the Precise Plan area. Due to the limited existing pedestrian facilities on Bay Road along the project frontage, the existing pedestrian facilities could encourage pedestrians to cross roads in undesignated areas.

Mitigation: **Mitigation 7-20.** To mitigate this impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation), additional high visibility crosswalks shall be created along Bay Road that are aligned with the intersecting streets. These crosswalks could include bulbouts, high visibility paint, paving textures/treatments, or pedestrian flashing warning light systems. These crosswalks would be installed at Hurlingame Avenue/Bay Road and Barron Avenue/Bay Road.

Finding: Implementation of Mitigation 7-20 would reduce the project's impact on pedestrian facilities to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 7-20 would reduce the project's impact on pedestrian facilities to a less-than-significant level by adding high visibility crosswalks along Bay Road that are aligned with the intersecting streets. These facts are described in Draft EIR chapter 7 (Transportation, Circulation, and Parking) on pages 7-1 through 7-70, Draft EIR appendix 21.3 (Supplemental Transportation Information), and Final EIR appendix A (Supplemental Traffic Information), which are hereby incorporated by reference.

Utilities

Impact: **Impact 10-1: Need for Emergency Potable Water Storage.** Project development would require emergency potable water storage per City requirements. The infrastructure (e.g., water tank and distribution system) necessary to meet this requirement has not been incorporated as a component of the proposed project.

Mitigation: **Mitigation 10-1.** Based on the projected emergency potable water storage requirement for the proposed project, the project applicant shall contribute the funds equivalent to the cost of providing 490 equivalent dwelling units (EDU) (\$1.5 million in 2011 dollars) of emergency potable water storage towards the design and construction of the planned off-site areawide storage facility.

Finding: Implementation of Mitigation 10-1 would reduce the project impact on emergency potable water storage to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 10-1 would reduce the project impact on emergency potable water storage to a less-than-significant level through the

applicant's contribution of approximately \$1.5 million (in 2011 dollars) toward the City's planned off-site areawide storage facility. These facts are described in Draft EIR chapter 10 (Utilities), section 10.1 (Water), on pages 10-1 through 10-15, and appendix 21.5 (Supplemental Public Utilities Information), which are hereby incorporated by reference.

Impact: **Impact 10-2: Increased Peak Wastewater Flows in the Local FOSMD Collection System.** It is estimated that the proposed project development site's peak wastewater flows to the FOSMD sewer system would be approximately 4.5 times the flow under existing (full occupancy) conditions, from 112 gallons per minute (gpm) to 627 gpm. Based on information provided by the County Department of Public Works, it has not yet been confirmed whether the two existing sewer lines that would carry this increased wastewater flow across the freeway have sufficient capacity to accommodate such an increase.

Mitigation: **Mitigation 10-2.** At the time that construction of net new square footage on the project development site is proposed, the applicant's engineer shall work with FOSMD and the San Mateo County Engineering Department to verify that the local FOSMD sewer network, particularly lines 100 and 200, has adequate capacity for the proposed increment of development's peak wastewater flow rate. If an inadequacy is found and the proposed increment of development represents the entire cause of the capacity shortfall, the applicant shall bear full responsibility for funding the required improvements to FOSMD's system; if the proposed increment of development does not represent the entire cause of such an incapacity, the applicant shall pay its fair share of the cost of such improvements.

Finding: Implementation of Mitigation 10-2 in accordance with the policies and standards of the FOSMD Master Plan would reduce the identified wastewater collection system capacity impact to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 10-2 would reduce the project impact on wastewater collection system capacity to a less-than-significant level through a collaborative effort between the applicant's engineer, Fair Oaks Sewer Maintenance District (FOSMD), and San Mateo County Engineering Department in accordance with the FOSMD Master Plan. These facts are described and quantified in Draft EIR chapter 10 (Utilities), section 10.2 (Wastewater), on pages 10-16 through 10-22, and appendix 21.5 (Supplemental Public Utilities Information), which are hereby incorporated by reference.

Impact: **Impact 10-3: Increased Risk of Flooding Resulting from Loss of Existing Detention Storage.** The project development site would be substantially reconfigured, with replacement of all existing buildings and elimination of a large part of the existing at-grade parking. If the associated regrading and construction of new buildings reduces the existing volume of on-site detention storage, flood levels on the project development site and elsewhere within the basin could rise compared to current conditions.

Mitigation: **Mitigation 10-3.** The project shall not increase off-site flooding compared to

existing conditions. Finished grades within the portions of the project development site located outside the proposed building envelopes shall be set at an average elevation that maintains, at a minimum, the existing volume of on-site stormwater detention storage, until such time as the City's downstream discharge constraints (e.g., Bayfront Canal) are resolved and the storage is no longer needed to protect the project improvements and improved properties in the adjoining neighborhoods.

Project grading requirements would be based on a detailed, design-level study prepared by the project engineer and approved by the City Building, Infrastructure, and Transportation Department. The study would document the volume of storage currently available on the project development site and establish proposed grades to replicate this existing storage condition following construction of the proposed new buildings. The stormwater detention potential of the project-proposed approximately 2.4-acre publicly accessible open space and of the project-proposed greenway shall be incorporated into the design-level study. In addition, all proposed improvements that are not elevated above the 100-year flood elevation would have to be flood-proofed or otherwise protected from the effects of high water. The applicant shall develop a program by which future building tenants can be notified that vehicles parked within potential flood areas should be moved if it is determined that flooding conditions are imminent.

In addition, the existing Midpoint Technology Park development remains subject to Certified Mitigation 7-4 from the 1996 Midpoint Technology Park EIR. The applicable text of the mitigation states, "[I]f and when the City decides to improve the [downstream] storm drainage facility, the developer (or heirs) will be required to deposit funds with the City as 'fair share' (for stormwater runoff impacts caused only by the new [i.e., Midpoint Technology Park] development) participation in the system's construction costs."

Finding: Implementation of Mitigation 10-3 would reduce the identified flooding impact to a *less-than-significant level*.

Facts in Support of Finding: Implementation of Mitigation 10-3 would reduce the project impact on flooding potential to a less-than-significant level through a combination of site design, architectural design, and engineering solutions subject to review and approval of the City Building, Infrastructure and Transportation Department, resulting in no net increase in off-site flooding compared to existing conditions. These facts are described and quantified in Draft EIR chapter 10 (Utilities), section 10.3 (Storm Drainage and Water Quality), on pages 10-23 through 10-36, which is hereby incorporated by reference.

Exhibit B**FINDINGS REGARDING ALTERNATIVES****Summary of Discussion of Alternatives in the Final EIR**

The Final EIR evaluates a number of potential alternatives to the Project. The EIR examines the environmental impacts of each alternative in comparison with the Project and the relative ability of each alternative to satisfy project objectives.

The EIR also describes the criteria used to identify a range of reasonable alternatives for review in the EIR and describes proposals that the City concluded did not merit additional, more-detailed review because they did not present viable alternatives to the Project.

The City Council's Findings Relating to Alternatives

In making these findings, the City Council certifies that it has independently reviewed and considered the information on alternatives provided in the Final EIR, including the information provided in comments on the Draft EIR and the responses to those comments in the Final EIR. The Final EIR's discussion and analysis of these alternatives is not repeated in these findings, but the discussion and analysis of the alternatives in the Final EIR is incorporated in these findings by reference.

The Final EIR describes and evaluates in detail five alternatives to the Project. The City Council has adopted mitigation measures that mitigate the significant environmental effects of the Project. While these mitigation measures will not mitigate all Project impacts to a less than significant level, they will mitigate those impacts to a level that the City Council finds is acceptable.

The City Council finds that only the Project would satisfy all of the Project Objectives. The City Council finds that the remaining alternatives are unable to satisfy the project objectives to the same degree as the Project. The City Council further finds that, on balance, none of the remaining alternatives has environmental advantages over the Project that are sufficiently great to justify approval of such an alternative instead of the Project, in light of each such alternative's inability to satisfy the project objectives to the same degree as the Project. Accordingly, the City Council has determined to approve the Project instead of approving one of the remaining alternatives.

In making this determination, the City Council finds that when compared to the other alternatives described and evaluated in the Final EIR, the Project, as mitigated, provides a reasonable balance between fully satisfying the project objectives and reducing potential environmental impacts to an acceptable level. The City Council further finds and determines that the Project should be approved, rather than one of the other alternatives, for the reasons set forth below.

Description of Project Objectives

The project objectives are to:

Redevelop the project development site (formerly Midpoint Technology Center) for a Stanford University satellite location in a campus setting of sufficient size to accommodate the long-term needs of academic and academic support users for whom an appropriate location on the main Stanford campus is not available, feasible, or essential.

Plan the campus with sufficient flexibility to allow office, research/development, and medical clinic uses by Stanford and/or other users.

Redevelop the project development site to conserve natural resources through sustainable land use components and building features, including those affecting transportation, energy, water, and air quality.

Redevelop the site so that it enhances the quality and value of the adjacent residential neighborhood.

Redevelop the site in a manner which promotes and enhances a healthy and diverse economy in Redwood City.

Transform the project site's existing campus design to allow development intensity in a manner which implements the City's New General Plan vision for land use, urban form and density, economic development, and circulation.

Create a pattern of smaller City blocks integrated into the neighborhood-scale street grid.

Provide a high-quality campus with substantial usable open space.

Ensure that the forgoing objectives are achieved through preparation and approval of a comprehensive land use plan addressing such issues as development standards, design guidelines, and capital improvement plans and policies.

Discussion and Findings Relating to the Alternatives Evaluated in the Draft EIR

Under CEQA, a “No-Project Alternative” compares the impacts of proceeding with a proposed project with the impacts of not proceeding with the proposed project. A No-Project Alternative describes the environmental conditions in existence at the time the Notice of Preparation was published, along with a discussion of what would be reasonably expected to occur at the site in the foreseeable future, based on current plans and consistent with available infrastructure and community services.

Here, the EIR considers in detail two No-Project Alternatives, one of which assumes only that existing buildings on the Project site would be fully occupied and the other of which assumes that the Project site would be built out to its currently permitted 0.7 FAR. The EIR also considered in detail three Action Alternatives, and explained why an alternate project location was not considered in detail.

No Project—Full Occupancy of Existing Buildings Alternative (Alternative 18.1) (“Existing Buildings Alternative”).

Under the Existing Buildings Alternative, existing buildings on the development site would be fully occupied with office and R&D uses. None of the adverse or beneficial environmental impacts of the Project would occur.

The Existing Buildings Alternative would fail to achieve any of the project objectives, *i.e.*, (i) redevelopment of the development site for a Stanford University satellite location of sufficient size to accommodate the long-term needs of academic support users; (ii) planning of the campus with sufficient flexibility to allow office, R&D, and medical clinic uses; (iii) redevelopment of the site to conserve natural resources through sustainable land use components and building features; (iv) redevelopment of the site to enhance the quality and value of the adjacent residential neighborhood; (v) redevelopment of the site in a manner which promotes and enhances a healthy and diverse economy in the City; (vi) transformation of the development site’s existing design to allow development intensity in a manner which implements the New General Plan’s vision for land use, urban form and density, economic development, and circulation; (vii) creation of a pattern of smaller City blocks integrated into the neighborhood-scale street grid; (viii) provision of a high-quality campus with substantial usable open space; and (ix) achievement of the forgoing objectives through a comprehensive land use plan. This Alternative would contribute minimally to achievement of one of the project objectives, redevelopment of the site in a manner which promotes and enhances a healthy and diverse economy in Redwood City, because full occupancy of existing buildings would make some positive contribution to the Redwood City economy, but the this Alternative would not accomplish this objective as fully as the Project.

The Existing Buildings Alternative would result in the fewest environmental impacts of all the evaluated alternatives. Therefore, it is the “environmentally superior alternative” under CEQA. However, on balance, the environmental benefits that might be achieved with this alternative are outweighed by its failure to provide the environmental benefits of the Project or to achieve the project objectives, and the City Council rejects this alternative.

No Project—Maximum Development Under Existing Zoning (Alternative 18.2) (“Existing Zoning Alternative”).

The Existing Zoning Alternative reflects maximum allowable buildout of the development site under existing zoning, which includes a maximum 0.7 FAR. Development would provide additional R&D and medical clinic space, but not additional office space. Some demolition of existing buildings and reconfiguration of the development site is assumed.

Significant adverse environmental impacts of the Project that would be reduced by the Existing Zoning Alternative are certain traffic, air quality, and cultural and historic resource impacts, as described in the EIR. Of these, only the significant unavoidable air quality impact of the Project would be reduced to a less than significant level by the Existing Zoning Alternative.

The Existing Zoning Alternative would increase the severity of utilities impacts compared to the Project, due to increased water demand for increased medical clinic uses and reduced ability to improve utility infrastructure absent redevelopment of the entire development site. The Existing Zoning Alternative would also increase climate change impacts compared to the Project because its CO₂-equivalent emissions would be 5.7 metric tons per capita, compared to the Project's 4.1 metric tons. Whereas the Project would not cause a significant climate change impact, the Existing Zoning Alternative would cause a significant climate change impact.

The Existing Zoning Alternative would not realize certain environmental benefits to the same extent as the Project, such as improving community connections by extending three streets through the Project site, improving the visual character and quality of the site, implementing an enhanced TDM program based on a site FAR of 1.0, extending recycled water service to the site, replacing all existing inefficient plumbing fixtures and vitreous clay wastewater pipelines, reducing impervious surfaces throughout the site, flood-proofing all buildings, storing storm water in open space and greenway areas rather than on parking lots, and replacing all older buildings with new buildings constructed to meet the latest seismic and engineering standards.

The Existing Zoning Alternative would fail to advance the following project objectives: (i) transformation of the development site's existing design to allow development intensity in a manner which implements the New General Plan's vision for land use, urban form and density, economic development, and circulation; and (ii) achievement of project objectives through a comprehensive land use plan.

The Existing Zoning Alternative would substantially impair achievement of the following project objectives: (i) redevelopment of the development site for a Stanford University satellite location of sufficient size to accommodate the long-term needs of academic support users; (ii) planning of the campus with sufficient flexibility to allow office, R&D, and medical clinic uses; (iii) redevelopment of the site to conserve natural resources through sustainable land use components and building features; (iv) redevelopment of the site to enhance the quality and value of the adjacent residential neighborhood; (v) redevelopment of the site in a manner which promotes and enhances a healthy and diverse economy in the City; (vi) creation of a pattern of smaller City blocks integrated into the neighborhood-scale street grid; and (vii) provision of a high-quality campus with substantial usable open space.

On balance, the environmental benefits that might be achieved with this alternative are outweighed by its environmental impacts compared to the Project, its reduced environmental benefits compared to the Project, its substantial impairment of most project objectives, and its failure to advance two project objectives. The City Council rejects this alternative.

Reduced Development/425 Broadway Preservation Scenario Alternative (Alternative 18.3) (“Reduced Development Alternative”).

This alternative assumes the same uses as the Project in the same proportions, but would allow only 70% of the square footage of the Project (1.06 million square feet compared to 1.52 million square feet) and a lower FAR (0.7 compared to 1.0). This alternative would also preserve the 425 Broadway building and adjoining plaza with fountains.

Significant adverse environmental impacts of the Project that would be reduced by the Reduced Development Alternative are certain traffic, air quality, and cultural and historic resource impacts, as described in the EIR. Some intersection level of service impacts that could be significant and unavoidable under the Project (if other agencies with jurisdiction do not approve mitigation) might be less than significant under the Reduced Development Alternative. The Project’s significant unavoidable air quality impacts would likely be reduced to a less than significant level under the Reduced Development Alternative. The potentially significant and unavoidable historic resources impact on the 425 Broadway building and plaza with fountains would be avoided. None of the other significant unavoidable impacts of the Project would be reduced to a less than significant level by the Reduced Development Alternative.

The Reduced Development Alternative would slightly increase climate change impacts compared to the Project because its CO₂-equivalent emissions would be 4.2 metric tons per capita, compared to the Project’s 4.1 metric tons; neither the Reduced Development Alternative nor the Project would cause a significant climate change impact.

Due to the retention of the 425 Broadway building and plaza, the Existing Zoning Alternative would not realize certain environmental benefits to the same extent as the Project, such as improving community connections by extending Warrington Avenue through the Project site, improving the visual character and quality of the site by creating a more coherent form, scale, and character, fully implementing on-site utility improvements, flood-proofing all buildings, and replacing all buildings with new buildings constructed to meet the latest seismic and engineering standards. Because of its 0.7 FAR, the Reduced Development Alternative also would not implement an enhanced TDM program based on a site FAR of 1.0, as would the Project.

Because of its reduced density and retention of the 425 Broadway building and plaza, the Reduced Development Alternative would impair achievement of all project objectives, *i.e.*, (i) redevelopment of the development site for a Stanford University satellite location of sufficient size to accommodate the long-term needs of academic support users; (ii) planning of the campus with sufficient flexibility to allow office, R&D, and medical clinic uses; (iii) redevelopment of the site to conserve natural resources through sustainable land use components and building features; (iv) redevelopment of the site to enhance the quality and value of the adjacent residential neighborhood; (v) redevelopment of the site in a manner which promotes and enhances a healthy and diverse economy in the City; (vi) transformation of the development site’s existing design to allow development intensity in a manner which implements the New General Plan’s vision for land use, urban form and density, economic development, and circulation; (vii) creation of a pattern of smaller City blocks integrated into the neighborhood-scale street grid; (viii) provision of a high-quality campus with substantial usable open space; and (ix) achievement of the forgoing objectives through a comprehensive land use plan.

On balance, the environmental benefits that might be achieved with this alternative are outweighed by its increased environmental impacts compared to the Project, its reduced environmental benefits compared to the Project and its impairment of the ability to fully satisfy all project objectives, and the City Council rejects this alternative.

R&D, Hotel, and Restaurant Alternative (1.0 FAR) (Alternative 18.4).

Under this alternative, the development site would include 1.24 million square feet of R&D floor area, a 5,000-square-foot restaurant, and a 300-room hotel. Similar to the Project, the Hotel and Restaurant alternative would have an overall 1.0 FAR, resulting in approximately 1.52 million square feet on the development site. The R&D, Hotel, and Restaurant Alternative would retain the City's traditional vision of a more light industrial-oriented R&D campus while incorporating a hotel in an employment center near downtown and adjacent to the Stanford Medicine Outpatient Center.

Significant adverse environmental impacts of the Project that would be reduced by the R&D, Hotel, and Restaurant Alternative are certain traffic and air quality impacts, as described in the EIR. Some intersection level of service impacts that could be significant and unavoidable under the Project (if other agencies with jurisdiction do not approve mitigation) might be less than significant under the R&D, Hotel, and Restaurant Alternative. The Project's significant unavoidable air quality impacts would likely be reduced to a less than significant level under the R&D, Hotel, and Restaurant Alternative. None of the other significant unavoidable impacts of the Project would be reduced to a less than significant level by the R&D, Hotel, and Restaurant Alternative.

The R&D, Hotel, and Restaurant Alternative would reduce climate change impacts compared to the Project because its CO₂-equivalent emissions would be 3.6 metric tons per capita, compared to the Project's 4.1 metric tons; neither the R&D, Hotel, and Restaurant Alternative nor the Project would cause a significant climate change impact.

Due to its increased R&D square footage and its restaurant uses, the R&D, Hotel, and Restaurant Alternative would cause increased water and wastewater impacts compared to the Project that could be significant and unavoidable.

The R&D, Hotel, and Restaurant Alternative would not advance the following project objectives: (i) redevelopment of the development site for a Stanford University satellite location of sufficient size to accommodate the long-term needs of academic support users; and (ii) planning of the campus with sufficient flexibility to allow office, R&D, and medical clinic uses.

If any project proponent were to implement this alternative, it could partially achieve the project objective of redeveloping the site to conserve natural resources through sustainable land use components and building features, although there would be no guarantee that this alternative would include the robust sustainability features, including a the state-of-the-art TDM program, that have been proposed by Stanford. If a project proponent were to implement this alternative, it could meet or partially meet the project objectives of redeveloping the site to enhance the quality and value of the adjacent residential neighborhood, promote and enhance a healthy and diverse economy in the City, and transforming the development site's existing design to implement the New General Plan vision.

If a project proponent were to implement this alternative, it could implement the project objectives of creating a pattern of smaller City blocks integrated into the neighborhood-scale street grid, providing a high-quality campus with substantial usable open space, and ensuring that some project objectives are achieved through a comprehensive land use plan. However, it is uncertain whether any project proponent would be willing to implement this alternative. For that reason, this alternative would not satisfy these objectives as fully as the Project.

On balance, the environmental benefits that might be achieved with this alternative are outweighed by its environmental impacts compared to the Project, its reduced environmental benefits compared to the Project, its failure to achieve two basic project objectives, and its impairment of the ability to fully satisfy many of the other project objectives. The City Council rejects this alternative.

With Housing Alternative (1.0 FAR) (Alternative 18.5).

This alternative would consist of office, medical clinic, and R&D uses, as well as approximately 228 residential units, within a 1.0 FAR.

Significant adverse environmental impacts of the Project that would be reduced by the With Housing Alternative are certain traffic and air quality impacts, as described in the EIR. Some intersection level of service impacts that could be significant and unavoidable under the Project (if other agencies with jurisdiction do not approve mitigation) might be less than significant under the With Housing Alternative. The Project's significant unavoidable operational air quality impacts would likely be reduced to a less than significant level under the With Housing Alternative, but as described below, an additional significant air quality impact could be created by this alternative. None of the other significant and unavoidable impacts of the Project would be reduced to a less than significant level by the With Housing Alternative.

The With Housing Alternative would reduce climate change impacts compared to the Project because its CO₂-equivalent emissions would be 3.9 metric tons per capita, compared to the Project's 4.1 metric tons; neither the With Housing Alternative nor the Project would cause a significant climate change impact.

Because it would bring residents to the Project site, the With Housing Alternative would add a potentially significant impact to new residents from exposure to PM_{2.5} emissions from the nearby Tyco facility. In addition, residents would constitute sensitive receptors who would be exposed to significant and unavoidable construction noise impacts if they are on site during construction.

The With Housing Alternative would not achieve the project objective of implementing the New General Plan vision for the Project site, because residential use is not a designated use for the Project site in the New General Plan. The With Housing Alternative would also substantially impair the project objective of redeveloping the development site for a Stanford University satellite location of sufficient size to accommodate the long-term needs of academic support users.

If any project proponent were to implement this alternative, it could meet or partially achieve the project objectives of: (i) planning the campus with sufficient flexibility to allow office, R&D, and medical clinic uses; (ii) redevelopment of the development site to conserve natural

resources through sustainable land use components and building features; (iii) redevelopment of the site to enhance the quality and value of the adjacent residential neighborhood; (iv) redevelopment of the site to promote and enhance a healthy and diverse economy in the City; (v) creation of a pattern of smaller City blocks integrated into the neighborhood-scale street grid; (vi) provision of a high-quality campus with substantial usable open space; and (vii) achievement of the forgoing objectives through a comprehensive land use plan. However, it is uncertain whether any project proponent would be willing to implement this alternative. For that reason, this alternative would not satisfy these objectives as fully as the Project.

Because the With Housing Alternative would generate the fewest vehicle trips of the action alternatives, it would reduce the greatest number of overall adverse environmental impacts, compared to the Project, of all the action alternatives. It is, therefore, the Environmentally Superior Alternative among the action alternatives. However, the With Housing Alternative would expose more sensitive receptors to PM_{2.5} emissions from the Tyco facility and to significant construction noise than would the Project. In addition, the With Housing Alternative is inconsistent with the City's New General Plan and therefore would fail to meet one basic project objective, and it would impair achievement of additional project objectives. On balance, the environmental benefits that might be achieved with this alternative are outweighed by its environmental disadvantages compared to the Project, its failure to achieve a basic project objective, and its impairment of the ability to fully satisfy other project objectives. The City Council rejects this alternative.

Summary of Findings Regarding Alternatives. For all of the foregoing reasons, the City Council has determined to approve the Project instead of one of the alternatives to the Project.

The City Council's Findings Regarding Suggestions for Modifying the Project, Variations on the Alternatives, and a Suggested Off-Site Alternative

Various modifications to the Project and variations on the alternatives were proposed either in comments on the Draft EIR or in letters submitted to the City after the Final EIR was completed. These proposed variations include prohibiting vehicle traffic on street extensions through the Project and wrapping all parking structures in housing. The City Council finds that these proposals would not reduce any significant impacts of the Project and do not represent additional alternatives to the Project because they would alter components of the Project, but are not alternatives to the Project as a whole. In addition, as explained in the Responses to Comments section of the Final EIR, one of the Project's three street extensions (Hurlingame) may be implemented as a pedestrian paseo under the Precise Plan, and Alternative 18.5 analyzes the inclusion of housing on the development site.

Another comment suggested an off-site alternative to the Project, which would place the uses described in the EIR on "the unused vacant land owned by Stanford near the University and Medical Center." As explained in Final EIR Response to Comment L 9.01, the suggested site is subject to General Plan, Development Agreement and Community Plan constraints that do not allow the types of intensity of uses that have been proposed for the Project site. In addition, development of urban uses on this undeveloped land could result in greater impacts to biological resources, creek habitat and water quality, potential archaeological resources, and aesthetic resources than redevelopment of the Project site for the same uses. For these reasons, the

alternative location suggested by the commenter is not considered to be a potentially feasible alternative capable of substantially reducing the impacts of the Project.

Findings Regarding Adequacy of Range of Alternatives. The City Council finds that the range of alternatives evaluated in the EIR reflects a reasonable attempt to identify and evaluate various types of alternatives that would potentially be capable of reducing the Project's environmental effects, while accomplishing most but not all of the project objectives. The City Council finds that the alternatives analysis is sufficient to inform the City Council and the public regarding the tradeoffs between the degree to which alternatives to the Project could reduce environmental impacts and the corresponding degree to which the alternatives would hinder the City's ability to achieve the project objectives.

Exhibit C

STATEMENT OF OVERRIDING CONSIDERATIONS

Impacts That Remain Significant

As discussed in Exhibit A, the City Council has found that the following impacts of the Project would or could remain significant following City adoption of the mitigation measures described in the Final EIR:

Impacts 7-1 and 7-5 (Woodside Road/Broadway Intersection), if Caltrans does not approve City-adopted mitigation;

Impacts 7-2, 7-6 and 7-13 (Woodside Road/Bay Road Intersection), if Caltrans does not approve City-adopted mitigation;

Impacts 7-11 and 7-19 (US 101 Freeway Segment Impacts);

Impact 7-12 (Veterans Blvd./Woodside Road Intersection), if Caltrans does not approve City-adopted mitigation;

Impact 7-14 (Woodside Road/Middlefield Road Intersection), if Caltrans does not approve City-adopted mitigation;

Impact 7-18 (Marsh Road/Scott Drive Intersection), if the City of Menlo Park does not approve City-adopted mitigation;

Impact 8-1 (Construction-Related Air Quality Impacts – Potential Exceedance of BAAQMD-recommended daily significance thresholds for ROG and NO_x);

Impact 8-2 (Operational Air Quality Impacts – Exceedance of BAAQMD-recommended significance thresholds for ROG and PM₁₀); ~~and~~

Impact 13-2 (Project-Facilitated Construction Noise – Potentially significant intermittent and short-term impact at some locations); ~~and~~

Overriding Considerations Justifying Project Approval

In accordance with CEQA Guidelines Section 15093, the City Council has, in determining whether or not to approve the Project, balanced the economic, social, technological, and other project benefits against the Project's unavoidable environmental risks, and finds that the benefits of the Project set forth below outweigh the significant adverse environmental effects that are not mitigated to less than significant levels. This statement of overriding considerations is based on the City Council's review of the Final EIR and other information in the administrative record. Each of the benefits identified below provides a separate and independent basis for overriding the significant environmental effects of the Project. The benefits of the Project are as follows:

Implementation of the New General Plan

The Project will transform the existing campus in a manner which implements the City's New General Plan vision for land use, urban form and density, economic development, and circulation. This vision includes, but is not limited to:

- Policy BE-1.4 (compatibility and interfaces between Neighborhoods, Centers and Corridors)
- Policy BE-1.6 (large-scale projects to be developed with an interconnected pattern of small blocks)
- Policy BE-1.7 (large-scale projects to consist of buildings oriented to public streets)
- Policy BE-1.8 (integration of new projects to create extension of urban fabric)
- Policy BE-11.5 (improved public streetscapes along Corridors)
- Policy BE-11.6 (buildings along Corridors designed to define the public realm and activate sidewalks and pedestrian paths)
- Policy BE-11.7 (appropriate density and intensity of land uses to facilitate high levels of transit use along Corridors)
- Policy BE-11.8 (buildings along Corridors sensitive to adjacent neighborhoods)

- Policy BE-16.1 (new land use approaches along Broadway Corridor consistent with Land Use Map and designed to encourage development at intensity and pattern to support a streetcar system)
- Policy BE-19.1 (success and vitality of Employment Centers that provide quality work and working environments)
- Policy BE-19.3 (enhanced accessibility to Employment Centers through alternative modes of transportation)
- Policy BE-19.4 (accessory uses such as open space, transit amenities and child care facilities in Employment Centers)
- Policy BE-22.2 (performance criteria for new developments)
- Policy BE-24.11 (attention to global warming impacts in new development)
- Policy BE-25.1 (alternative transportation modes)
- Policy BE-40.6 (expanded Recycled Water Service Area and use of recycled water)
- Policy BE-41.3 (minimized groundwater infiltration and inflow)
- Goal BE-32 (diverse and healthy economy)

Jobs

Implementation of the Project will generate temporary construction jobs and will bring additional employees to Redwood City, which the City finds will promote and enhance a healthy and diverse economy in the City.

Environmental Benefits

Implementation of the Project will provide for extension of recycled water service to the site, replacement of all existing inefficient plumbing fixtures, contribution to the Main City Service Area emergency water storage tank program, replacement of on-site vitreous clay wastewater pipelines that are subject to inflow and infiltration, reduction of impervious surfaces on the site, flood-proofing of buildings, and storage of storm water in open space and greenway areas rather than on parking lots. In addition, implementation of the Project will provide 2.4 acres of publicly accessible open space; replace older buildings with new buildings constructed to meet the latest seismic and engineering standards; and improve the visual character and quality of the Project development site, including creating a more coherent form, scale, and character within the Precise Plan area. The Project includes a Neighborhood Streets Enhancement Program to enhance resident's enjoyment of their streets, sidewalks, and neighborhoods.

Flexibility and Definitiveness

Implementation of the Project will provide flexible building forms to allow for long-term tenancing and re-tenancing by office, research and development (R&D), medical clinic, and other potential uses. The Plan's policy envelope for development intensity, building heights and orientation, architectural design, circulation, parking, and other components is intended to be flexible enough to allow for changing conditions, but definitive enough to ensure that the City's vision for the Precise Plan area is achieved.

MITIGATION MONITORING CHECKLIST--STANFORD IN REDWOOD CITY PRECISE PLAN

The environmental mitigation measures listed in column two below have been incorporated into the conditions of approval for the Stanford in Redwood City Precise Plan in order to mitigate identified environmental impacts. A completed and signed chart will indicate that each mitigation requirement has been complied with, and that City and state monitoring requirements have been fulfilled with respect to Public Resources Code section 21081.6.

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
<i>TRANSPORTATION, CIRCULATION, AND PARKING</i>						
<p>Impact 7-1: Existing Plus Project Impact on Woodside Road/Broadway Intersection. Under Existing Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS E (59.3 seconds delay) to LOS F (128.8 seconds delay). According to City guidelines, this change would constitute a <i>significant project impact</i>.</p>	<p>Mitigation 7-1. To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Woodside Road and Broadway, the westbound approach on Broadway would need to be <i>restriped</i> to include a total of one left-turn lane, one through lane, one shared through/right-turn lane, and one right-turn lane. Signage would also need to be provided indicating that the "right-most" right-turn lane is to southbound US 101 only. In addition, the eastbound travel lanes would need to be <i>restriped</i> to include a total of two left-turn lanes and one shared through/right-turn lane. The eastbound and westbound signal phasing would need to be modified from split phasing to protected phasing. Because this intersection is subject to Caltrans jurisdiction, any changes to the operation of the signal or physical improvements to the intersection would require Caltrans approval. Pursuant to Caltrans Deputy Directives 64 and 64-R1, requiring facilitation of multimodal travel, it is possible that the above improvements to the intersection of Woodside Road and Broadway would also be required to include such features as pedestrian count-down signals, an emergency vehicle pre-emption system, reconstruction of corner radii to reduce pedestrian crossing distances, pedestrian median refuges, bike lanes, and bike detectors.</p> <p>With the improvements described above, the level of service (LOS) at this intersection would be restored to E or better. Therefore, with this mitigation, the</p>	<p>Applicant to fully fund. Applicant or City to construct.</p>	<p>City to monitor in consultation with C/CAG & Caltrans</p>	<p>Prior to building permit issuance that would result in 608,999 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.</p>		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	project impact would be considered <i>less-than-significant</i> . However, because this improvement would require Caltrans approval, the City cannot ensure the construction of this improvement. Without implementation of the proposed mitigation, the impact would be significant and unavoidable .					
Impact 7-2: Existing Plus Project Impact on Woodside Road/Bay Road Intersection. Under Existing Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS D (35.5 seconds delay) to LOS F (81.7 seconds delay). According to City guidelines, this change would constitute a significant project impact .	<p>Mitigation 7-2. To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Woodside Road and Bay Road, the westbound approach on Bay Road would need to be <i>restriped</i> to include a total of two left-turn lanes and one shared through/right-turn lane. (Woodside Road is considered north-south and Bay Road is considered east-west.) The eastbound approach would need to be <i>restriped</i> to include a total of one left-turn lane, one through lane, and one shared through/right-turn lane. In addition, the signal phasing on the eastbound and westbound approaches would need to be modified from permitted phasing to protected phasing. Because this intersection is subject to Caltrans jurisdiction, any changes to the operation of the signal would require Caltrans approval. Pursuant to Caltrans Deputy Directives 64 and 64-R1, requiring facilitation of multimodal travel, it is possible that the above intersection improvements would also be required to include such features as new crosswalk and pedestrian signals across Bay Road on the west side of Woodside Road, restriping of two crosswalks on Woodside Road to provide straight and shorter walking distances, pedestrian median refuges on Woodside Road, curb ramps, pedestrian count-down signals, an emergency vehicle pre-emption system, reconstruction of corner radii to reduce pedestrian crossing distances, bike lanes, and bike detectors.</p> <p>With the improvements described above, the level of service (LOS) at this</p>	Applicant to fully fund. Applicant or City to construct.	City to monitor in consultation with C/CAG & Caltrans	Prior to building permit issuance that would result in 849,155 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	intersection would improve to an acceptable LOS D in the PM peak hour, resulting in a <i>less-than-significant impact</i> . However, because this improvement would require Caltrans approval, the City cannot ensure the construction of this improvement. Without implementation of the proposed mitigation, the impact would be <i>significant and unavoidable</i> .					
Impact 7-3: Existing Plus Project Impact on Charter Street/Broadway Intersection. Under Existing Plus Project conditions during the AM peak hour, project traffic would cause the intersection to degrade from LOS B (14.1 seconds delay) to LOS F (117.1 seconds delay). In the PM peak hour, project traffic would cause the intersection to degrade from LOS C (17.9 seconds delay) to LOS F (122.5 seconds delay). In addition, this intersection would have peak hour volumes large enough under both peak hours to satisfy the peak hour signal warrant. According to City guidelines, these changes would constitute a <i>significant project impact</i> .	Mitigation 7-3. To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Charter Street and Broadway, the intersection would need to be signalized with protected phasing on all approaches. The northbound and southbound approaches on Charter Street would need to be <i>restriped</i> to include a total of one left-turn lane and one shared through/right-turn lane. The eastbound and westbound approaches on Broadway would need to be restriped to include a total of one left-turn, one through lane, and one shared through/right-turn lane. Parking (50 spaces) would need to be removed from all intersection legs to accommodate travel lanes. With these improvements, the level of service (LOS) at this intersection would improve to an acceptable LOS B in the AM peak hour and an acceptable LOS C in the PM peak hour, and the impact would be <i>less-than-significant</i> .	Applicant to fully fund. Applicant or City to construct.	City	Prior to building permit issuance that would result in 576,808 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		
Impact 7-4: Existing Plus Project Impact on Douglas Avenue/Broadway Intersection. Under Existing Plus Project conditions during the AM peak hour, project traffic would cause the intersection to degrade from LOS B (10.4 seconds delay) to LOS F (167.6 seconds). During the PM peak hour, project traffic would cause the intersection to degrade from LOS B (11.1 seconds) to LOS F (180.0 seconds). In addition, this intersection would have peak hour volumes large enough under both peak hours to satisfy the peak hour signal warrant. According to City guidelines, these changes	Mitigation 7-4. To mitigate the project's impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation) at the intersection of Douglas Avenue and Broadway, the intersection would need to be signalized with protected phasing on all approaches. (Douglas Avenue is considered north-south and Broadway is considered east-west.) In addition to signalization, parking (15 spaces) would need to be removed from the north and south legs to accommodate additional travel lanes. The southbound approach would need to be <i>restriped</i> to	Applicant to fully fund. Applicant or City to construct.	City	Prior to building permit issuance that would result in 560,712 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
would constitute a significant project impact .	include a total of one left-turn lane, one through lane, and one right-turn lane. The northbound approach would need to be <i>restriped</i> to include a total of two northbound left-turn lanes and one shared through/right-turn lane. The eastbound and westbound approaches would need to be <i>restriped</i> to include a total of one left-turn lane and one shared through/right-turn lane. With these improvements, the level of service (LOS) at this intersection would improve to an acceptable LOS C during both peak hours, and the impact would be less-than-significant .					
Impact 7-5: Near Term Plus Project Impact on Woodside Road/Broadway Intersection. Under Near Term Plus Project conditions during the PM peak hour, this intersection would continue to operate at LOS F, and project traffic would cause the critical delay to increase by 69.5 seconds. According to City of Redwood City guidelines, this change would constitute a significant project impact .	Mitigation 7-5. Implement Mitigation 7-1 (the project applicant would be responsible for fully funding/completing the mitigation). With these improvements, the level of service (LOS) at this intersection would remain at LOS F. Although the LOS F condition would exceed the City LOS standard, the LOS under Near Term Plus Project condition with this mitigation would be better than that under the Near Term Without Project condition. These improvements would enhance the overall performance of the intersection. Therefore, with this mitigation, this project impact would be considered <i>less-than-significant</i> . However, because implementation of this mitigation would require Caltrans approval, the City cannot ensure its construction. Without implementation of the proposed mitigation, the impact would be significant and unavoidable .	Applicant to fully fund. Applicant or City to construct.	City	Prior to building permit issuance that would result in 608,999 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		
Impact 7-6: Near Term Plus Project Impact on Woodside Road/Bay Road Intersection. Under Near Term Plus Project conditions during the PM peak hour, project traffic would cause this intersection to degrade from LOS D (44.9 seconds delay) to LOS F (91.1 seconds delay). According to City guidelines, this change would constitute a significant project impact .	Mitigation 7-6. Implement Mitigation 7-2 (the project applicant would be responsible for fully funding/completing the mitigation). With these improvements, the level of service (LOS) at this intersection would improve to an acceptable LOS D in the PM peak hour, resulting in a <i>less-than-significant impact</i> . However, because implementation of this mitigation would require Caltrans approval, the City cannot ensure its construction. Without implementation of the proposed mitigation,	Applicant to fully fund. Applicant or City to construct.	City	Prior to building permit issuance that would result in 849,155 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	the impact would be <i>significant and unavoidable</i> .					
<p>Impact 7-7: Near Term Plus Project Impact on Charter Street/Broadway Intersection. Under Near Term Plus Project conditions during the AM peak hour, project traffic would cause this intersection to degrade from LOS C (24.7 seconds delay) to LOS F (127.7 seconds delay). In the PM peak hour, the intersection would continue to operate at LOS F, and project traffic would cause the critical delay at the intersection to increase by 104.6 seconds. In addition, the increase in peak hour volumes at this intersection would be large enough under both peak hours to satisfy the peak hour signal warrant. According to City guidelines, these changes would constitute a <i>significant project impact</i>.</p>	<p>Mitigation 7-7. Implement Mitigation 7-3 (the project applicant would be responsible for fully funding/completing the mitigation). With these improvements, the level of service (LOS) at this intersection would improve to an acceptable LOS B in the AM peak hour and an acceptable LOS C in the PM peak hour, and the impact would be <i>less-than-significant</i>.</p>	Applicant to fully fund. Applicant or City to construct.	City	Prior to building permit issuance that would result in 576,808 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		
<p>Impact 7-8: Near Term Plus Project Impact on Charter Street/Bay Road Intersection. Under Near Term Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS D (27.7 seconds delay) to LOS E (37.7 seconds delay). In addition, this intersection would have peak hour volume increases large enough under both peak hours to satisfy the peak hour signal warrant. According to City guidelines, these changes would constitute a <i>significant project impact</i>.</p>	<p>Mitigation 7-8(a). To mitigate the project's impact at the intersection of Charter Street and Bay Road, the intersection would need to be signalized with protected phasing on the eastbound and westbound approaches on Bay Road, and permitted phasing on the northbound and southbound approaches on Charter Street. In addition to signalization, the eastbound and westbound approaches would need to be <i>restriped</i> to include a total of one left-turn lane and one shared through/right-turn lane. With these improvements, the level of service (LOS) at this intersection would improve to an acceptable LOS C in the AM peak hour and LOS D in the PM peak hour. Traffic from the proposed project would add 10.0 seconds to the PM peak hour delay at this intersection over Near Term No Project conditions (see EIR Table 7.11); other Near Term growth would add 14.5 seconds to the delay over Existing conditions.</p> <p>Therefore, it is assumed that the proposed project would contribute approximately 41 percent toward this impact. The proposed project would mitigate its contribution to this impact by contributing its fair share to a</p>	Applicant fair share or payment of Traffic Impact Fee	City	<p>Prior to building permit issuance that would result in 1,370,785 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.</p> <p>If, at the time this improvement is required, the improvement has not yet been constructed and the City determines that other development has not yet significantly contributed to the need for the improvement, then the applicant shall fully fund or construct the improvement, subject to potential</p>		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>mitigation fund established to pay for the cost of this improvement (estimated, based on this EIR, to be 41 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would mitigate its contribution to this impact by paying its Traffic Impact Fee in effect at time of payment and issuance of a building permit. Applicant's full funding or construction of the improvement, subject to potential reimbursement as provided in the Precise Plan, would also mitigate the project's contribution to this impact.</p> <p style="text-align: center;">or</p>			reimbursement for improvement costs that exceed the applicant's fair share. Refer to Precise Plan, Chapter III, Capital Improvements.		
	<p>Mitigation 7-8(b). Mitigation of the project's impact at the intersection of Charter Street and Bay Road would require the conversion of the all-way stop controlled unsignalized intersection to a single-lane roundabout. Standard roundabouts are at least 110 feet in diameter. Smaller roundabouts may operate efficiently down to 80 feet in diameter. The existing intersection at Charter Street and Bay Road would allow up to an 80-foot-diameter roundabout. If the design work shows that the 80-foot-diameter roundabout would not require the acquisition of additional right-of-way and would not create additional safety hazards for motorists, pedestrians, or bicyclists compared to Mitigation 7-8(a), and if substantial evidence at the time the roundabout is proposed shows that the roundabout would not divert traffic to other intersections, the roundabout shall be considered feasible and may be substituted for Mitigation 7-8(a). With this improvement, the level of service (LOS) at this intersection would improve to an acceptable LOS B during the AM peak hour and LOS C during the PM peak hour.</p>	Applicant fair share or payment of Traffic Impact Fee	City	<p>Prior to building permit issuance that would result in 1,370,785 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.</p> <p>If, at the time this improvement is required, the improvement has not yet been constructed and the City determines that other development has not yet significantly contributed to the need for the improvement, then the applicant shall fully fund or construct the improvement, subject to potential</p>		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>Traffic from the proposed project would add 10.0 seconds to the PM peak hour delay at this intersection over Near Term No Project conditions (see EIR Table 7.11); other Near Term growth would add 14.5 seconds to the delay over Existing conditions. Therefore, it is assumed that the proposed project would contribute approximately 41 percent toward this impact. The proposed project would mitigate its contribution to this impact by contributing its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on this EIR, to be 41 percent) at the time of issuance of a building permit or, if the City adds the roundabout to its Traffic Impact Fee Program (TIF) project list, the proposed project would mitigate its contribution to this impact by paying its Traffic Impact Fee in effect at time of payment and issuance of a building permit. Applicant's full funding or construction of the improvement, subject to potential reimbursement as provided in the Precise Plan, would also mitigate the project's contribution to this impact.</p> <p>Implementation of any one of these two mitigation options would reduce this project impact to a less-than-significant level.</p>			reimbursement for improvement costs that exceed the applicant's fair share. Refer to Precise Plan, Chapter III, Capital Improvements.		
<p>Impact 7-9: Near Term Plus Project Impact on Douglas Avenue/Broadway Intersection. Under Near Term Plus Project conditions during the AM peak hour, project traffic would cause the intersection to degrade from LOS C (21.9 seconds) to LOS F (179.1 seconds). During the PM peak hour, the intersection would continue to operate at LOS F, but project traffic would cause the critical delay at the intersection to increase from 54.5 seconds to 223.4 seconds (i.e., by 168.9 seconds). In addition, this intersection would have peak hour volume increases large enough under both peak hours to satisfy the peak hour signal warrant. According to City guidelines, these changes constitute a significant project impact.</p>	<p>Mitigation 7-9. Implement Mitigation 7-4 (the project applicant would be responsible for fully funding/completing the mitigation). With these improvements, the level of service (LOS) at this intersection would improve to an acceptable LOS C during both peak hours, and the impact would be less-than-significant.</p>	Applicant to fully fund. Applicant or City to construct.	City	Prior to building permit issuance that would result in 560,712 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
<p>Impact 7-10: Near Term Plus Project Impact on 5th Avenue/Bay Road Intersection. Under Near Term Plus Project conditions during the PM peak hour, project traffic would cause the intersection to degrade from LOS C (21.8 seconds delay) to LOS E (38.4 seconds delay). In addition, this intersection would have peak hour volume increases large enough under both peak hours to satisfy the peak hour signal warrant. According to City guidelines, these changes would constitute a <i>significant project impact</i>.</p>	<p>Mitigation 7-10(a). The signalization of the 5th Avenue/Bay Road intersection is a transportation project included in the City's 2000 Traffic Impact Fee Program (TIF). Payment by the project applicant of its City Traffic Impact Fee in effect at time of payment and issuance of a building permit (or alternatively applicant's full funding or construction of the improvement subject to potential reimbursement as provided in the Precise Plan) would mitigate this impact. To mitigate the project's impact at the intersection of 5th Avenue and Bay Road, the intersection would need to be signalized. (5th Avenue is considered north-south and Bay Road is considered east-west.) No further improvements would be required. With this improvement, the level of service (LOS) at this intersection would improve to an acceptable LOS B during both peak hours.</p> <p style="text-align: center;">or</p>	Applicant fair share or payment of Traffic Impact Fee	City	<p>Prior to building permit issuance that would result in 1,370,785 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.</p> <p>If, at the time this improvement is required, the improvement has not yet been constructed and the City determines that other development has not yet significantly contributed to the need for the improvement, then the applicant shall fully fund or construct the improvement, subject to potential reimbursement for improvement costs that exceed the applicant's fair share. Refer to Precise Plan, Chapter III, Capital Improvements.</p>		
	<p>Mitigation 7-10(b). Mitigation of the project's impact at the intersection of 5th Avenue and Bay Road would require the conversion of the all-way stop controlled intersection to a single lane roundabout. The existing road widths at 5th Avenue and Bay Road would allow up to an 85-foot-diameter roundabout. If the design work shows that the 85-foot-diameter roundabout would not require the acquisition of additional right-of-way and</p>	Applicant fair share or payment of Traffic Impact Fee	City	<p>Prior to building permit issuance that would result in 1,370,785 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.</p>		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>would not create additional safety hazards for motorists, pedestrians, or bicyclists compared to Mitigation 7-10(a), and if substantial evidence at the time the roundabout is proposed shows that the roundabout would not divert traffic to other intersections, the roundabout shall be considered feasible and may be substituted for Mitigation 7-10(a). With this improvement, the level of service (LOS) at this intersection would improve to an acceptable LOS A during both peak hours.</p> <p>Implementation of either one of these two mitigation options would reduce this project impact to a less-than-significant level.</p>			<p>If, at the time this improvement is required, the improvement has not yet been constructed and the City determines that other development has not yet significantly contributed to the need for the improvement, then the applicant shall fully fund or construct the improvement, subject to potential reimbursement for improvement costs that exceed the applicant's fair share. Refer to Precise Plan, Chapter III, Capital Improvements.</p>		
<p>Impact 7-12: Cumulative With Project Impact on Veterans Boulevard/ Woodside Road Intersection. Under Cumulative With Project conditions during the PM peak hour, the intersection would remain at LOS F and the proposed project could contribute up to 22.8 seconds of critical delay to the intersection. According to City of Redwood City guidelines, this constitutes a cumulatively considerable contribution to a significant cumulative impact.</p>	<p>Mitigation 7-12. To mitigate the project's contribution to the cumulative impact at the intersection of Veterans Boulevard and Woodside Road, an <i>additional eastbound through lane</i> would need to be added. (Woodside Road is considered north-south and Veterans Boulevard is considered east-west.) With these improvements, the level of service (LOS) at this intersection would improve to LOS E during the PM peak hour. Although LOS E still exceeds the City of Redwood City LOS standard, the LOS under Cumulative With Project conditions would be better than that under Cumulative No Project conditions. Therefore, with this mitigation, the project's contribution to this cumulative impact would be considered <i>less-than-significant</i>. Widening of Veterans Boulevard between Chestnut and Woodside Road is included in the City's Traffic Impact Fee Program (TIF) project list. Accordingly, the applicant's payment of its Traffic Impact Fee in effect at time of payment and</p>	<p>Applicant fair share or payment of Traffic Impact Fee</p>	<p>City to monitor in consultation with C/CAG & Caltrans</p>	<p>Prior to building permit issuance that would result in 715,189 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.</p>		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	issuance of a building permit would mitigate the proposed project's contribution to the significant cumulative impact. However, because this improvement would require Caltrans approval, the City of Redwood City cannot ensure the construction of this improvement. Without implementation of the proposed mitigation, the impact would be significant and unavoidable .					
Impact 7-13: Cumulative With Project Impact on Woodside Road/Bay Road Intersection. Under Cumulative With Project conditions during the PM peak hour, the intersection would degrade from LOS D to LOS F, and the proposed project could contribute up to 46.2 seconds of critical delay to the intersection. According to the City of Redwood City guidelines, this constitutes a cumulatively considerable contribution to a significant cumulative impact .	<p>Mitigation 7-13. To mitigate the project's contribution to the cumulative impact at the intersection of Woodside Road and Bay Road, an <i>additional westbound through lane</i> would need to be added and the shared through/right-turn lane converted to a right-turn lane. (Woodside Road is considered north-south and Bay Road is considered east-west.) Traffic from the proposed project could add up to 46.2 seconds to the PM peak hour delay at this intersection over Cumulative No Project conditions (see EIR Table 7.16); other Cumulative growth could add up to 3.4 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on this EIR, to be 93 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.</p> <p>The above improvements would be added to mitigation measures identified under Existing Plus Project conditions for the intersection of Woodside Road and Bay Road (Mitigation 7-2). The proposed project's payment of its fair share towards these improvements, and the City's implementation of the improvements, would mitigate the impact to a <i>less-than-significant level</i>. However, because these improvements would require Caltrans</p>	Applicant fair share or payment of Traffic Impact Fee	City to monitor in consultation with C/CAG & Caltrans	Prior to building permit issuance that would result in 849,155 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	approval, the City of Redwood City cannot ensure the construction of these improvements. Also, the additional westbound through lane would require additional right-of-way. Without implementation of the proposed improvements, the impact would be significant and unavoidable .					
Impact 7-14: Cumulative With Project Impact on Woodside Road/Middlefield Road Intersection. Under Cumulative With Project conditions during the PM peak hour, the intersection would remain at LOS F, and the proposed project could contribute up to 29.2 seconds of critical delay to the intersection. According to City of Redwood City guidelines, this constitutes a cumulatively considerable contribution to a significant cumulative impact .	<p>Mitigation 7-14. This mitigation is in addition to the Caltrans intersection improvement that will be implemented in 2013; a description of the 2013 improvement is included on page 7-21 of the Final EIR.</p> <p>To mitigate the significant cumulative impact at the intersection of Woodside Road and Middlefield Road, an <i>additional southbound through lane</i> would need to be added to Woodside Road. (Woodside Road is considered north-south and Middlefield Road is considered east-west.) Because this intersection is subject to Caltrans jurisdiction, this roadway widening and any changes to the operation of the signal would require Caltrans approval. With these improvements, the level of service (LOS) at this intersection would remain at LOS F. Although LOS F still exceeds the City of Redwood City LOS standard, conditions with this mitigation would be better than under Cumulative No Project conditions.</p> <p>The widening of Woodside Road, inclusive of this intersection, is included in the City's Traffic Impact Fee Program (TIF) project list. However, there is no current design option that is acceptable to both Caltrans and the City of Redwood City; therefore, this improvement may be infeasible. If a design for widening Woodside Road can be developed which is acceptable to both Caltrans and the City of Redwood City, payment of the Traffic Impact Fee by the applicant would mitigate the proposed project's contribution to the significant cumulative impact to a <i>less-than-significant</i></p>	Applicant fair share or payment of Traffic Impact Fee	City to monitor in consultation with C/CAG & Caltrans	Prior to building permit issuance that would result in 715,189 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p><i>level.</i> If it is determined that the Woodside Road improvements remain infeasible because the improvements are not consistent with the New Redwood City General Plan and/or Caltrans policy, the cumulative impact would remain significant and unavoidable, as would the proposed project's contribution to that cumulative impact.</p>					
<p>Impact 7-15: Cumulative With Project Impact on Douglas Avenue/Bay Road Intersection. Under Cumulative With Project conditions during the PM peak hour, the intersection would degrade from LOS C to LOS F, and the proposed project could contribute up to 78.2 seconds of critical delay to the intersection. According to City of Redwood City guidelines, this constitutes a cumulatively considerable contribution to a significant cumulative impact.</p>	<p>Mitigation 7-15. To mitigate the significant cumulative impact at the intersection of Douglas Avenue and Bay Road, the intersection would need to be <i>signalized</i> with protected phasing on the eastbound and westbound approaches on Bay Road. In addition to signalization, both the eastbound and westbound approaches would need to be <i>restriped</i> to include a total of one left-turn lane and one shared through/right-turn lane on both the eastbound and westbound approaches. With these improvements the level of service (LOS) at this intersection would improve to an acceptable LOS C during the PM peak hour.</p> <p>Traffic from the proposed project could add up to 78.2 seconds to the PM peak hour delay at this intersection over Cumulative No Project conditions (see EIR Table 7.16); other Cumulative growth could add up to 11.9 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on this EIR, to be 87 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.</p> <p>The proposed project's payment of its fair share toward these improvements would mitigate the project's contribution to the</p>	<p>Applicant fair share or payment of Traffic Impact Fee</p>	<p>City</p>	<p>Prior to building permit issuance that would result in 759,845 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.</p>		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	cumulative impact to a <i>less-than-significant level</i> .					
<p>Impact 7-16: Cumulative With Project Impact on Douglas Avenue/Middlefield Road Intersection. Under Cumulative With Project conditions during the AM peak hour, the intersection would degrade from LOS D to LOS E, and the proposed project could contribute up to 10.6 seconds of critical delay to the intersection. According to City of Redwood City guidelines, this constitutes a <i>cumulatively considerable contribution to a significant cumulative impact</i>.</p>	<p>Mitigation 7-16. To mitigate the cumulative impact at the intersection of Douglas Avenue and Middlefield Road, the eastbound and westbound approaches would need to be modified from permitted phasing to protected phasing. (Douglas Avenue is considered north-south and Middlefield Road is considered east-west.) With these improvements, the level of service (LOS) at this intersection would improve to acceptable LOS D during the AM peak hour.</p> <p>Traffic from the proposed project could add up to 10.6 seconds to the AM peak hour delay at this intersection over Cumulative No Project conditions (see EIR Table 7.16); other Cumulative growth could add up to 35.8 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on this EIR, to be 23 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.</p> <p>The proposed project's payment of its fair share toward these improvements would mitigate the project's contribution to the cumulative impact to a <i>less-than-significant level</i>.</p>	Applicant fair share or payment of Traffic Impact Fee	City	Prior to building permit issuance that would result in 1,478,743 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		
<p>Impact 7-17: Cumulative With Project Impact on 2nd Avenue/Broadway Intersection. Under Cumulative With Project conditions during the AM peak hour, the intersection would remain at LOS F, and the proposed project could contribute up to 6.7 seconds of critical delay to the intersection. According to City of Redwood City guidelines, this constitutes a <i>cumulatively considerable</i></p>	<p>Mitigation 7-17. To mitigate the significant cumulative impact at the intersection of 2nd Avenue and Broadway, the intersection would need to be <i>signalized</i>. With this improvement, the level of service (LOS) at this intersection would improve to an acceptable LOS C during the AM peak hour.</p>	Applicant fair share or payment of Traffic Impact Fee	City	Prior to building permit issuance that would result in 1,419,857 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV,		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
<i>contribution to a significant cumulative impact.</i>	<p>Traffic from the proposed project could add up to 6.7 seconds to the AM peak hour delay at this intersection over Cumulative No Project conditions (see EIR Table 7.16); other Cumulative growth could add up to 89.8 seconds to the delay over Near Term No Project conditions. The proposed project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on this EIR, to be 7 percent) at the time of issuance of a building permit or, if the City adds the improvement to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.</p> <p>The proposed project's payment of its fair share toward these improvements would mitigate the project's contribution to the cumulative impact to a <i>less-than-significant level.</i></p>			Intersection Improvements Table.		
<p>Impact 7-18: Cumulative With Project Impact on Marsh Road/Scott Drive Intersection. Under Cumulative With Project conditions during the PM peak hour, the intersection, would remain at LOS F and the proposed project could contribute up to 14.4 seconds of delay. The intersection of Marsh Road/Scott Drive is located in the City of Menlo Park. According to City of Menlo Park guidelines, this constitutes a <i>cumulatively considerable contribution to a significant cumulative impact.</i></p>	<p>Mitigation 7-18. To mitigate the cumulative impact at the intersection of Marsh Road and Scott Drive, the eastbound approach of Scott Drive would need to be <i>restriped</i> to include a total of one shared through/left-turn lane and one right-turn lane. (Marsh Road is considered north-south and Scott Drive is considered east-west.) With these improvements, the level of service (LOS) at this intersection would remain an unacceptable LOS F during the PM peak hour. Although the LOS F still exceeds the City of Menlo Park LOS standard, the LOS under Cumulative With Project conditions would be better than that under Cumulative No Project conditions.</p> <p>Traffic from the proposed project could contribute up to 14.4 seconds to the PM delay at this intersection over Cumulative No Project conditions (see EIR Table 7.16); other Cumulative growth could add up to 74.4 seconds to the delay over Near Term No Project conditions. The proposed</p>	Applicant fair share or payment of Traffic Impact Fee	City; Menlo Park	Prior to building permit issuance that would result in 893,810 total square feet in Precise Plan Blocks A-E. Refer to Stanford Precise Plan, Chapter IV, Intersection Improvements Table.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>project would contribute its fair share to a mitigation fund established to pay for the cost of this improvement (estimated, based on this EIR, to be 16 percent) at the time of issuance of a building permit or, if the City adds the improvements to its Traffic Impact Fee Program (TIF) project list, the proposed project would pay its Traffic Impact Fee in effect at time of payment and issuance of a building permit.</p> <p>With this mitigation, the project's contribution to this cumulative impact would be considered <i>less-than-significant</i>. However, because this improvement would require City of Menlo Park approval, the City of Redwood City cannot ensure the construction of this improvement. Without implementation of the proposed mitigation, the impact would be significant and unavoidable.</p>					
<p>Impact 7-20: Existing Plus Project Impact on Pedestrian Facilities (Hurlingame/Bay and Barron/Bay). Currently, two mid-block crosswalks along Broadway and one crosswalk at Bay Road provide pedestrian access in the Precise Plan area. Due to the limited existing pedestrian facilities on Bay Road along the project frontage, the existing pedestrian facilities could encourage pedestrians to cross roads in undesignated areas. The addition of project-related pedestrian trips is therefore considered a potentially significant impact.</p>	<p>Mitigation 7-20. To mitigate this impact (i.e., the project applicant would be responsible for fully funding/completing the mitigation), additional high visibility crosswalks shall be created along Bay Road that are aligned with the intersecting streets. These crosswalks could include bulbouts, high visibility paint, paving textures/treatments, or pedestrian flashing warning light systems. These crosswalks would be installed at Hurlingame Avenue/Bay Road and Barron Avenue/Bay Road. These improvements would reduce this impact to a less-than-significant level.</p>	<p>Applicant to fully fund. Applicant to construct.</p>	<p>City</p>	<p>Prior to building permit issuance for development on adjacent parcels. Refer to Stanford Precise Plan, Chapter III, Phasing/ Implementation Summary Table-- item 7--for pedestrian improvements timing and implementation.</p>		
<i>AIR QUALITY</i>						
<p>Impact 8-1: Construction-Related Air Quality Impacts. Project-related demolition and construction activities would generate exhaust emissions and fugitive dust. These emissions would not subject sensitive receptors to substantial pollutant concentrations, but emissions of ROG and NOx could exceed BAAQMD daily significance thresholds. This would represent a potentially significant impact.</p>	<p>Mitigation 8-1. For all project-related grading, demolition, or construction activity, construction contractors shall implement the following mitigation measures, where applicable:</p> <p><u>(a) BAAQMD-Recommended Measures for All General Construction Activities:</u></p> <ol style="list-style-type: none"> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded 	<p>Applicant</p>	<p>City</p>	<p>Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction</p>		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>areas, and unpaved access roads) shall be watered two times per day.</p> <p>2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</p> <p>3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</p> <p>4. All vehicle speeds on unpaved roads shall be limited to 15 mph.</p> <p>5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</p> <p>6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</p> <p>7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.</p> <p>8. A publicly visible sign shall be posted with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's</p>					

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>phone number shall also be visible to help ensure compliance with applicable regulations.</p> <p><u>(b) Additional Construction Measures for Construction Activities With Emissions Above BAAQMD Thresholds:</u></p> <p>9. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.</p> <p>10. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.</p> <p>11. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.</p> <p>12. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</p> <p>13. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.</p> <p>14. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.</p> <p>15. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.</p>					

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>16. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.</p> <p>17. The idling time of diesel-powered construction equipment shall be limited to two minutes.</p> <p>18. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project-wide fleet-average 20 percent Nox reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as they become available.</p> <p>19. Use low-VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).</p> <p>20. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM.</p> <p>21. All contractors shall use equipment that meets ARB's most recent certification standard for off-road heavy-duty diesel engines.</p> <p><u>(c) Project-Specific Measures:</u></p> <p>22. For construction, off-road equipment shall be Tier 4 or shall achieve Tier 4 particulate matter emission levels</p>					

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>through use of one or more of the following: Tier 2/Tier 3 equipment with diesel particulate filters; alternative fuels (e.g. biodiesel or liquefied natural gas); and/or electrification.</p> <p>23. For each phase of project construction, the applicant shall maintain ROG emission below 54 pounds per day. The applicant may demonstrate compliance with this limit through one or more of the following: strategic project phasing, use of pre-coated building materials, and/or use of low-VOC coatings beyond the requirements of BAAQMD Regulation 8, Rule 3.</p> <p>Implementation of these measures would reduce project construction-related air quality impacts. The measures to reduce localized PM₁₀ impacts due to fugitive dust would be consistent with BAAQMD CEQA Guidelines recommendations and would reduce PM₁₀ emissions to a less-than-significant level. Because the ROG performance standard would maintain ROG emissions below 54 pounds per day, this impact would be <i>less-than-significant</i>. The NOx emissions from construction of the project would be reduced by up to 20 percent; however, there is a potential that construction period NOx emissions could still exceed the BAAQMD threshold even with the mitigation measure. As a result, the potential impact from NOx is considered significant and unavoidable.</p>					
<p>Impact 8-2: Operational Emissions Increases. Project development would generate stationary, area, and traffic air pollutant emissions increases. These emissions would not subject sensitive receptors to substantial pollutant concentrations, but emissions of ROG and PM₁₀ would exceed BAAQMD significance thresholds. This project-related effect is considered a significant project and cumulative impact.</p>	<p>Mitigation 8-2. In addition to the project-proposed sustainability measures described in chapter 3 (Project Description) of this EIR, which include a Transportation Demand Management (TDM) program, implement the following measure:</p> <p>Minimize testing of the new generators to reduce ROG emissions. New generator emissions, as computed on an annual basis, shall be reduced by 30 percent or</p>	Applicant	City	Prior to building permit issuance; prior to occupancy permit issuance		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>greater. This could be achieved in a number of ways:</p> <ol style="list-style-type: none"> 1. Install fewer than the assumed 13 new generators; 2. Install generators with lower emissions (in this case, smaller generators); 3. Test new generators at lower running loads (the analysis assumed 100-percent load, so 50-percent load would reduce emissions); and/or 4. Reduce the number of annual testing hours. <p>The applicant shall submit an analysis of the new generator emissions prior to installing more than five new generators at the project development site.</p> <p>Implementation of this measure to reduce generator emissions would reduce ROG emissions by 2.7 pounds per day, which would result in total ROG emissions of 53.1 pounds per day, which is below the BAAQMD significance threshold of 54 pounds per day. However, this mitigation measure would reduce PM₁₀ emissions by a minimal amount, leaving PM₁₀ emissions above the BAAQMD significance threshold. Therefore, as currently proposed, the project would result in a significant unavoidable project and cumulative operational air quality impact.</p>					
<p>Impact 8-3: Community Risk and Hazard Impacts. Project development could expose attendees of the on-site child care center to significant levels of PM_{2.5}. Significant impacts from the Tyco Thermal Controls Facility to attendees of the proposed child care facility are anticipated to be significant regardless of where the child care facility is located within the Precise Plan area. This project-related effect is considered to represent a significant project and cumulative impact.</p>	<p>Mitigation 8-3. Buffer the child care center from existing and planned emission sources, and include project features to reduce TAC and PM_{2.5} exposure from air pollutant sources--which include US 101 traffic, the Tyco Thermal Controls facility, and existing and proposed generators--through the following measures:</p> <ol style="list-style-type: none"> 1. When construction of a child care center is proposed, conduct site-specific detailed analysis to determine 	Applicant	City	Prior to PC permit issuance; prior to building permit issuance; prior to occupancy permit issuance		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>the child care center's TAC and PM_{2.5} exposures. The analysis should be utilized to guide final design and siting of the child care facility and determine the level of ventilation/ filtration necessary to ensure that indoor concentrations will be less-than-significant.</p> <p>2. Evaluate and appropriately buffer the child care center from existing diesel generators at the Stanford Medicine Outpatient Center and 550 Broadway, and any other sources near the Precise Plan area identified by BAAQMD at the time such analysis is undertaken.</p> <p>3. Ensure that the ventilation/filtration systems in the child care center result in an indoor cancer risk of less than 10 in one million and annual PM_{2.5} concentrations of less than 0.3 µg/m³ from any single source or less than 100 in one million cancer risk and annual PM_{2.5} concentrations of less than 0.8 µg/m³ from cumulative resources.</p> <p>4. Consider tiered plantings of trees between the child care center and air pollutant sources such as the freeway, existing and planned generators, and the Tyco Thermal Controls facility.</p> <p>5. Avoid location of any truck loading zones near the child care facility.</p> <p>6. With respect to outdoor use areas for the child care center, impacts from US 101 shall be mitigated by placing the child care center more than 700 feet from the freeway. Based on currently available information, the impact from Tyco Thermal Controls cannot be mitigated to a less-than-significant level because the elevated PM_{2.5} levels from the facility extend across the entire project development site. If the Tyco Thermal Controls facility remains in</p>					

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>operation at the time of construction of the child care center, and if the detailed analysis described above shows PM_{2.5} levels exceeding the 0.3 µg/m³ standard throughout the development site, construction and operation of a child care center on the development site shall be prohibited. If the detailed analysis shows that some or all of the development site would be exposed to PM_{2.5} levels lower than 0.3 µg/m³, the outdoor use area for the child care center shall be sited in one of those locations.</p> <p>Implementation of these measures would reduce this impact to a less-than-significant level.</p>					
<i>CLIMATE CHANGE</i>						
<p>Impact 9-1: Sea Level Rise Impacts on Project Development. Based on the BCDC sea level rise maps, the project may be affected by anticipated sea level rise and associated changes in broader flood plain boundaries. Potential impacts associated with future development that may be subject to sea level rise include risk to public safety and property damage, representing a potentially significant impact.</p>	<p>Mitigation 9-1. For all new development on the project development site, the City shall ensure that the development complies with the most current Redwood City General Plan and Redwood City Municipal Code requirements for protection from flood hazards, consistent with <i>Mitigation 10-3</i> in chapter 10 (Utilities), of this EIR. These provisions would require compliance with associated storm drainage storage, building elevation, and flood-proofing requirements. Implementation of these measures would be expected to reduce this impact to a less-than-significant level.</p>	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		
<i>UTILITIES</i>						
<p>Impact 10-1: Need for Emergency Potable Water Storage. Project development would require emergency potable water storage per City requirements. Because the infrastructure (e.g., water tank and distribution system) necessary to meet this requirement has not been incorporated as a component of the proposed project, the need for emergency potable water storage represents a potentially significant project impact.</p>	<p>Mitigation 10-1. Based on the projected emergency potable water storage requirement for the proposed project, the project applicant shall contribute the funds equivalent to the cost of providing 490 equivalent dwelling units (EDU) (\$1.5 million in 2011 dollars) of emergency potable water storage towards the design and construction of the planned off-site areawide storage facility. Implementation of this measure would reduce the identified</p>	Applicant fair share	City	Prior to building permit issuance for net new development, to be implemented proportionately as net new development occurs. Refer to Stanford Precise Plan, Chapter III, Phasing/		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	project impact to a <i>less-than-significant level</i> .			Implementation Summary Table-- item 17--for emergency fire/water storage timing and implementation.		
Impact 10-2: Increased Peak Wastewater Flows in the Local FOSMD Collection System. It is estimated that the proposed project development site's peak wastewater flows to the FOSMD sewer system would be approximately 4.5 times the flow under existing (full occupancy) conditions, from 112 gallons per minute (gpm) to 627 gpm. Based on information provided by the County Department of Public Works, it has not yet been confirmed whether the two existing sewer lines that would carry this increased wastewater flow across the freeway have sufficient capacity to accommodate such an increase. It has therefore been conservatively determined for this EIR that additional project-related flows could represent a <i>potentially significant project wastewater collection system capacity impact</i> .	Mitigation 10-2. At the time that construction of net new square footage on the project development site is proposed, the applicant's engineer shall work with FOSMD and the San Mateo County Engineering Department to verify that the local FOSMD sewer network, particularly lines 100 and 200, has adequate capacity for the proposed increment of development's peak wastewater flow rate. If an inadequacy is found and the proposed increment of development represents the entire cause of the capacity shortfall, the applicant shall bear full responsibility for funding the required improvements to FOSMD's system; if the proposed increment of development does not represent the entire cause of such an incapacity, the applicant shall pay its fair share of the cost of such improvements. Implementation of this measure in accordance with the policies and standards of the FOSMD Master Plan would reduce the identified wastewater collection system capacity impact to a <i>less-than-significant level</i> .	Applicant fully fund or fair share	City; FOSMD; County Engineering Department	Prior to building permit issuance for new square footage beyond the existing 537,000 square feet, evaluate whether need for upgrade exists and if so, calculate applicant's funding responsibility. Refer to Stanford Precise Plan, Chapter III, Phasing/ Implementation Summary Table-- item 18--for sewage transmission and collection upgrade timing and implementation.		
Impact 10-3: Increased Risk of Flooding Resulting from Loss of Existing Detention Storage. The project development site would be substantially reconfigured, with replacement of all existing buildings and elimination of a large part of the existing at-grade parking. If the associated regrading and construction of new buildings reduces the existing volume of on-site detention storage, flood levels on the project development site and elsewhere within the basin could rise compared to current conditions. This possible project-related worsening of existing flooding conditions represents a <i>potentially significant impact</i> .	Mitigation 10-3. The project shall not increase off-site flooding compared to existing conditions. Finished grades within the portions of the project development site located outside the proposed building envelopes shall be set at an average elevation that maintains, at a minimum, the existing volume of on-site stormwater detention storage, until such time as the City's downstream discharge constraints (e.g., Bayfront Canal) are resolved and the storage is no longer needed to protect the project improvements and improved properties in the adjoining neighborhoods.	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>Project grading requirements would be based on a detailed, design-level study prepared by the project engineer and approved by the City Building, Infrastructure, and Transportation Department. The study would document the volume of storage currently available on the project development site and establish proposed grades to replicate this existing storage condition following construction of the proposed new buildings. The stormwater detention potential of the project-proposed approximately 2.4-acre publicly accessible open space and of the project-proposed greenway shall be incorporated into the design-level study. In addition, all proposed improvements that are not elevated above the 100-year flood elevation would have to be flood-proofed or otherwise protected from the effects of high water. The applicant shall develop a program by which future building tenants can be notified that vehicles parked within potential flood areas should be moved if it is determined that flooding conditions are imminent.</p> <p>Implementation of this measure would reduce the identified flooding impact to a <i>less-than-significant level</i>.</p>					
<i>HAZARDS AND HAZARDOUS MATERIALS</i>						
<p>Impact 12-1: Potential Project-Related Exposure to Existing Soil or Groundwater Contamination. Project-related excavation and construction activities, as well as project operations, could expose on-site construction and maintenance personnel and members of the public to existing soil and groundwater contamination. Recommendations included in the August 2008 draft Site Management Plan (SMP) commissioned by Stanford University for the Stanford development portion of the Precise Plan area identify the environmental issues associated with project development site construction activities (e.g.,</p>	<p>Mitigation 12-1. The applicant shall implement the Site Management Plan (SMP) attached as an appendix to the EIR. At such times as the exact locations and details of sensitive uses such as child care, medical clinics, and publicly accessible open space are identified, the applicant shall supplement the SMP to assess any risks to those uses from existing hazardous materials on the development site and shall identify any treatment measures required to ensure that risks to users remain below regulatory limits.</p>	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
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<p>excavation, dewatering, etc.) and specify the contents of the site-specific, construction period Health and Safety Plan (HASP) that the construction contractor must prepare (a standard CalOSHA requirement for work at hazardous waste sites). With implementation of the SMP and HASP, the proposed project's construction impacts to construction workers and the public would be less-than-significant.</p> <p>The SMP also explains that site conditions do not preclude any of the uses proposed, but that further risk assessment is required when the precise on-site locations and details of sensitive uses such as child care, medical clinics, and recreation areas are identified, so that any mitigation measures specific to the operations of such uses will be identified and implemented. Pending completion of the required supplemental risk assessments and identification of measures to ensure compliance with residential-level ESLs for these sensitive uses, the proposed project's impacts during operations from potential exposure to existing groundwater and soil vapor contamination are assumed to represent a potentially significant impact.</p>	<p>Implementation of these mitigations would reduce this impact to a less-than-significant level.</p>					
NOISE						
<p>Impact 13-1: Potential Exposure of Proposed Child Care Facility to Noise Levels Exceeding Standards. The Precise Plan includes a provision for a proposed child care center. The center's children, employees, and visitors could be exposed to various existing and projected noise sources, including U.S. 101 traffic. The compatibility of the child care land use with the existing and projected noise environment has been evaluated based on the Redwood City Noise Guidelines for Land Use Planning (see EIR Table 13.4). New educational (e.g., child care) development is considered "satisfactory" in noise environments of less than 55 dBA CNEL.</p>	<p>Mitigation 13-1. Location-specific noise studies consistent with the requirements of the State Building Code (SBC) shall be conducted for the proposed child care use to identify appropriate noise reduction measures to be included in project final design. The noise study must be submitted to and approved by the Redwood City Community Development Department prior to City issuance of the child care center building permit. Identified noise insulation measures may include:</p> <ul style="list-style-type: none"> ▪ Site planning to minimize noise by locating the child care center away from U.S. 101, with buffering from roadway noise provided by other project buildings; 	Applicant	City	Site planning measures prior to PC permit issuance; remaining measures prior to building permit issuance and prior to occupancy permit issuance		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
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Both existing and projected noise levels throughout much of the Precise Plan area, especially in the vicinity of U.S. 101, exceed 55 dBA CNEL, thereby potentially exposing the proposed child care center to noise levels exceeding the "normally acceptable" threshold. This possible adverse noise effect would represent a potentially significant impact .	<ul style="list-style-type: none"> ▪ Air conditioning throughout the child care center so that windows can remain closed to maintain interior noise levels below 45 dBA CNEL; and ▪ Sound-rated windows and construction methods if necessary to maintain interior noise levels below 45 dBA CNEL. <p>For child care center outdoor use areas, noise levels at the property line should be maintained at a CNEL not in excess of 55 dBA during operating hours. Although existing and future noise levels measured along roadways in the project vicinity exceed 55 dBA CNEL, noise levels in outdoor activity areas could be reduced from roadside levels by at least 20 dBA through site selection and site design, including buffer areas, siting the building as an effective noise barrier for adjacent traffic noise sources, and, or in combination with, other noise barriers. The approval of future commercial uses near the child care center may, at City discretion, require a noise study demonstrating how the proposed new commercial uses--including associated loading docks, refuse areas, ventilation systems, and emergency generators--would meet these standards.</p> <p>Implementation of these measures would reduce the potential impact on the proposed child care use to a less-than-significant level.</p>					
Impact 13-2: Project-Facilitated Construction Noise. Construction activities facilitated by the project would include building demolition, site grading and preparation, construction of new buildings, and installation of utilities. Noise levels at 50 feet from the demolition or construction equipment source could reach approximately 105 dBA, resulting in intermittent interference with typical existing residential and business activities, as well as any on-site sensitive	Mitigation 13-2. Reduce project demolition- and construction-period noise impacts on nearby residences (including the Broadway Towers apartments and the mobile home park near the proposed recycled water pipeline route) and sensitive uses developed on the development site during earlier phases (e.g., child care center) by incorporating conditions in project demolition and construction contract agreements that stipulate the following	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
uses developed during earlier phases of Precise Plan buildout. Because construction noise could elevate noise levels at the nearest residences by more than 5 dBA, at some locations the proposed project could cause a potentially significant intermittent and short-term impact .	<p>conventional construction-period noise abatement measures:</p> <ul style="list-style-type: none"> ▪ <i>Construction Plan.</i> Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby existing and on-site newly constructed noise-sensitive facilities so that construction activities can be scheduled to minimize noise disturbance. ▪ <i>Construction Scheduling.</i> Ensure that noise-generating construction activity is limited to between the hours of 7:00 AM to 8:00 PM, Monday through Friday, and prohibit any construction during other hours which would cause any increase in ambient noise levels within a residential district. (<i>Redwood City Municipal Code Section 24.32</i>) ▪ <i>Construction Equipment Mufflers and Maintenance.</i> Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. ▪ <i>Equipment Locations.</i> Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near the construction site. ▪ <i>Construction Traffic.</i> Route all construction traffic to and from the construction sites via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible. ▪ <i>Quiet Equipment Selection.</i> Use quiet construction equipment, particularly air compressors, wherever possible. 					

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
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	<ul style="list-style-type: none"> ▪ <i>Temporary Barriers.</i> Construct solid plywood fences around construction areas to shield residences, operational businesses, or noise-sensitive land uses. ▪ <i>Temporary Noise Blankets.</i> Temporary noise control blanket barriers should be erected, if necessary, along building facades or around construction areas. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. (Noise control blanket barriers can be rented and quickly erected.) ▪ <i>Noise Disturbance Coordinator.</i> The City shall require project designation of a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor could be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices; the Noise Disturbance Coordinator would work directly with an assigned City staff member. Alternatively, the Noise Disturbance Coordinator could be employed by the City and funded by the applicant.) ▪ <i>Temporary Closure or Relocation of Child Care Center.</i> If the project construction sequencing results in major outdoor construction activities occurring adjacent to the child care center after it is in operation, then the 					

EXHIBIT D

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	<p>project sponsor, at its option, shall either temporarily close or relocate the child care center.</p> <p>Although implementation of these measures would reduce construction noise impacts, it is likely that this large project would be constructed in phases over a long period of time, subjecting nearby sensitive receptors to repeated construction noise.</p> <p>Therefore, the construction noise impact of the proposed project is considered significant and unavoidable.</p>					
<p>Impact 13-3: Project-Facilitated Groundborne Vibration Levels. Project-facilitated demolition and construction activities could generate substantial vibration (e.g., from potential pile driving) in the project vicinity. These possible intermittent and short-term effects represent a potentially significant impact.</p>	<p>Mitigation 13-3. Reduce ground borne vibration levels during individual, location-specific future project demolition and construction periods by incorporating conditions in individual project demolition and construction contractor agreements that stipulate the following groundborne vibration abatement measures:</p> <ul style="list-style-type: none"> ▪ Restrict vibration-generating activity to between the hours of 7:00 AM and 7:00 PM, Monday through Friday. Prohibit such activity on weekends and holidays. ▪ If pile driving is proposed, prepare a vibration study. If the vibration study shows that pile driving, including mitigation such as pre-drilling of pile holes, would cause vibration exceeding 0.5 inches/sec ppv for structurally sound buildings designed to modern engineering standards or 0.2 inches/sec for structurally sound buildings for which structural damage is a major concern, then pile driving shall not be conducted. <p>Implementation of these measures would reduce this potential intermittent and short-term project vibration impact to a less-than-significant level.</p>	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
<p>Impact 13-4: Potential Noise from Parking Structure Ventilation System. Noise generated solely by the ventilation system and other mechanical equipment for the potential parking structure at the corner of Bay Road and Barron Avenue could substantially exceed existing ambient levels at residences in the area or the Redwood City Noise Guidelines for Land Use Planning (see Table 13.4) because the parking structure would be located proximate to residences on 2nd Avenue. This possibility represents a potentially significant impact.</p>	<p>Mitigation 13-4. During the project detailed design phase for the potential parking structure at the corner of Bay Road and Barron Avenue, the project applicant shall submit an acoustical study to demonstrate how the parking structure design would meet the following noise standards at the most affected receiver: 60 dBA CNEL and 60 dBA L_{eq-hr} daytime (7:00 AM to 7:00 PM), 55 dBA L_{eq-hr} evening (7:00 PM to 10:00 PM), and 50 dBA L_{eq-hr} nighttime (10:00 PM to 7:00 AM). The design measures may include, for example, the installation of silencers and baffles as necessary to reduce the noise level at the nearest residential property line to the existing ambient noise level. Implementation of this measure to the satisfaction of the Redwood City Community Development Department would reduce this impact to a less-than-significant level.</p>	Applicant	City	Prior to building permit issuance; prior to occupancy permit issuance		
<i>CULTURAL AND HISTORIC RESOURCES</i>						
<p>Impact 14-1: Project and Cumulative Impacts on Historic Resources. The proposed Precise Plan contains development standards that would allow for the demolition of all structures on the development site, and Stanford has indicated that its long-term plan is to demolish all of the existing structures on the development site and relocate the Ampex sign. Subsection 14.1.3 of this EIR identifies three potential historic resources on the development site--the 425 Broadway building, the plaza area with the Warnecke Fountains, and the Ampex sign. Although the historical resources survey report and 2009 Circa peer review do not find that any of these three structures are historic resources, the 2009 and 2011 Circa peer review reports do suggest special consideration be given to these structures in the planning process. Some members of the HRAC have indicated that they preliminarily disagree with the conclusions in the reports that these structures are not potential historic resources; however, the HRAC has yet to</p>	<p>Mitigation 14-1. The project shall incorporate design elements within the publicly accessible areas of the project that point to the various important periods of land use on the site (farming, flower fields, airfield, and center for technology innovation). The applicant has agreed to incorporate these elements regardless of whether the City ultimately determines that the proposed project would cause a significant impact on historic resources, and these elements are included in the <i>Stanford in Redwood City Precise Plan</i>.</p> <p>Any structure on the project development site that the City determines is a local historic resource shall be photographed and documented prior to demolition or removal. The documentation shall adhere to the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The level of documentation shall be proportionate with the level of significance of the resource.</p>	Applicant	City	Installation in at least one publicly accessible location prior to Precise Plan buildout; verify implementation prior to occupancy permit issuance for selected location(s). Refer to Stanford Precise Plan, Chapter II, Development Standards.		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
<p>make a recommendation as to whether these structures should be included on the City's register of historical resources. CEQA Guidelines section 15064.5(a)(4) allows a lead agency to determine that a resource is a historic resource despite the fact that the resource is not listed in the California Register of Historical Resources, a local register of historical resources, or a historical resources survey. Due to the conflicting opinions on the historical significance of the three structures and the fact that the City has not made a final determination as to whether these structures should be included on its historical resources register, the City is treating the 425 Broadway building, the plaza area with the Warnecke Fountains, and the Ampex sign as potential historic resources for the purposes of this EIR pursuant to CEQA Guidelines section 15064.5(a)(4).</p> <p>The demolition of these structures would constitute a substantial adverse change in the significance of potential historic resources, and also contribute to cumulative impacts on historic resources, representing a <i>potential significant project and cumulative impact</i>.</p>	<p>The documentation shall be made available for inclusion in the Historic American Building Survey (HABS) or the Historic American Engineering Record (HAER) Collections in the Library of Congress, the California Historical Resources Information System and the Bancroft Library, as well as local libraries and historical societies, such as the Redwood City Public Library.</p> <p>Through careful methods of planned deconstruction to avoid damage and loss, identified historic character-defining features and materials shall be salvaged as feasible for educational and interpretive use on-site, or for reuse in new construction on the development site in a way that commemorates their original use and significance.</p> <p>Commemoration and documentation would reduce the impacts of demolishing 425 Broadway and the plaza area with the Warnecke fountains, and of relocating the Ampex sign, if they are determined to be historic resources. This mitigation would not be sufficient, however, to mitigate such an impact to a less-than-significant level, and the impact would be considered <i>significant and unavoidable</i>.</p>					
<p>Impact 14-2: Potential Disturbance of Archaeological or Paleontological Resources. Project construction (e.g., excavation for underground parking and utilities) could disturb existing unrecorded sensitive archaeological or paleontological resources at the development site. Although unlikely, this possibility represents a <i>potentially significant impact</i>.</p>	<p>Mitigation 14-2. The project applicant shall carry out the following measures, which shall be at least as protective as those listed in the City's Cultural Resources Management Plan:</p> <p>(1) <i>Construction Personnel Education Program.</i> The project applicant shall implement an education program, prepared by a qualified archaeologist and a qualified paleontologist, for construction personnel that includes the following elements:</p> <ul style="list-style-type: none"> ▪ Resource identification training procedures for construction personnel; 	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<ul style="list-style-type: none"> ▪ Procedures for coordinating work with the archaeological monitor (see below); and ▪ Procedures for reporting discoveries. <p>(2) <i>Procedures for Resources Encountered During Construction.</i> The project applicant shall provide an Archaeological Monitoring and Data Recovery Program (AMDRP) prepared by a qualified archaeologist and outlining procedures for resources encountered during construction. The AMDRP shall include specific measures to insure compliance with State Public Resources Code section 5097.98 and CEQA Guidelines section 15064.5(d) and (e) in the event that human remains are encountered.</p> <p>(3) A qualified archaeological monitor will visit the site for spot-checks during excavations exceeding five feet in depth below current grade.</p> <p>If subsurface archaeological resources are encountered, excavation shall halt in the vicinity of the resources, and the archaeological monitoring shall evaluate the resource and its stratigraphic context. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to archaeological resources.</p> <p>If disturbance of an archaeological resource cannot be avoided, the mitigation program described in the AMDRP, including measures set forth in the City's CRMP and in compliance with sections 15064.5 and 15126.4 of the CEQA Guidelines, shall be implemented.</p> <p>If subsurface paleontological resources are encountered, excavation shall halt in the vicinity of the resources and the project paleontologist shall evaluate the resource and its stratigraphic context. The monitor</p>					

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
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	<p>shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. During monitoring, if potentially significant paleontological resources are found, "standard" samples shall be collected and processed by a qualified paleontologist to recover micro vertebrate fossils. If significant fossils are found and collected, they shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified shall be provided to a museum repository with the specimens. Significant fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository for permanent curation and storage. A report documenting the results of the monitoring and salvage activities, and the significance of the fossils, if any, shall be prepared. The report and inventory, when submitted to the lead agency, shall signify the completion of the program to mitigate impacts on paleontological resources.</p> <p>Implementation of these measures would reduce this impact to a less-than-significant level.</p>					
<i>GEOLOGY AND SOILS</i>						
<p>Impact 15-1: Geotechnical Hazards Associated with Project Excavation and Grading. The project's proposed excavation and grading activities have the potential to destabilize existing buried utilities and building foundations, or to create conditions that would potentially compromise the safety or stability of proposed project improvements. The project applicant's preliminary geotechnical investigations (Lowney Reports I and II; and Cornerstone Earth Group, March 2008) made initial assessments of these conditions, but a design-level geotechnical</p>	<p>Mitigation 15-1. As recommended by the project's preliminary geotechnical investigations, prior to City issuance of grading permits for individual project construction phases, the applicant shall be required to retain a registered engineering geologist or geotechnical engineer to prepare detailed, design-level geotechnical investigations to guide the design of all project grading and excavation activities. The detailed, design-level geotechnical investigations shall be performed for each of the structures proposed for the</p>	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
<p>investigation will be needed to adequately address all grading and excavation activities on the development site. Without such a study--and without the associated supervision of an engineering geologist or geotechnical engineer during project grading and construction--the safety and long-term stability of existing and proposed project improvements cannot be assured. These possible excavation and grading hazards represent a potentially significant impact</p>	<p>development site. Subsurface conditions shall be explored and laboratory tests conducted on selected soil samples to establish strength parameters for the design of excavations, retained slopes and fill placement, and to determine the corrosive potential of both Bay mud and imported fill on foundation elements and buried utilities. Recommendations from the investigations shall be incorporated into all plans for project grading, excavation, soil support (both temporary and long-term) and utility construction, to the satisfaction of the City Engineer.</p> <p>The detailed, design-level investigations, relevant recommendations, and all associated project grading, excavation and foundation plans, shall be subject to review and approval by an independent engineering geologist or geotechnical engineer retained by the City Engineer at applicant expense. In addition, the project civil engineer shall certify to the City Engineer (e.g., through plan submittal for City review) that all relevant provisions of the investigations have been incorporated into the grading, excavation and construction plans, and all earthwork and site preparation shall be performed under the direct supervision of a registered engineering geologist or geotechnical engineer. Implementation of these measures would reduce the potential excavation and grading impacts to a less-than-significant level.</p>					
<p>Impact 15-2: Excavation Instabilities Caused by High Groundwater. Groundwater encountered during construction of the proposed project's below-grade installations could destabilize excavation walls, reduce the bearing capacity of in-place soils that might otherwise be suitable for foundation support, and exert additional stresses on basement walls and floor slabs. These possible groundwater-</p>	<p>Mitigation 15-2. The detailed, design-level geotechnical investigations recommended under <i>Mitigation 15-1</i> for each project construction phase shall fully characterize groundwater conditions on the development site and make appropriate recommendations regarding dewatering techniques, slope and shoring requirements for excavations, stabilization or replacement of saturated foundation</p>	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
related construction problems represent a potentially significant impact .	materials, and hydrostatic pressure implications for the design of below-grade structures. Implementation of these measures would reduce these potential groundwater impacts to a less-than-significant level .					
Impact 15-3: Soil Erosion. Project development would disturb the site's existing cover of buildings, pavements and landscaping, potentially leaving soils exposed to wind and water erosion during the construction period. Eroded soils would be washed into on-site drainage facilities that discharge to the Bayfront Canal and San Francisco Bay. Deposition of these soils through natural sedimentation could adversely affect the carrying capacity of drain lines, pumping equipment and open channels, increasing flooding potential and maintenance requirements. In addition, suspended sediment would degrade water quality in the canal and in the bay by increasing turbidity levels. These possible effects of project-related soil erosion represent a potentially significant impact .	Mitigation 15-3. The applicant shall develop an erosion control plan in accordance with the provisions of the project's City-approved Stormwater Pollution Prevention Plan (SWPPP). The erosion control plan would be implemented throughout project construction, and would include measures for the post-construction stabilization of all disturbed ground. Implementation of this measure would reduce these potential soil erosion impacts to a less-than-significant level .	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		
Impact 15-4: Settlement and Foundation Movement. The project's preliminary geotechnical studies determined that structural loads imposed by buildings more than approximately three stories in height would likely exceed the bearing capacity of either fill or weakly consolidated Bay mud underlying conventional shallow foundations. Such buildings would potentially experience gradual but excessive long-term total and differential settlements. These possible settlement effects represent a potentially significant impact .	Mitigation 15-4. The detailed, design-level geotechnical investigations required under <i>Mitigation 15-1</i> for each project construction phase shall include a thickness and consolidation analysis of all clay soils underlying proposed building locations. This analysis shall be sufficient to accurately estimate the rate and total amount of consolidation expected to occur in response to building construction, as well as the likely magnitude of differential settlement. Building foundations, surface improvements, and utility connections shall be designed to structurally withstand the associated movement, without disrupting either pedestrian or vehicular connections to the building. Implementation of these measures would reduce the potential compressible soil and settlement impacts to a less-than-significant level .	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

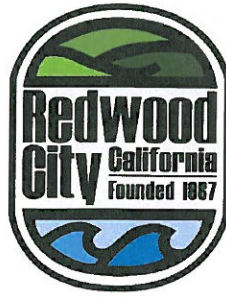
EXHIBIT D

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>The requirement described in <i>Mitigation 15-1</i> for peer review of the recommended design-level geotechnical investigations, as well as for certification by the project civil engineer that all provisions of the investigation have been incorporated into the project's design and construction, would also apply to this mitigation and to all subsequent geotechnical and soils mitigation measures set forth in this EIR chapter.</p> <p>The requirement described in <i>Mitigation 15-1</i> for peer review of the recommended design-level geotechnical investigations, as well as for certification by the project civil engineer that all provisions of the investigation have been incorporated into the project's design and construction, would also apply to this mitigation and to all subsequent geotechnical and soils mitigation measures set forth in this EIR chapter.</p>					
<p>Impact 15-5: Expansive Soils. Near-surface clay soils subjected to seasonal cycles of wetting and drying can undergo significant volume changes, expanding when wet and shrinking when dry. Structures based in these materials would be subjected to significant stresses that could destabilize foundations and cause cracking or heaving of floor slabs and exterior pavements. These possible expansive soil effects represent a potentially significant impact.</p>	<p>Mitigation 15-5. The detailed, design-level geotechnical investigations required for each project construction phase under <i>Mitigation 15-1</i> shall include an evaluation of the likely effects of building on expansive soils and shall recommend specific measures designed to minimize soil movement and/or counter its potentially destructive effects. Implementation of these measures would reduce the potential expansive soil impacts to a less-than-significant level.</p>	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		
<p>Impact 15-6: Seismically Induced Settlement. Development of the proposed project would place new commercial buildings in an area that could experience rapid, excessive settlement in response to earthquake-induced ground shaking during the useful life of the project improvements. These possible responses to anticipated seismic activity represent a potentially significant impact.</p>	<p>Mitigation 15-6. The detailed, design-level geotechnical investigations required under <i>Mitigation 15-1</i> for each project construction phase shall include a site-specific evaluation of the liquefaction and settlement potential at each proposed building location. The investigations shall also propose measures as needed to offset the effects of liquefaction-induced settlement, either through stabilization of the most vulnerable sand layers or through utilization of building foundation, utility</p>	Applicant	City	Prior to grading permit issuance; prior to building permit issuance; field verify implementation during grading and construction		

EXHIBIT D

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	connection, and pavement designs that can withstand the anticipated degree of total and differential settlement. Implementation of these measures would reduce these potential seismically induced settlement impacts to a <i>less-than-significant level</i> .					

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September 9, 2013

Jim Porter, Director of Public Works
Department of Public Works
County of San Mateo
555 County Center
San Mateo, CA 94063-1655

RE: Stanford in Redwood City

Dear Mr. Porter,

Thank you for your comment letter regarding the Final EIR for Stanford in Redwood City. This response is intended to supplement our response to your Draft EIR comments.

Comment 1 – Thank you for pointing out the discrepancy. The analysis indicates that the intersection does not meet warrants and therefore does not require further mitigation. We will be clarifying that in the revisions to the Final EIR. Refer to FEIR response L 2.03 regarding maintaining acceptable LOS for Hurlingame/Middlefield.

Comment 2 – The developer must pay its fair share for intersection improvements at 5th and Bay. Greater detail is provided in Draft EIR Table 7-19, the Precise Plan and the final Mitigation Monitoring and Reporting Program (MMRP). A copy of the MMRP is enclosed for reference; please see pages 7-9.

Comment 3 - The developer must pay its fair share for intersection improvements at Charter and Bay. Greater detail is provided in Draft EIR Table 7-19, the Precise Plan and at pages 4-6 of the final MMRP.

Comment 4 –In the case of Spring Street and 2nd/Middlefield, initial traffic modeling indicated that those locations would not experience a significant change in traffic as a result of the project. Spring Street runs parallel to Bay Road but one block away. Since the project is on Bay Road and since Bay Road is a minor arterial, the City's traffic experts anticipate that project traffic would use Bay Road rather than Spring Street. In the case of 2nd/Middlefield, there are shorter routes from Middlefield to the project site, so it is believed that the shorter routes would be used rather than 2nd Avenue. The intersection of Hurlingame /Bay is a special case because it will provide direct access to the project site and because the block between Bay and Broadway could be either a vehicular access or a pedestrian paseo, as discussed at pages 7-68 – 7-69 of the Draft EIR. The EIR acknowledges that

traffic on Hurlingame will increase under either access scenario.. The design of the Hurlingame/Bay intersection, and others around the site, will be completed when a site plan is developed.

Comment 5 – The enclosed MMRP is detailed in describing each mitigation measure, timing, and responsible parties.

Comment 6 – Refer to FEIR response L 2.06.

Sincerely,



Bill Ekern
Community Development Director

Enc: Mitigation Monitoring and Reporting Program for Stanford in Redwood City

CC: City Council without enclosures

COUNTY OF SAN MATEO

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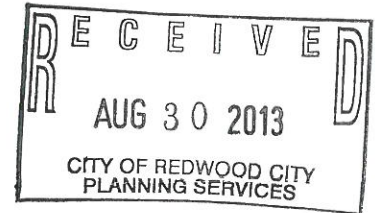
Department of Public Works

JAMES C. PORTER
DIRECTOR

555 COUNTY CENTER, 5TH FLOOR • REDWOOD CITY • CALIFORNIA 94063-1665 • PHONE (650) 363-4100 • FAX (650) 361-8220

August 28, 2013

Diana O'Dell, Senior Planner
Community Development Department
City of Redwood City
1017 Middlefield Road
Redwood City, CA 94063



RE: Stanford in Redwood City

Dear Ms. O'Dell,

The San Mateo County Public Works Department has reviewed the Final EIR for Stanford in Redwood City and has the following comments:

1) Intersection of Hurlingame Avenue and Middlefield Road:

Page 7-25 of the draft EIR states that this intersection does not meet signal warrants under existing conditions, but that it does meet warrants under the near term "no project" conditions. In the Final EIR, page 7-36 indicates that the LOS for this intersection will go from "C", with a corresponding 20.9 second/vehicle delay, to "E" with a 46.9 second/vehicle delay, but that the impact is deemed not significant because the intersection does not meet warrants.

There is therefore a discrepancy between the draft EIR (does meet warrants) and the Final EIR (does not meet warrants).

Regardless, the impacts of this project to this intersection (LOS "C" to LOS "E" and an additional 26 seconds of delay per vehicle) are indeed significant and must be mitigated. Mitigation need not necessarily be in the form of a traffic signal if warrants are not met, although a signal may ultimately be required if no other measures will properly mitigate the project impacts.

2) Intersection of 5th and Bay:

The Final EIR reports that the project will have a significant impact to this intersection. Mitigation is proposed through the installation of a traffic signal or roundabout at "the developer's cost". The EIR is not clear as to who would actually install the intersection improvements. This work should be funded and performed by the developer.

3) Intersection of Charter and Bay:

Same comments as in Item #2 above.

RE: Stanford in Redwood City

August 28, 2013

Page 2

4) Limited scope of analysis:

It seems likely that there are additional intersections that will be impacted by the project which have not been evaluated in the Final EIR. These include Spring Street at Charter, Douglas, Hurlingame, 2nd and 5th, as well as the intersections of Hurlingame at Bay Road and Middlefield Road at 2nd Avenue. None of these intersections have been evaluated in the EIR. The scope of analysis should be expanded to evaluate possible impacts to these intersections.

5) Implementation Strategies:

The EIR is not clear on how and when mitigation measures will be implemented. San Mateo County does not support the creation of a mitigation fund for the construction of after the fact mitigation measures. Mitigation measures should be constructed as a part of the Stanford in Redwood City project.

6) Traffic circulation:

Prior to the project moving forward, we will need construction phase traffic plans and schedules to be submitted to the County's Department of Public Works for review, so that construction traffic circulation can be evaluated.

Warm regards,



Jim Porter,
Director of Public Works

JL: jc

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Cc: Joe LoCoco, Deputy Director, Road Services
Diana Shu, Road Operations Manager
Hanieh Houshmandi, Associate Civil Engineer

CD-Diana O'Dell

From: Mukesh R <todfod@hotmail.com>
Sent: Monday, September 09, 2013 12:08 PM
To: CD-Diana O'Dell
Subject: Stanford in RWC project...

Hi,

I got letter regarding this. I can't attend the public hearing tonite, but though would send my comments.

My only concern would be traffic on Broadway. I take Broadway several times a day to get onto 101. As it is, the two flashing yellow (one of which is hard to see because of trees), have very long delays. If something is done to address the access to 101 at the woodside junction, and making sure access to 101 is not hugely impacted by the project, I would have no objections.

Thanks,
Mukesh Rathor
3292 page street
RWC, 94063