



RAVENSWOOD / 4 CORNERS TOD SPECIFIC PLAN FINAL EIR

CITY OF EAST PALO ALTO



Final EIR | July 30, 2012

SCH # 2011052006

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I INTRODUCTION

A. Purpose of the Environmental Impact Report

This document and the Draft Environmental Impact Report (EIR) together comprise the Final EIR for the Ravenswood/4 Corners Transit-Oriented Development (TOD) Specific Plan Project.

The Draft EIR described the proposed Program, identified the environmental impacts associated with the Program, and identified mitigation measures that could reduce those impacts. The Draft EIR also evaluated several alternatives to the Program.

This document responds to comments received during the public review period on the Draft EIR and makes revisions to the Draft EIR, as necessary, in response to these comments. The revisions are limited to correcting errors, omissions, or misinterpretations.

This document, together with the Draft EIR, will be presented to the East Palo Alto City Council to certify as a complete and adequate analysis of the environmental effects of the Program, under the California Environmental Quality Act (CEQA), prior to either body taking action to approve the Program. The decision-making bodies must consider the conclusions of the EIR and make findings regarding that information as part of any approval.

B. Environmental Review Process

According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project, and to provide the general public and other agencies with an opportunity to comment on the environmental impact analysis that is prepared for a project.

The Draft EIR was made available for public review on January 18, 2012. Review copies were available at the East Palo Alto Public Library, the City Clerk's office, and through the City of East Palo Alto website. The public

was advised of the availability of the Draft EIR through several methods. The documents were provided to the State Clearinghouse. The Notice of Availability was published in the Palo Alto Daily on January 19, 2012; posted with the County Clerk; posted at public buildings in East Palo Alto; mailed via certified mail, return receipt to 88 recipients; and emailed to approximately 200 email addresses. There was an original 57 day public review period. It was extended by 7 days, for a total of 64-days, at the request of the San Francisco Public Utilities Commission (SFPUC). Copies of all written comments received on the Draft EIR during the comment period are contained in this document. Each substantive comment on the Draft EIR has received a written response.

Public hearings on the Draft EIR and Specific Plan were held during the comment period at a joint session of the City Council, Planning Commission and Transportation and Public Works Commission on February 28; and at the City Council meeting on March 12, 2012. Additional hearings were held on the Specific Plan on January 26, 2012 and February 9, 2012. Comments pertaining to the Draft EIR have been paraphrased and included in this written record. The Final EIR will be made available for at least 10 days prior to final action by the City Council.

C. Document Organization

This document is organized into the following chapters:

- ◆ **Chapter 1: Introduction.** This chapter discusses the use and organization of this Final EIR.
- ◆ **Chapter 2: Draft EIR Summary.** This chapter is a summary of the findings of the Draft EIR including corrections to the text of the Draft EIR. Underline text represents language that has been added to the EIR; text with ~~strikethrough~~ has been deleted from the EIR.
- ◆ **Chapter 3: Revisions to the Draft EIR.** Additional corrections to the text and graphics of the Draft EIR are contained in this chapter.

Underline text represents language that has been added to the EIR; text with ~~striethrough~~ has been deleted from the EIR.

- ◆ **Chapter 4: List of Commenters.** Names of organizations and individuals who commented on the Draft EIR are included in this chapter.
- ◆ **Chapter 5: Comments and Responses.** This chapter a tabular listing of each comment with a response; reproductions of the letters received from organizations and individuals on the Draft EIR; and a record of comments received at the public hearings.

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2 REPORT SUMMARY

This summary presents an overview of the analysis contained in the Draft EIR as originally presented in the Chapter 2 of that document, with corrections incorporated. The corrections are included in Chapter 3 in underline and ~~strikethrough~~ text.

The chapter summarizes the following: 1) the Specific Plan (Project) under review, 2) areas of controversy, 3) significant impacts and mitigation measures, 4) unavoidable significant impacts, and 5) alternatives to the Project. Additional detail on the proposed Project is provided in Chapter 3. Additional detail on the environmental impacts is provided in Chapter 4. Alternatives are described and evaluated in Chapter 5.

A. Proposed Project

The Specific Plan would permit a mix of office, retail, industrial/research & development (R&D), single-family and multi-family residential, civic/community, and open space uses within the Plan Area. Table 3-1 shows development estimates for future buildout of the Plan Area. Figure 3-4 shows the proposed land use map for the Specific Plan Area, which would be used to amend the General Plan. It is assumed that this development would occur through 2035, which is considered the Plan Horizon. The rate of development within the Plan Area, and the timeframe, is subject to variation based on market demands, the regional economy, and other socioeconomic factors.

Bay Road is envisioned as an active and vibrant spine that serves as a focal point for Ravenswood and 4 Corners, as well as for East Palo Alto as a whole. It would become a mixed-use area to ensure an active pedestrian environment along Bay Road. Mixed uses would generally consist of upper-floor residential dwellings or offices with ground-floor active uses that would be mostly retail storefronts, although some ground-floor office uses would be allowed. Housing in this area would help provide activity into the nighttime hours.

Office uses are planned for the easternmost areas of the Plan Area along the Bay, as well as at the northern edge of Ravenswood. The offices would take

advantage of views of the San Francisco Bay and recreational opportunities provided by the Bay Trail. It is anticipated that this office development would offer a large number of jobs to both local residents and people from around the region, helping to bring new tax dollars and spending to East Palo Alto.

Industrial uses are planned for the central portions of Ravenswood both north and south of Bay Road. The Specific Plan assumes that many of the existing industrial uses in this area would remain, but also that research and development (R&D) and other new industrial uses would likely develop in these areas. This would result in a mix of uses ranging from the heavier manufacturing, storage, and trucking uses that exist today, to new development of R&D uses including biotechnical research facilities, light manufacturing and supporting professional offices.

B. Areas of Controversy

A total of 17 comment letters were received during the scoping period and are included in Appendix 1. Comments were also received verbally at a public meeting held on May 19, 2011. Several comments pertained to the detailed contents of the Specific Plan. The Project Description of the EIR presents an abbreviated version of the Specific Plan, which itself describes development on a general level, and the land uses that would be permitted in the future. Development will occur on a project-by-project basis, at which time further details will be presented. Each of these projects (unless exempt) will undergo CEQA review.

The EIR analyzes the potential environmental impacts from the Plan and the merits of the Specific Plan are outside the scope of the analysis. The Specific Plan has already undergone a separate period of public input over a number of years. Issues of the merits of rezoning of particular parcels are outside the scope of the EIR.

Impacts from the possible location of a rail and Rapid Bus/BRT station in the Specific Plan Area for proposed Dumbarton Rail project were raised, as a station was shown just outside the western Plan boundary in some early presentations. The train service and station are not analyzed in the EIR. The Dumbarton Rail project is not part of the Specific Plan and will undergo separate CEQA review. As station locations have not yet been chosen, it would be highly speculative to analyze the traffic impacts from a station close to the Specific Plan Area, at this point in time. If a future decision is made to site the station adjacent to the Plan Area, road crossings would be designed, and the project would undergo a separate environmental review in which safety and traffic issues would be assessed.

Several comments requested an economic analysis and asked why this was not specified as a component of the EIR. Economic analysis is not a component of an EIR under the CEQA Statute (Section 15382) unless there is evidence that the project would result in blight or physical deterioration. As the project would revitalize the area and bring in more people, no economic analysis is required. The Planning effort has included a Market Study, Fiscal Impact Report, and employment generation analysis.¹

A letter was received requesting a public health, community health, or environmental justice subsection of the EIR. The EIR format and contents follow the standard CEQA Appendix G checklist. Environmental Justice is an issue required under the National Environmental Policy Act (NEPA) framework, but not under CEQA. However, health concerns are incorporated in several of the CEQA topics, as indicated below.

¹ http://www.ci.east-palo-alto.ca.us/economicdev/pdf/110910_CAC_Agenda_Staff_Report.pdf.
http://www.ci.east-palo-alto.ca.us/economicdev/pdf/12110_PC_CC_Jnt_Study_Session_Staff_Report.pdf.
http://www.ci.east-palo-alto.ca.us/economicdev/pdf/121310_PC_Staff_Report.pdf.
http://www.ci.east-palo-alto.ca.us/economicdev/pdf/021511_CC_Staff_Report_CPA.pdf.

The following issues were raised in the scoping comments and will be addressed in these sections of the EIR:

- ◆ **Traffic/Transportation.** Buildout of the Specific Plan with its strong industrial, office, and mixed-use component will cause large changes in traffic volumes and patterns. This will affect adjacent jurisdictions such as the City of Menlo Park. A traffic impact study should be undertaken.
- ◆ **Hazards and Hazardous Substances.** The Plan Area has a large number of industrial sites contaminated by past activities. Some of these have deed restrictions that prevent some future uses. Impact to humans from the rezoning or redevelopment of these parcels should be addressed.
- ◆ **Air Quality.** There is a high occurrence of asthma in the population. The impacts of newly industrial-zoned properties on the existing residential areas and schools, as well as recreational and open space areas, should be considered. The existing industrial parcels contain high levels of contamination that places residents at risk of cancer from toxic air contaminants.
- ◆ **Population and Housing.** Implementation of the Plan will bring a large number of new jobs to the Plan Area and City of East Palo Alto. The City has relatively large young population and a large sector without high educational skills. The number and type of jobs should be evaluated. There is a need for affordable housing, and the housing provided should be appropriate to the neighborhood.
- ◆ **Biological Resources.** There are several endangered species in East Palo Alto, such as the Salt Harvest Mouse and California Clapper Rail, that could be impacted by buildout under the Specific Plan.
- ◆ **Land Use & Planning.** The Plan Area is adjacent to lands under the jurisdiction of the Bay Area Conservation and Development Commission (BCDC), and BCDC authority may extend over parts of the Plan Area. In addition, the Plan Area intersects the area of the Comprehensive Airport Land Use Compatibility Plan (CLUP) for the Palo Alto Airport.

C. Summary of Impacts and Mitigation Measures

According to CEQA (Section 15382), a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.

Table 2-1 presents a summary of impacts and mitigation measures identified in this report. It is organized to correspond with the environmental issues discussed in Chapter 4.

The table is arranged in four columns: 1) environmental impacts, 2) significance prior to mitigation, 3) mitigation measures, and 4) significance after mitigation. For a complete description of potential impacts and suggested mitigation measures, please refer to the specific discussions in Chapter 4.

D. Alternatives to the Plan

This Draft EIR analyzes alternatives to the Plan that may feasibly attain some of the project objectives identified by the Plan. A total of four alternatives, including the CEQA-mandated No Project Alternative, are analyzed in detail. All are listed below, and each is described and analyzed in Chapter 5, Alternatives.

1. **No Project Alternative.** Under this alternative, the Plan would not be adopted, and future development in the Plan Area would be subject to existing policies, regulations, and land use designations as per the existing General Plan.
2. **Reduced Density Alternative.** Development under this alternative would occur as under the policies of the Plan, but with less intensive development of office and mixed uses, achieved through height restrictions, setbacks and reduced floor area ratios (FARs).
3. **Housing on 391 Demeter Street Alternative.** Development under this alternative would occur as under the policies of the Plan, but the

developable area of the property at 391 Demeter Street is assumed to be developed with residential land uses (at approximately 20 dwelling units per acre) rather than office/industrial flex uses.

4. **Wetlands Setback Alternative.** With this alternative, a buffer zone would be drawn around the existing wetland edge, and new development would be prohibited in this zone. The buffer zone would be restored as upland plant and wildlife habitat that would also serve to absorb flood waters. The same level of development would be accommodated on land set back from the wetlands edge, but at higher densities than the project. An optional item would be to build a new levee system on the landward side of the buffer and remove the existing levee to connect the newly restored area to the tidal wetlands in the Ravenswood Open Space area. An additional option would build a bridge over the wetlands area to Cooley Landing Park and restore the wetlands under the bridge, creating a continuous corridor for wildlife habitat from Menlo Park to Palo Alto.

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
AESTHETICS			
<i>The project would not result in significant project or cumulative impacts related to aesthetics; therefore, no mitigation measures are required.</i>			
AGRICULTURE AND FORESTRY RESOURCES			
<i>The project would not result in significant project or cumulative impacts related to agriculture and forestry resources; therefore, no mitigation measures are required.</i>			
AIR QUALITY			
Impact AQ-1: Conflict with Clean Air Plan Projections and Control Measures. The proposed Plan would increase the rate of vehicle use at a greater rate than population growth. This would lead to greater regional emissions of nonattainment air pollutants (or their precursors) than assumed in the latest Air Quality Plan.	S	Mitigation Measure AQ-1: There are no measures available to mitigate this impact related to inconsistency with the Clean Air Plan.	SU
Impact AQ-2: The proposed Plan could locate sensitive receptors within 60 feet of University Avenue, which may expose sensitive receptors to unhealthy levels of TACs and PM _{2.5} emitted by traffic. In addition, future development could generate new sources of TACs in the Plan Area, which could locate near existing or new sensitive receptors.	S	<p><u>Mitigation Measure AQ-2:</u> The following measures shall be utilized in site planning and building designs to reduce TAC and PM_{2.5} exposure where new receptors are located within 60 feet of University Avenue, <u>as well as in proximity to significant new, future source of TACs and/or PM_{2.5} concentrations:</u></p> <ul style="list-style-type: none"> ◆ Future development under the Plan that includes sensitive receptors (such as schools, hospitals, daycare centers, or retirement homes) located within 60 feet of University Avenue, <u>or in proximity to significant new, future source of TACs and/or PM_{2.5} concentrations</u> shall require site-specific analysis to determine the level of TAC and PM_{2.5} exposure. This analysis shall be conducted following procedures outlined by BAAQMD. If the site-specific analysis reveals significant exposures, such as cancer risk greater than 10 in one million, additional measures shall be employed to reduce the risk to below 	LTS

S = Significant, LTS = Less Than Significant, SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>the threshold. If this is not possible, the sensitive receptors shall be relocated.</p> <ul style="list-style-type: none"> ◆ For significant cancer risk exposure, as defined by BAAQMD, indoor air filtration systems shall be installed to effectively reduce particulate levels to a less-than-significant level. Project sponsors shall submit performance specifications and design details to demonstrate that lifetime residential exposures would result in less-than-significant cancer risks (less than 10 in one million chances). ◆ Tiered plantings of trees or shrubs along project boundaries closest to University Avenue shall be provided. Tiered plantings may include layering of trees or shrubs between the roadway and buildings within medians, setbacks, or within open spaces associated with buildings. 	
Impact AQ-3: New restaurants in mixed-use projects in the Plan Area could be a source of odors that result in complaints from new or existing residences.	S	<u>Mitigation Measure AQ-3:</u> New restaurants located in mixed-use developments, or adjacent to residential developments, shall install kitchen exhaust vents with filtration systems, re-route vents away from residential development, or use other accepted methods of odor control, in accordance with local building and fire codes.	LTS
Impact AQ-CUM-1: Conflict with Clean Air Plan Projections and Control Measures. The proposed Plan would contribute to a regional impact by increasing the rate of vehicle use at a greater rate than population growth. This would lead to greater regional emissions of nonattainment air pollutants (or their precursors) than assumed in the latest Air Quality Plan.	S	<u>Mitigation Measure AQ-1:</u> There are no measures available to mitigate this impact related to inconsistency with the Clean Air Plan.	SU
BIOLOGICAL RESOURCES			
Impact BIO-1: Special-status plant species, such as Congdon’s tarplant, alkali milk vetch, Point Reyes’ bird’s beak, and California seablite, that	S	<u>Mitigation Measure BIO-1:</u> If development is proposed on a site identified as “Natural Habitat” in Figure 4.4-1 of the Draft EIR, the site shall first be subjected to focused pre-construction surveys during the appropriate blooming seasons	LTS

S = Significant, LTS = Less Than Significant, SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
could occur in the Plan Area, could be impacted by construction activities.		<p>by a qualified biologist to assess for the presence of Congdon's tarplant, alkali milk vetch, Point Reyes' bird's beak, and California seablite. Survey methods shall comply with CNPS/CDFG rare plant survey protocols, and shall be performed by qualified field botanists. Any populations of special-status plant species that are detected shall be mapped.</p> <p>If special-status plant populations are detected, they shall be avoided to the greatest extent feasible; however, where construction would have unavoidable impacts, a compensatory mitigation plan shall be prepared and implemented in coordination with regulatory agencies. Such plans may include salvage, propagation, on-site reintroduction in restored habitats, and monitoring.</p>	
Impact BIO-2: Salt marsh harvest mouse and salt marsh wandering shrew could be impacted by construction activities.	S	<p><u>Mitigation Measure BIO-2a:</u> Any development project in an area identified as Salt Marsh on Figure 4.4-1 of the Draft EIR shall be subject to a wetland delineation and habitat assessment prepared by a qualified biologist. All jurisdictional wetlands and areas of dense pickleweed identified by the biologist as suitable habitat for the salt marsh harvest mouse shall be avoided for development and preserved in their existing state, unless Mitigation Measure BIO-2b is implemented. This would also avoid impacts to the salt marsh wandering shrew, whose habitat overlaps with wetlands and that of the salt marsh harvest mouse.</p> <p><u>Mitigation Measure BIO-2b:</u> Where avoidance of suitable habitat for salt marsh harvest mouse or salt marsh wandering shrew is not possible, the U.S. Fish and Wildlife Service shall be consulted.</p>	LTS
Impact BIO-3: Project construction activities could result in impacts to nesting birds, including California black rail, California clapper rail, and western burrowing owl, as a result of disturbance to active nests and breeding behavior.	S	<p><u>Mitigation Measure BIO-3a:</u> If construction activities are scheduled to occur during the breeding season (February 1 through August 31), a qualified wildlife biologist shall conduct pre-construction surveys of all potentially suitable nesting habitat within 0.25 miles of active construction areas, including trees, shrubs, grasslands and wetland vegetation. The qualified wildlife biologist shall determine the timing of pre-construction surveys based on the time of year and habitats that are present, and shall conduct the surveys no more than 15 days</p>	LTS

S = Significant, LTS = Less Than Significant, SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>prior to construction.</p> <p>a. If active California clapper rail or California black rail nests are found, a 500-foot no-disturbance setback zone shall be flagged and maintained around active nests until it is determined that young have fledged. If active nests for other bird species are found, a 250-foot no-disturbance setback zone shall be flagged and maintained around active nests until it is determined that young have fledged.</p> <p>b. If pre-construction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation shall be required.</p> <p>c. If construction is scheduled to occur during the non-nesting season (September 1 – January 31), then no nesting bird surveys shall be required before the start of construction activity, except for provisions for surveys for wintering western burrowing owls, as specified in Mitigation Measure BIO-3b.</p> <p>d. A worker education program shall be provided to the construction crew. This program shall review sensitive species and habitats that might be present on the site. Workers shall be informed of mitigation and avoidance measures.</p> <p><u>Mitigation Measure BIO-3b:</u> The following guidelines, adapted from the CDFG Staff Report on Burrowing Owl Mitigation (CDFG 1995), shall be implemented:</p> <p>a. Pre-construction western burrowing owl surveys shall be conducted in all areas that may provide suitable nesting habitat according to CDFG (1995) guidelines. These likely areas are shown as areas of upland habitat on Figure 4.4-1 of the Draft EIR.</p> <p>i. No more than 30 days before construction, a habitat survey, including</p>	

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>documentation of burrows and western burrowing owls, shall be conducted by a qualified wildlife biologist within 500 feet of the construction area in areas suitable for western burrowing owls. If no suitable habitat is found, no further mitigation is needed.</p> <ul style="list-style-type: none"> ii. The survey shall conform to the protocol described by the California Burrowing Owl Consortium, including up to four surveys on different dates if there are suitable burrows present. iii. The survey shall identify as any impact any disturbance within 160 feet of occupied burrows during the non-breeding season of September 1 through January 31, or within approximately 250 feet during the breeding season of February 1 through August 31. <ul style="list-style-type: none"> b. If, as determined by a qualified biologist, construction activities will not adversely affect occupied burrows or disrupt breeding behavior, construction may proceed without any restriction or mitigation measures for western burrowing owls. c. If construction could adversely affect occupied burrows during the February 1 through August 31 breeding season, a 250-foot no disturbance buffer shall be maintained around the occupied burrow until a qualified biologist has determined that the chicks have fledged. If construction could adversely affect occupied burrows during the September 1 through January 31 non-breeding season, the subject owls may be passively relocated from the occupied burrow(s) using one-way doors, according to CDFG guidelines, using the following measures: <ul style="list-style-type: none"> i. There shall be at least two unoccupied burrows suitable for western burrowing owl within 300 feet of the occupied burrow before one-way doors are installed in the occupied burrow. ii. The unoccupied burrows shall also be located at least 160 feet from construction activities and can be natural burrows or artificial burrows constructed according to current design specifications. 	

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Impact BIO-4: Northern coastal salt marsh could be impacted as a consequence of development under the Specific Plan.</p>	S	<p>iii. If artificial burrows are created, these burrows shall be in place at least one week before one-way doors are installed on the currently occupied burrows.</p> <p>iv. One-way doors must be in place for a minimum of 48 hours to ensure that owls have left the burrow before the burrow is excavated.</p>	LTS
<p>Impact BIO-5: Wetland habitat including northern coastal salt marsh could be disturbed to install subsurface infrastructure, or filled and lost as a consequence of development under the Specific Plan.</p>	S	<p><u>Mitigation Measure BIO-4:</u> See Mitigation Measure BIO-5.</p> <p><u>Mitigation Measure BIO-5:</u> During or prior to project design, a wetland delineation of the project area shall be conducted to determine precise boundaries of jurisdictional wetlands. If wetlands under State or federal jurisdiction occur in the construction areas and involve the placement of fill or dredged materials or other alteration, the necessary and appropriate permits and approvals from responsible resources agencies shall be secured. As appropriate for the type of permit to be considered, options that avoid, minimize, or mitigate potential impacts on jurisdictional wetlands shall be evaluated. Conditions of approval attached to the permits shall be followed. In addition, the following mitigations as described below shall be carried out.</p> <ul style="list-style-type: none"> ◆ Sensitive habitat areas including wetlands adjacent to, but outside of, the construction area shall be demarcated with orange construction fencing to exclude workers, vehicles, and equipment. ◆ Construction and staging areas shall be flagged to clearly define the limits of the work area. The locations of habitats to be avoided shall be identified in the contract documents (plans and specifications) as “Sensitive Biological Resources – Do Not Disturb.” ◆ Jack-and-bore or other trenchless methods shall be used to reduce the need for surface construction within identified sensitive habitats and exclusion zones, and construction activities and vehicles shall be restricted to a specified right-of-way. 	LTS

S = Significant, LTS = Less Than Significant, SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> ◆ Where possible, pre-project topography shall be restored. ◆ Where possible, trenches shall be worked from only one side to minimize impacts on adjacent habitat. ◆ Watering of exposed earth shall be conducted consistent with construction BMPs to minimize dust production. ◆ Trench lines shall be reseeded with native vegetation appropriate for the affected habitat type, and/or a double-trenching technique shall be used through sensitive habitats to help preserve the existing seedbank. ◆ When wetland impact avoidance is not possible, mitigation in the form of on-site or offsite habitat restoration/revegetation, or purchase of mitigation bank credits shall be secured in accordance with resource agency guidelines, and subject to approval of all resource agencies with jurisdiction on the site. 	
CULTURAL RESOURCES			
Impact CULT-1: Excavation of unique fossil deposits during development in the Plan Area could result in their destruction.	S	<u>Mitigation Measure CULT-1:</u> If paleontological resources are encountered during grading or excavation, all construction activities within 50 feet shall stop and the City shall be notified. A qualified paleontologist shall inspect the findings within 24 hours of discovery. If it is determined that the proposed development could damage unique paleontological resources, mitigation shall be implemented in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines. Possible mitigation under Public Resources Code Section 21083.2 requires that reasonable efforts be made for resources to be preserved in place or left undisturbed. If preservation in place is not feasible, project applicants shall pay in-lieu fees to mitigate significant effects. Excavation as mitigation shall be limited to those parts of resources that would be damaged or destroyed by a project. Possible mitigation under CEQA emphasizes preservation-in-place measures, including planning construction avoid paleontologic sites, incorporating sites into parks and other open spaces,	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		covering sites with stable soil, and deeding the site into a permanent conservation easement. Under CEQA Guidelines, when preservation in place is not feasible, data recovery through excavation shall be conducted with a data recovery plan in place. Therefore, when considering these possible mitigations, the City shall have a preference for preservation in place.	
GEOLOGY, SOILS, AND MINERAL RESOURCES			
Impact GEO-1: Strong ground shaking from earthquakes could cause major damage to buildings and other structures.	S	<u>Mitigation Measure GEO-1:</u> All structures shall be designed using sound engineering judgment and the latest California Building Code (CBC) requirements as a minimum. Seismic design provisions of current building codes generally prescribe minimum lateral forces, applied statically to the structure, combined with the gravity forces of dead and live loads. The code-prescribed lateral forces are generally substantially smaller than the expected peak forces that would be associated with a major earthquake. Therefore, structures shall be able to do all of the following: <ul style="list-style-type: none"> ◆ Resist minor earthquakes without damage. ◆ Resist moderate earthquakes without structural damage but with some non-structural damage. ◆ Resist major earthquakes without collapse but with some structural as well as nonstructural damage. 	LTS
Impact GEO-2: Soils underlying the Plan Area could liquefy and/or settle differentially due to an earthquake.	S	<u>Mitigation Measure GEO-2:</u> Foundations shall be designed to compensate for effects of liquefaction, differential settlement, and lateral spreading due to earthquakes. Foundations shall be designed by a qualified structural engineer using soil design parameters developed by qualified geotechnical consultants and verified by the City Building Department.	LTS
Impact GEO-3: Construction in areas close to the Bay could be subject to lateral spreading due to earthquakes.	S	<u>Mitigation Measure GEO-3:</u> Implement Mitigation Measure GEO-1 above. In addition, site development plans and foundations shall be designed to compensate for effects of lateral spreading due to earthquakes. Earthwork activities, including remedial grading, shall be performed using the recommendations pro-	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		vided by qualified geotechnical consultants, and foundations shall be designed by a qualified structural engineers using soil design parameters developed by qualified geotechnical consultants and verified by the City Building Department.	
Impact GEO-4: Areas of soft Bay Mud and artificial fill may be differentially compressed when structures and site improvements are built on these substrates, causing cracking, subsidence, and other damage to the overlying structure and adjacent structures.	S	<u>Mitigation Measure GEO-4:</u> Improvements on areas of soft Bay Mud and artificial fill must be designed with under the guidance of suitably qualified geotechnical consultants to ensure that the underlying substrate is capable of withstanding the load. Existing fills may need to be removed and replaced with engineered fills.	LTS
Impact GEO-5: Foundations could heave and crack due to underlying expansive soils, unless they are appropriately designed.	S	<u>Mitigation Measure GEO-5:</u> Earthwork and foundations shall be designed to compensate for effects of expansive soils. Fill placement and foundation design criteria shall be developed by qualified geotechnical consultants and verified by the City Building Department.	LTS
GREENHOUSE GAS EMISSIONS			
<i>The project would not result in significant project or cumulative impacts related to greenhouse gases; therefore, no mitigation measures are required.</i>			
HAZARDS AND HAZARDOUS MATERIALS			
<i>The project would not result in significant project or cumulative impacts related to hazards and hazardous materials; therefore, no mitigation measures are required.</i>			
HYDROLOGY AND WATER QUALITY			
<i>The project would not result in significant project or cumulative impacts related to hydrology and water quality; therefore, no mitigation measures are required.</i>			
LAND USE			
<i>The project would not result in significant project or cumulative impacts related to land use; therefore, no mitigation measures are required.</i>			

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
NOISE			
<p>Impact NOI-1: Future residential development in the Plan Area and existing residences bordering the Plan Area may be exposed to outdoor and indoor noise levels in excess of City and State 60 dBA CNEL outdoor and 45 dBA CNEL indoor noise limits. In addition, new residential uses proposed adjacent to existing and proposed noise-generating uses, including commercial uses could be exposed to noise levels that exceed the City’s Noise Ordinance limits.</p>	S	<p><u>Mitigation Measure NOI-1:</u> In areas where new residential development would be exposed to a CNEL of greater than 60 dBA, site-specific noise studies shall be conducted to determine the area of impact and to present appropriate mitigation measures, which may include the following:</p> <ul style="list-style-type: none"> ◆ Minimize noise in shared residential outdoor activity areas by locating the areas behind buildings or in courtyards, or by orienting the terraces to alleyways rather than streets, wherever possible. ◆ Provide mechanical ventilation in conformance with UBC requirements and specified in the General Plan, in all residential units proposed along roadways or in areas where noise levels could exceed 60 dBA CNEL so that windows can remain closed at the choice of the occupants to maintain interior noise levels below 45 dBA CNEL. ◆ Install sound-rated windows and use appropriate construction methods to provide the requisite noise control for residential units proposed along roadways or in areas where noise levels could exceed 70 dBA CNEL. 	LTS
<p>Impact NOI-2: Mixed-use buildings identified in the Specific Plan may include residential uses within the same building as noise-generating commercial and retail uses. Noise levels resulting from operational noise from the non-residential use may exceed the City’s noise ordinance limits within the affected residences.</p>	S	<p><u>Mitigation Measure NOI-2:</u> Incorporate appropriate noise controls in residential mixed-use buildings so that noise levels produced by the non-residential use with the building comply with the exterior and interior noise standards contained in Sections 8.52.320 and 8.52.330 of the East Palo Alto Municipal Code.</p>	LTS
<p>Impact NOI-3: Under the Specific Plan industrial uses and residential uses (with civic use envisioned) would be developed adjacent to existing and proposed residential areas. Noise levels resulting from the operation of these new uses could result in</p>	S	<p><u>Mitigation Measure NOI-3:</u> Limit exterior noise levels in noise sensitive outdoor use areas to levels specified in Section 8.52.320 of the East Palo Alto Municipal Code as specified in Table 4.11-7 of this document. Meeting these noise performance standards would be the responsibility of the developer of the proposed use. In areas where new residential development would be located adja-</p>	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
noise levels exceeding the City’s Noise Element and/or Ordinance limits at these existing residential uses.	S	<p>cent to noise-generating uses, site-specific noise studies shall be conducted to determine the area of impact and to present appropriate mitigation measures, which would include the measures recommended in Mitigation Measure NOI-1.</p> <p><u>Mitigation Measure NOI-4a:</u> The following measures, in addition to the best practices specified in Mitigation Measure NOI-5b, shall be followed to reduce vibration from construction activities and should be employed where feasible:</p> <ul style="list-style-type: none"> ◆ Avoid impact pile driving, where feasible. Drilled piles cause lower vibration levels where geological conditions permit their use. ◆ Avoid using vibratory rollers and tampers near sensitive areas, where feasible. <p><u>Mitigation Measure NOI-4b:</u> In areas where project construction is anticipated to include vibration-generating activities, such as pile driving, in close proximity to existing structures, site-specific vibration studies shall be conducted to determine the area of impact and to present appropriate mitigation measures that may include the following:</p> <ul style="list-style-type: none"> ◆ Identify projects that would include vibration generating activities, such as pile driving and heavy construction equipment, which have the potential to generate high ground-borne vibration levels at, nearby vibration sensitive structures. Vibration limits appropriate to the type of use and building structure shall be applied to all vibration-sensitive structures located within 200 feet of the project. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher and there is no general consensus as to what amount of vibration may pose a threat for structural damage to the building. However, the Federal Transit Administration’s (FTA) has established guidelines for transit and related construction projects, which are deemed appropriate for the type of projects expected in the Specific Plan Area. Therefore these criteria, as shown in Table 4.11-10, should be utilized to assess potential construction vibration impacts due to project im- 	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Impact NOI-5: Although construction noise would be localized to the individual construction sites, businesses and residences throughout the Plan Area would be exposed to high levels of noise as construction occurs in the Plan Area. Noise levels at adjacent businesses and residences could increase by 15 to 20 dBA or more for relatively short periods of time during specific construction activity.</p>	S	<p>plementation. This task shall be conducted by a qualified structural engineer.</p> <ul style="list-style-type: none"> ◆ Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies shall be identified for when vibration levels approach the limits identified in Table 4.11-10. ◆ At a minimum, monitor vibration during initial demolition activities and during pile-driving activities. Monitoring results approaching the vibration thresholds shown in Table 4.11-10 may indicate the need for a more intensive measurement schedule and results significantly below the vibration thresholds may indicate a less intensive measurement schedule. <p><u>Mitigation Measure NOI-5a:</u> Implement the provisions of Section 8.52.350-E of the East Palo Alto Municipal Code that regulate construction hours.</p> <p><u>Mitigation Measure NOI-5b:</u> Construction equipment shall be well-maintained and used judiciously to be as quiet as practical. The following measures, when applicable, shall be required to reduce noise from construction activities:</p> <ul style="list-style-type: none"> ◆ Ensure that all internal combustion engine-driven equipment is equipped with mufflers that are in good operating condition and appropriate for the equipment. ◆ Utilize “quiet” models of air compressors and other stationary noise sources where such technology exists. ◆ Locate stationary noise-generating equipment as far as reasonable from sensitive receptors where sensitive receptors adjoin or are near a construction project area. ◆ Prohibit unnecessary idling of internal combustion engines in excess of 5 minutes. 	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Impact NOI-CUM-1: If the Dumbarton Rail Service Corridor Project is implemented, and the Loop Road used according to cumulative traffic projections, the existing residences at the northern edge of the Specific Plan Area may be exposed to outdoor and indoor noise levels in excess of City</p>	S	<ul style="list-style-type: none"> ◆ Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile. ◆ Construct solid plywood fences around construction sites adjacent to operational business, residences or noise-sensitive land uses. ◆ Erect a temporary noise control blanket barrier, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred that were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected and with proper installation can typically lower construction noise levels by 10 dBA (10 dBA represents a perceived halving of noise levels). ◆ Route construction-related traffic along major roadways and as far as feasible from sensitive receptors. ◆ Ensure that construction activities, including the loading and unloading of materials and truck movements, are limited to the hours specified in Section 8.52 of the East Palo Alto Municipal Code. ◆ Notify businesses, residences, and noise-sensitive land uses adjacent to construction sites of the construction schedule in writing. Designate a “construction liaison” who is responsible for responding to any local complaints about construction noise. The liaison shall determine the cause of the noise complaints (for example starting too early, or a bad muffler) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site. <p><u>Mitigation Measure NOI-CUM-1:</u> In areas where existing residential development would be exposed to a CNEL of greater than 60 dBA due to Loop Road traffic and/or Dumbarton Rail project noise, site-specific noise studies shall be conducted to determine the area of impact and to provide appropriate mitigation measures, which may include the following:</p> <ul style="list-style-type: none"> ◆ Conduct area-specific noise studies to determine the need for sound walls, or 	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
and State 60 dBA CNEL outdoor and 45 dBA CNEL indoor noise limits.		sound walls in combination with earthen berms, to reduce noise levels to 60 dBA CNEL or less in rear yards of homes adjacent to the loop road. ♦ Utilize roadway and site planning in the loop road design and layout to minimize noise in adjacent residential outdoor activity areas through the use of increased distances to these areas or the placement of intervening earthen berms. ♦ If 60 dBA CNEL or less is not achieved in rear yards, mechanical ventilation shall be provided in the affected residences so that windows can remain closed at the choice of the occupants to maintain interior noise levels below 45 dBA CNEL as per the requirements of the City’s Noise Ordinance.	
POPULATION AND HOUSING			
<i>The project would not result in significant project or cumulative impacts related to population and housing; therefore, no mitigation measures are required.</i>			
PUBLIC SERVICES AND RECREATION			
<i>The project would not result in significant project or cumulative impacts related to public services and recreation; therefore, no mitigation measures are required.</i>			
TRANSPORTATION/TRAFFIC			
Impact TRA-1 (Willow Road and Bayfront Expressway): During the PM peak hour, the intersection currently operates at an unacceptable level of service (LOS E). The addition of project-generated traffic is expected to cause the critical-movement delay on the southbound approach to increase by three seconds. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of Menlo Park.	S	<u>Mitigation Measure TRA-1:</u> The shared left-through lane on east-northbound Willow Road shall <u>could</u> be converted into a left-turn only lane and the signal phasing on the east north and west south approaches <u>modified</u> from split phase modified to protected lefts. With this improvement, the intersection would continue to operate at LOS E (58.2 seconds); however, the average delay would be less than that under existing conditions (60.8 seconds). Alternatively, the addition of a third right-turn lane on northbound Willow Road would reduce the intersection’s average control delay to an acceptable LOS D. Implementation of any improvement at this intersection would require coordination with and approval by Caltrans and the City of Menlo Park.	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Impact TRA-2 (University Avenue and Bayfront Expressway): During the PM peak hour, the intersection currently operates at an unacceptable level of service (LOS E). The addition of project-generated traffic is expected to cause the average control delay at the intersection to increase by 31.6 seconds. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of Menlo Park.	S	<u>Mitigation Measure TRA-2</u> : The implementation of adaptive signal timing could reduce delays and improve intersection operation; however, there are no feasible improvements within the existing right-of-way that would substantially reduce delay at this intersection.	SU
Impact TRA-3 (University Avenue and Purdue Avenue): During the PM peak hour, the stop-controlled movements on Purdue Avenue currently operate at LOS F with over 100 seconds of delay. The loop road would reduce the traffic on Purdue Avenue. However, the project would add traffic to University Avenue. The addition of project-generated traffic to University Avenue is expected to cause the delay for the stop-controlled movements on Purdue Avenue to increase by more than 100 seconds, and the approach volumes on Purdue Avenue are expected to continue to satisfy the Peak-Hour Volume Warrant. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.	S	<u>Mitigation Measure TRA-3</u> : A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation shall <u>should</u> be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. To facilitate this, the City must implement Specific Plan Policy TRA-2.5 , which requires a “nexus study” be undertaken and a traffic impact fee developed that ensures that developers pay their “fair share” of necessary traffic improvements in the Specific Plan Area. With this improvement the intersection would operate at an acceptable level (LOS A) during both the AM and PM peak hours.	LTS
Impact TRA-4 (University Avenue and Bay Road): This intersection currently operates at acceptable levels (LOS D or better) during the AM and PM peak hours. The addition of project-	S	<u>Mitigation Measure TRA-4</u> : An exclusive northbound right-turn lane and a second westbound left-turn lane shall be built. The second westbound left-turn lane would result in two left turn lanes, one through lane, and one right-turn lane in the westbound direction on Bay Road. With these changes the signal	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>generated traffic is expected to cause the intersection to degrade to LOS F during the AM (94.7 seconds delay) and PM (109.8 seconds delay) peak hours. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.</p>		<p>phasing on Bay Road could be modified from split phase operation to a standard phase sequence with protected left turns. The recommended mitigation measure would require the acquisition of additional right-of-way and roadway widening. At least 2 feet of additional right-of-way would be required on the east side of University Avenue. About 12 feet of additional right-of-way would be required on the north side of Bay Road. Roadway widening has the potential to make pedestrian and bicycle travel more difficult through the intersection. Therefore, any intersection widening or reconstruction should incorporate pedestrian and bicycle accommodation. This may include pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at an acceptable level (LOS D) during the AM and PM peak hours. To facilitate this, the City must implement Specific Plan Policy TRA-2.5, which requires a “nexus study” be undertaken and a traffic impact fee developed that ensures that developers pay their “fair share” of necessary traffic improvements in the Specific Plan Area. The Plan includes the requirement for TDM programs for new development. An effective TDM program would reduce the project impact at this intersection. However, to reduce the impact to a level of insignificance without any of the geometric improvements described above, the TDM program would need to achieve over a 50 percent reduction in trip generation, which is unlikely to be achieved</p>	
<p>Impact TRA-5 (University Avenue and Donohoe Street): This intersection currently operates at an acceptable level (LOS D) during the PM peak hour. The addition of project-generated traffic is expected to cause the intersection to degrade to LOS E with 77.5 seconds of delay during the PM peak hour. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.</p>	S	<p><u>Mitigation Measure TRA-5:</u> An exclusive southbound right-turn lane shall be built, restriping the westbound approach to include dual left-turn lanes, one through lane and one right-turn only lane, and the signal phasing on Donohoe Street modified from split phase operation to a standard phase sequence with protected left turns. The recommended mitigation measure would require the acquisition of additional right-of-way and roadway widening that affects properties outside the Plan area. About 12 feet of additional right-of-way would be needed on the west side of University Avenue. Roadway widening has the potential to make pedestrian and bicycle travel more difficult through the intersec-</p>	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Impact TRA-6 (Clarke Avenue and Bay Road): The intersection currently operates at acceptable levels (LOS B) during the AM and PM peak hours. The addition of project-generated traffic is expected to cause the intersection to degrade to LOS F with 95 to 100 seconds of delay during the AM and PM peak hours, and the intersection traffic volumes are expected to satisfy the Peak-Hour Volume Warrant. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.</p>	S	<p>tion. Therefore, any intersection widening or reconstruction should incorporate pedestrian and bicycle accommodation. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at LOS D with 42.6 seconds of delay during the PM peak hour. To facilitate this, the City must implement Specific Plan Policy TRA-2.5, which requires a “nexus study” be undertaken and a traffic impact fee developed that ensures that developers pay their “fair share” of necessary traffic improvements in the Specific Plan Area. The Plan includes the requirement for TDM programs for new development. An effective TDM program would reduce the project impact at this intersection. However, to reduce the impact to a level of insignificance without any of the geometric improvements described above, the TDM program would need to achieve over a 50 percent reduction in trip generation, which is unlikely to be achieved.</p> <p><u>Mitigation Measure TRA-6:</u> A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation shall<u>should</u> be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at an acceptable level LOS C with 24 to 28 seconds of delay during both the AM and PM peak hours. To facilitate this, the City must implement Specific Plan Policy TRA-2.5, which requires a “nexus study” be undertaken and a traffic impact fee developed that ensures that developers pay their “fair share” of necessary traffic improvements in the Specific Plan Area.</p>	LTS
<p>Impact TRA-7 (Demeter Street and Bay Road): The intersection currently operates at acceptable levels (LOS A and B during the AM and PM peak hours, respectively). The addition of project-</p>	S	<p><u>Mitigation Measure TRA-7:</u> A new traffic signal at this intersection shall be installed at this location. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation shall<u>should</u> be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs,</p>	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>generated traffic is expected to cause the stop-controlled movements on Demeter Street to degrade to LOS F with over 100 seconds of delay during the AM and PM peak hours, and the intersection traffic volumes are expected to satisfy the Peak-Hour Volume Warrant. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.</p>		<p>and bicycle detection loops. With this improvement, the intersection would operate at an acceptable level (LOS B and C during the AM and PM peak hours, respectively). To facilitate this, the City must implement Specific Plan Policy TRA-2.5, which requires a “nexus study” be undertaken and a traffic impact fee developed that ensures that developers pay their “fair share” of necessary traffic improvements in the Specific Plan Area.</p>	
<p>Impact TRA-8 (Pulgas Avenue and Bay Road): The intersection currently operates at acceptable levels (LOS B) during the AM and PM peak hours. The addition of project-generated traffic is expected to cause the stop-controlled movements on Pulgas Avenue to degrade to LOS F) with over 100 seconds of delay during the AM and PM peak hours, and the intersection traffic volumes are expected to satisfy the Peak-Hour Volume Warrant. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.</p>	S	<p><u>Mitigation Measure TRA-8</u>: A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation shall <u>should</u> be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at LOS C with 23.2 seconds of delay during the AM peak hour and LOS D with 48.2 seconds of delay during the PM peak hour. To facilitate this, the City must implement Specific Plan Policy TRA-2.5, which requires a “nexus study” be undertaken and a traffic impact fee developed that ensures that developers pay their “fair share” of necessary traffic improvements in the Specific Plan Area.</p>	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Impact TRA-9 (Freeway): All of the freeway segments evaluated would be significantly impacted by the implementation of the Specific Plan. Project impacts on freeway segments would diminish as the distance from the Plan Area increases until eventually the project’s impact on freeway segments would be below the threshold established for significant impacts. This would be considered a <i>significant adverse impact</i> to freeway segments close to the Plan Area.</p>	S	<p><u>Mitigation Measure TRA-9:</u> It is not within the City’s jurisdiction nor is it financially feasible for the City of East Palo Alto to implement an extensive freeway widening project in order to mitigate the significant impacts associated with the Specific Plan.</p>	SU
<p>Impact TRA-10: There are many portions of streets in the Plan Area that do not have continuous sidewalks. This is a major impediment to pedestrian travel in the Plan Area.</p>	S	<p><u>Mitigation Measure TRA-10a:</u> Continuous sidewalks shall be developed on all streets in the Plan Area as required under Specific Plan Policy TRA-1.1.</p> <p><u>Mitigation Measure TRA-10b:</u> Off-street pedestrian paths shall be provided as per Specific Plan Policy TRA-1.2. The paths can help promote walking by providing shorter connections between sites and buildings than could be offered by the street system. For example, a pedestrian path could be developed as an extension of Purdue Avenue. This would allow a much easier pedestrian connection to University Avenue than the existing street system.</p>	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Impact TRA-CUM-1 (Willow Road and Bayfront Expressway): During the PM peak hour, the intersection is expected to operate at an unacceptable level of service (LOS F) under cumulative no project conditions. The addition of project-generated traffic is expected to cause the critical-movement delay on the southbound approach to increase by 3.0 seconds. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of Menlo Park.	S	<u>Mitigation Measure TRA-CUM-1</u> : The shared left-through lane on northbound Willow Road shall <u>could</u> be converted into a left-turn only lane and the signal phasing on the east north and west south approaches <u>modified</u> from split phase modified to protected lefts. With this improvement, the intersection would continue to operate at LOS F (287.7 seconds of delay); however, the average delay would be less than that under cumulative no project conditions (327.5 seconds). Alternately, the addition of a third right-turn lane on northbound Willow Road would further reduce the intersection’s average control delay although not to an acceptable level. Implementation of any improvement at this intersection would require coordination with and approval by Caltrans and the City of Menlo Park.	SU
Impact TRA-CUM-2 (University Avenue and Bayfront Expressway): During the AM and PM peak hours, the intersection is expected to operate at an unacceptable level of service (LOS F) under cumulative no project conditions. The addition of project-generated traffic is expected to cause the average control delay at the intersection to increase by 17 to 28 seconds. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of Menlo Park.	S	<u>Mitigation Measure TRA-CUM-2</u> : There are no feasible improvements within the existing right-of-way that would substantially reduce delay at this intersection. The implementation of adaptive signal timing could reduce delays and improve intersection operation, but would not reduce cumulative impacts to a less-than-significant level. Any potential mitigation measure would require coordination with and approval by Caltrans and the City of Menlo Park. This intersection is expected to operate at a poor level of service (LOS F) under the cumulative no project AM and PM peak-hour traffic volumes. Buildout of the Specific Plan would add a substantial number of trips to this intersection, which serves as a gateway to the East Bay. The threshold that defines a significant impact is an increase in the average control delay of four or more seconds. Buildout of the Specific Plan would increase the average control delay by as much as 34.6 seconds during the PM peak hour. Therefore, trip reduction measures alone would not be sufficient to fully mitigate the significant project impact at this intersection.	SU
Impact TRA-CUM-3 (University Avenue and Purdue Avenue): During the AM and PM peak hours, the stop-controlled movements on Purdue	S	<u>Mitigation Measure TRA-CUM-3</u> : A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation shall <u>should</u> be provided. This includes pedestrian countdown	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Avenue are expected to operate at LOS F with over 100 seconds of delay under cumulative no project conditions. The loop road would reduce the traffic on Purdue Avenue. However, the project would add traffic to University Avenue. The addition of project-generated traffic on University Avenue is expected to cause the average delay for the stop-controlled movements on Purdue Avenue to increase by over 100 seconds, and the approach volumes on Purdue Avenue are expected to continue to satisfy the Peak-Hour Volume Warrant. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.</p>		<p>timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at LOS A with 6.2 seconds of delay during the AM peak hour and LOS C with 24.6 seconds of delay during the PM peak hour. To facilitate this, the City must implement Specific Plan Policy TRA-2.5, which requires a “nexus study” be undertaken and a traffic impact fee developed that ensures that developers pay their “fair share” of necessary traffic improvements in the Specific Plan Area.</p>	
<p>Impact TRA-CUM-4 (University Avenue and Bay Road): This intersection is expected to operate at an unacceptable level (LOS F) during the AM and PM peak hours under cumulative no project conditions. The addition of project-generated traffic is expected to cause the intersection critical-movement delay to increase by at least 143 seconds and the V/C ratio to increase by at least 0.3 during the AM and PM peak hours. The average delay would be 265.1 seconds during the AM peak hour and 346.9 seconds during the PM peak hour. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.</p>	S	<p><u>Mitigation Measure TRA-CUM-4</u>: Fully mitigating the project impacts at this intersection under cumulative conditions would require adding through lanes on University Avenue and/or Bay Road. Because such improvements would entail extensive right-of-way acquisition and roadway widening extending beyond the Plan Area, this mitigation measure is considered to be infeasible.</p> <p>Under cumulative conditions, the impact from buildout of the Specific Plan could be partially mitigated by constructing the following improvements: an exclusive northbound right-turn lane and a second northbound left turn lane on University Avenue, a second westbound left-turn lane on Bay Road, a second southbound left-turn lane on University Avenue, and modified signal phasing. These recommended improvements would require additional right-of-way and roadway widening affecting only those properties in the immediate vicinity of the intersection. At least 14 feet of additional right-of-way would be required along the east side of University Avenue. About 12 feet of additional right-of-way would be required on the north side of Bay Road. Roadway widening has</p>	SU

S = Significant, LTS = Less Than Significant, SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Impact TRA-CUM-5 (University Avenue and Donohoe Street): This intersection is expected to operate at an unacceptable level (LOS F) during the AM and PM peak hours. The addition of Specific Plan-generated traffic is expected to cause the intersection critical-movement delay to increase by at least 35 seconds and the V/C ratio to increase by at least 0.09 during the AM and PM peak hours. The resulting delay would be 116 seconds during the AM peak hour and 186.7 seconds during the PM peak hour. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.</p>	S	<p>the potential to make pedestrian and bicycle travel more difficult through the intersection. Therefore, any intersection widening or reconstruction should incorporate pedestrian and bicycle accommodation. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With the recommended improvements, the intersection would continue to operate at an LOS F (124.5 seconds and 217.7 seconds in the AM and PM peak hours, respectively).</p> <p>The implementation of TDM measures outlined in the Specific Plan and the future construction of the Dumbarton Rail Corridor may cause a reduction in the vehicle trips generated by the buildout of the Specific Plan. In order to fully mitigate the Specific Plan’s impact under cumulative conditions, a 19 percent reduction in trips would need to be achieved in addition to the above listed intersection improvements.</p> <p><u>Mitigation Measure TRA-CUM-5:</u> An exclusive southbound right-turn lane on University Avenue, restriping the westbound approach on Donohoe Street to include dual left-turn lanes, one through lane and one right-turn only lane, shall be installed, and the signal phasing on Donohoe Street should be modified from split phase operation to a standard phase sequence with protected left turns. The recommended mitigation measure would require the acquisition of additional right-of-way and roadway widening that affects properties outside the Plan Area. About 12 feet of additional right-of-way would be required on the west side of University Avenue.</p> <p>Roadway widening has the potential to make pedestrian and bicycle travel more difficult through the intersection. Therefore, any intersection widening or reconstruction should incorporate pedestrian and bicycle accommodation. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would continue to operate at a LOS F, however the average delay (84.1 seconds and 93.1 seconds during the AM and PM peak hours, respectively)</p>	LTS

S = Significant, LTS = Less Than Significant, SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Impact TRA-CUM-6 (University Avenue and Highway 101 SB Off-Ramp): This intersection is expected to operate at an unacceptable level (LOS F) during the PM peak hour under cumulative no project conditions. The addition of Specific Plan-generated traffic is expected to cause the intersection critical-movement delay to increase by 45.9 seconds and the V/C ratio to increase by 0.14 during the PM peak hour. The resulting average delay would be 155.2 seconds. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.</p>	S	<p>would be less than that under cumulative no project conditions. The Plan includes the requirement for TDM programs for new development. An effective TDM program would reduce the project impact at this intersection. However, to reduce the impact to a level of insignificance without any geometric improvements, the TDM program would need to achieve over a 50 percent reduction in trip generation. This level of reduction is unlikely to be achieved. To facilitate this, the City must implement Specific Plan Policy TRA-2.5, which requires a “nexus study” be undertaken and a traffic impact fee developed that ensures that developers pay their “fair share” of necessary traffic improvements in the Specific Plan Area.</p> <p><u>Mitigation Measure TRA-CUM-6:</u> Mitigation of the Specific Plan’s impact at this intersection under cumulative conditions is considered to be infeasible as it would require reconstructing the interchange and/or widening the University Avenue overpass. Implementing such improvements would require the coordination with and approval of Caltrans. The Specific Plan includes the requirement for TDM programs for new development. An effective TDM program would reduce the project impact at this intersection. However, to reduce the impact to a level of insignificance, the TDM program would need to achieve over a 50 percent reduction in trip generation. This level of reduction is unlikely to be achieved.</p>	SU

S = Significant, LTS = Less Than Significant, SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Impact TRA-CUM-7 (University Avenue and Woodland Avenue): This intersection is expected to operate at an unacceptable level (LOS F) during the PM peak hour under cumulative no project conditions. The addition of project-generated traffic is expected to cause the intersection critical-movement delay to increase by 8.5 seconds and the V/C ratio to increase by 0.02 during the PM peak hour. The resulting average delay would be 144.4 seconds. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.</p>	S	<p><u>Mitigation Measure TRA-CUM-7</u>: Mitigation of the Specific Plan’s impact at this intersection under cumulative conditions is considered to be infeasible as it would require extensive right-of-way acquisition in order to add through lanes to University Avenue and/or Woodland Avenue. The Specific Plan includes the requirement for TDM programs for new development. An effective TDM program would reduce the project impact at this intersection. However, to reduce the impact to a level of insignificance, the TDM program would need to achieve over a 50 percent reduction in trip generation. This level of reduction is unlikely to be achieved.</p>	SU
<p>Impact TRA-CUM-8 (Clarke Avenue and Bay Road): The intersection is expected to operate at acceptable levels (LOS B) during the AM and PM peak hours under cumulative no project conditions. The addition of Specific Plan-generated traffic is expected to cause the intersection to degrade to LOS F with 115.7 seconds of delay during the AM and peak hour and 95.4 seconds of delay during the PM peak hour, and the intersection traffic volumes are expected to satisfy the Peak-Hour Volume Warrant. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.</p>	S	<p><u>Mitigation Measure TRA-CUM-8</u>: A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation shall<u>should</u> be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at an acceptable level (LOS C) with 28.1 seconds of delay during the AM peak hour and 24.0 seconds of delay during the PM peak hour under cumulative plus project conditions. To facilitate this, the City must implement Specific Plan Policy TRA-2.5, which requires a “nexus study” be undertaken and a traffic impact fee developed that ensures that developers pay their “fair share” of necessary traffic improvements in the Specific Plan Area.</p>	LTS

S = Significant, LTS = Less Than Significant, SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Impact TRA-CUM-9 (Demeter Street and Bay Road): The intersection is expected to operate at acceptable levels (LOS A and B during the AM and PM peak hours, respectively) under cumulative no project conditions. The addition of project-generated traffic is expected to cause the stop-controlled movements on Demeter Street to degrade to an unacceptable level (LOS F) with over 100 seconds of delay during the AM and PM peak hours, and the intersection traffic volumes are expected to satisfy the Peak-Hour Volume Warrant. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.</p>	S	<p><u>Mitigation Measure TRA-CUM-9</u>: A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation shall<u>should</u> be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at LOS B with 18.6 seconds of delay during the AM peak hour and LOS C with 27.6 seconds of delay during the PM peak hour under cumulative plus project conditions. To facilitate this, the City must implement Specific Plan Policy TRA-2.5, which requires a “nexus study” be undertaken and a traffic impact fee developed that ensures that developers pay their “fair share” of necessary traffic improvements in the Specific Plan Area.</p>	LTS
<p>Impact TRA-CUM-10 (Pulgas Avenue and Bay Road): The intersection is expected to operate at an acceptable level (LOS B) during the AM and PM peak hours under cumulative no project conditions. The addition of project-generated traffic is expected to cause the stop-controlled movements on Pulgas Avenue to degrade to LOS F with over 100 seconds of delay during the AM and PM peak hours, and the intersection traffic volumes are expected to satisfy the Peak-Hour Volume Warrant. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.</p>	S	<p><u>Mitigation Measure TRA-CUM-10</u>: A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation shall<u>should</u> be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at LOS C with 23.2 seconds of delay during the AM peak hour and LOS D with 48.2 seconds of delay during the PM peak hour under cumulative plus project conditions. To facilitate this, the City must implement Specific Plan Policy TRA-2.5, which requires a “nexus study” be undertaken and a traffic impact fee developed that ensures that developers pay their “fair share” of necessary traffic improvements in the Specific Plan Area.</p>	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Impact TRA-CUM-11 (Pulgas Avenue and Bayshore Road): This intersection is expected to operate at an acceptable level (LOS D) during the PM peak hour under cumulative no project conditions. The addition of project-generated traffic is expected to cause the intersection to degrade to LOS E with 74.5 seconds of delay during the PM peak hour. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.</p>	S	<p><u>Mitigation Measure TRA-CUM-11</u>: Mitigation of the Specific Plan’s impact at this intersection under cumulative conditions is considered to be infeasible as it would require acquisition of additional right-of-way and demolition of existing structures on abutting parcels in order to widen the roadway.</p> <p>The possible implementation of TDM measures may cause a reduction in the vehicle trips generated by the proposed project. While the precise magnitude of trip reduction that may be achieved through TDM measures is uncertain, it is expected to be below the 50 percent reduction in trips that would be needed to fully mitigate the project impact under cumulative conditions.</p>	SU
<p>Impact TRA-CUM-12 (Embarcadero Road and Bayshore Road): This intersection is expected to operate at an unacceptable level (LOS E) during the AM peak hour under cumulative no project conditions. During the AM peak hour, the addition of project-generated traffic is expected to cause the intersection critical-movement delay to increase by 21.4 seconds and the V/C ratio to increase by 0.056. The intersection would degrade to LOS F with an average delay of 97.4 seconds. During the PM peak hour, the intersection is expected to operate at an acceptable level (LOS D) under cumulative no project conditions. The addition of project-generated traffic is expected to cause the intersection to degrade to LOS E with 67.3 seconds of delay. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of Palo Alto.</p>	S	<p><u>Mitigation Measure TRA-CUM-12</u>: There are no feasible improvements that would fully mitigate the project impact under cumulative conditions at this intersection. This intersection is expected to operate at an acceptable LOS D under the cumulative no project PM peak-hour traffic volumes; however the intersection average control delay (53.0 seconds) is very close to the LOS D/E threshold (55.1 seconds). Thus, an increase in average control delay of only 2.1 seconds would be considered a significant impact since the intersection would degrade to an unacceptable level. Buildout of the Specific Plan would increase the average control delay by 14.3 seconds during the PM peak hour. Therefore, trip reduction measures alone would not be sufficient to fully mitigate the significant impact at this intersection.</p>	SU

S = Significant, LTS = Less Than Significant, SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Impact TRA-CUM-13 (University Avenue and Loop Road (new intersection): This intersection would be constructed as part of the Specific Plan. The projected traffic volumes and assumed lane geometry under cumulative plus project conditions is expected to result in LOS F with 98.6 seconds of delay during the PM peak hour. This constitutes a <i>significant adverse impact</i> according to the thresholds established by the City of East Palo Alto.	S	<u>Mitigation Measure TRA-CUM-13:</u> There are no feasible improvements that would achieve an acceptable level of service under cumulative plus project conditions at this intersection. The poor level of service is primarily due to the heavy traffic volumes forecast on University Avenue in the year 2035. A major roadway widening project to add through lanes on University Avenue would be necessary to achieve an acceptable level of service at this intersection under cumulative plus project conditions. The Plan includes the requirement for TDM programs for new development. An effective TDM program would reduce the project impact at this intersection. However, to reduce the impact to a level of insignificance, the TDM program would need to achieve over a 50 percent reduction in trip generation. This level of reduction is unlikely to be achieved.	SU
Impact TRA-CUM-14 (Freeway): The project trips on study area freeways are expected to be the same under the cumulative plus project scenario as under the existing plus project scenario. Thus, as previously concluded, the Specific Plan is expected to result in <i>significant adverse impacts</i> to segments of Highway 101 and State Route 84 in the vicinity of the project.	S	<u>Mitigation Measure TRA-CUM-14:</u> It is infeasible for the City of East Palo Alto to undertake an extensive freeway widening project as it is outside City of East Palo Alto jurisdiction.	SU

UTILITIES AND SERVICE SYSTEMS

The project would not result in significant project or cumulative impacts related to utilities and service systems; therefore, no mitigation measures are required.

S = Significant, LTS = Less Than Significant, SU = Significant Unavoidable Impact

CITY OF EAST PALO ALTO
RAVENSWOOD/4 CORNERS TOD SPECIFIC PLAN
DRAFT EIR
REPORT SUMMARY

3 REVISIONS TO DRAFT EIR

This chapter presents specific changes to the Draft EIR that are being made in response to comments made by the public, as well as staff-directed changes including typographical corrections and clarifications. In each case, the revised page and location on the page is presented, followed by the textual, tabular, or graphical revision. Underline text represents language that has been added to the EIR; text with ~~strike through~~ has been deleted from the EIR.

None of the revisions constitutes significant changes to the analysis contained in the Draft EIR. As such, the Draft EIR does not need to be recirculated.

Chapter 1 Introduction

Page 1.1

The last paragraph is amended as follows:

The project also includes adoption of amendments to the East Palo Alto General Plan and adoption of a Zoning Ordinance Overlay, changing the current land use designations in the Plan Area and establishing new development standards to replace some of the current zoning provisions applicable to the Plan Area. These amendments must be completed to ensure consistency between the Specific Plan, General Plan, and Zoning Ordinance. This EIR will be used by decision-makers in determining whether or not to adopt the Specific Plan, as well as by the public to clearly understand the environmental implications associated with adoption and implementation of the Specific Plan.

Chapter 2 Report Summary

Page 2-7

Table 2-1 is amended as follows:

~~Mitigation Measure AQ 1: There are no measures available to mitigate this impact related to inconsistency with the Clean Air Plan.~~

Mitigation Measure AQ-2: The following measures shall be utilized in site planning and building designs to reduce TAC and PM_{2.5} exposure where new receptors are located within 60 feet of University Avenue, as well as in proximity to significant new, future source of TACs and/or PM_{2.5} concentrations:

- ◆ Future development under the Plan that includes sensitive receptors (such as schools, hospitals, daycare centers, or retirement homes) located within 60 feet of University Avenue, or in proximity to significant new, future source of TACs and/or PM_{2.5} concentrations shall require site-specific analysis to determine the level of TAC and PM_{2.5} exposure. This analysis shall be conducted following procedures outlined by BAAQMD. If the site-specific analysis reveals significant exposures, such as cancer risk greater than 10 in one million, additional measures shall be employed to reduce the risk to below the threshold. If this is not possible, the sensitive receptors shall be relocated.

Mitigation Measure TRA-1: The shared left-through lane on ~~east-northbound~~ Willow Road ~~shall~~ could be converted into a left-turn only lane and the signal phasing on the ~~east north~~ and ~~west south~~ approaches modified from split phase ~~modified~~ to protected lefts. With this improvement, the intersection would continue to operate at LOS E (58.2 seconds); however, the average delay would be less than that under existing conditions (60.8 seconds). Alternatively, the addition of a third right-turn lane on northbound Willow Road would reduce the intersection's average control delay to an acceptable LOS D. Implementation of any improvement at this intersection would require coordination with and approval by Caltrans and the City of Menlo Park.

Mitigation Measure TRA-3: A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~ should be provided.

Mitigation Measure TRA-6: A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~ should be provided.

Mitigation Measure TRA-7: A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~ should be provided.

Mitigation Measure TRA-8: A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~ should be provided.

Mitigation Measure TRA-CUM-1: The shared left-through lane on northbound Willow Road ~~shall~~ could be converted into a left-turn only lane and the signal phasing on the ~~east north~~ and ~~west south~~ approaches modified from split phase ~~modified~~ to protected lefts. With this improvement, the intersection would continue to operate at LOS F (287.7 seconds of delay); however, the average delay would be less than that under cumulative no project conditions (327.5 seconds). Alternately, the addition of a third right-turn lane on northbound Willow Road would further reduce the intersection's average control delay although not to an acceptable level. Implementation of any improvement at this intersection would require coordination with and approval by Caltrans and the City of Menlo Park.

Mitigation Measure TRA-CUM-3: A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~ should be provided.

Mitigation Measure TRA-CUM-8: A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~ should be provided.

Mitigation Measure TRA-CUM-9: A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~should be provided.

Mitigation Measure TRA-CUM-10: A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~should be provided.

Chapter 3 Project Description

Page 3-17

The following sentence is added to the end of the paragraph under i. Parking Standards.

The Specific Plan sets minimum parking standards that are intended to be “right-sized,” providing an adequate but not excessive amount of parking. Shared parking is encouraged by the Specific Plan to reduce parking requirements for individual projects. Parking standards provide incentives for multiple uses and multiple developments to share parking. Public parking on streets immediately fronting projects is allowed to count towards office, retail and residential visitor parking requirements in the Plan Area. Other parking areas will be concentrated in the parcel core rather than in front of buildings.

The following sentence is added after j. Bird-Safe Building Standards.

k. Building Form

Buildings will face the streets and sidewalks to enhance the pedestrian environment.

Pages 3-21 to 3-22

The last bullet point on Page 3-21 is amended as follows:

- ◆ **Other Transit Improvements.** It is envisioned that new bus routes, such as a bus-rapid transit route ~~on University Avenue~~, or changes to existing routes may be implemented as development in the Plan Area occurs. Due to the speculative nature of these improvements and

changes, they are considered part of the Specific Plan and not analyzed in this EIR.

Page 3-22

Footnote 5 is amended as follows:

⁵ Wilsey Ham, 2008. *Draft Engineering Plan (DEPLAN) for the Ravenswood Business District (RBD)*. October 31. The DEPLAN information has been publicly available since late 2008 and the City Resolution of March 17, 2009 to adopt the DEPLAN is available on the City website. The DEPLAN is included for reference in Appendix 4 of the Draft EIR. See also Appendix H of that document. *Basis of Design*.

Page 3-23

The following sentence is added to the end of the paragraph on water supply:

Specific Plan policy UTIL-3.8 encourages the City to explore options for including a “purple pipe” system for recycled water alongside a potable water system.

Page 3-25

Footnote 10 is amended as follows:

¹⁰ Memo from Wilsey Ham to Sean Charpentier, City of East Palo Alto, dated October 30, 2008. Re: RBD Storm Drain Study: Re-routed to the channel and the O’Connor Pump Station. This is included in the DEPLAN in Appendix 4 of the Draft EIR.

Page 3-28

The second paragraph under G. Zoning Amendments is amended as follows:

The Specific Plan contains a chapter identifying development standards for new projects within the Plan Area. This is included in the EIR evaluation. The development standards in the Specific Plan will modify the allowable uses and development standards in the existing Zoning Ordinance. To implement these modified standards, the City will adopt a Zoning Ordinance

~~Amendment~~Overlay incorporating the land use and development regulations and guidelines included in the Specific Plan.

For those provisions not covered in the Specific Plan, the requirements in the City's existing Zoning Ordinance will apply. Where conflicts exist, the provisions in the Specific Plan will apply.

Page 3-29

The last bullet of the page under I. Required Permits and Approvals is amended as follows:

Adoption of a Zoning Ordinance ~~Amendment~~ Overlay incorporating the land use and development regulations and guidelines included in the Specific Plan.

Chapter 4 Environmental Evaluation

Section 4.1 Aesthetics

Page 4.1-24

The following text is added towards the end of the last paragraph on this page:

For example, the Development Standards in the Specific Plan contain special setback requirements for R&D and industrial uses that are located adjacent to residential properties. **Specific Plan Policy LU-4.10** also calls for minimizing number of parking spaces and requires building forms facing onto streets and sidewalks and parking areas concentrated toward the inner core of parcels. This would help to ensure that there are not adverse effects regarding visual character on existing residential uses.

Section 4.3 Air Quality

Page 4.3-21

An explanatory note is added to the bottom of Table 4.3-3 as follows:

Note: "X" indicates that the data no longer apply because U.S. EPA replaced the previous 10-hour Ozone NAAQS with an 8-hour Ozone NAAQS; "-" indicates that the data are not available.

Page 4.3-28

The third paragraph is amended as follows:

Estimates of daily vehicle miles traveled (VMT), and the number of residents and jobs (which added together comprise the service population) in the Plan Area in 2005 were provided by Hexagon Transportation Consultants and are presented in Table 4.3-4. Using 2005 as a baseline year, VMT attributable to the Specific Plan is anticipated to increase 300 percent. The increase in service population would be ~~492~~ 160 percent. As a result, VMT would increase at a higher rate than population or service population growth.

Page 4.3-29

The mathematical error in population growth Table 4.3-4 is corrected in the replacement table on the next page. (For clarity this is not shown in ~~strikeout and underline.~~)

Page 4.3-29

Two sentences are added to the bullet point at the bottom of the page:

- ◆ **Transportation Demand Management (TDM) Program.** Specific Plan Policy TRA-3.1 requires large employers in the Plan Area to participate in a TDM program, which will focus on vehicle trip reductions through encouraging use of transit, carpooling, and shuttles as well as bicycling and walking. Specific Plan, Policy TRA-3.1 would require large businesses (50 employees or more) to implement a Transportation Demand Management (TDM) program with a goal of 15 percent TDM. In addition, the C/CAG of San Mateo County has a

TABLE 4.3-4 VEHICLE MILES TRAVELLED (VMT) AND SERVICE POPULATION IN THE SPECIFIC PLAN AREA

Metric/ Variable	2005 Conditions	2035 Conditions without Specific Plan	2035 Conditions with Specific Plan Implemen- tation	Incremental Change Due to Specific Plan Implemen- tation
VMT	99,089	153,069	449,922	296,853 (300%)
Population (service)	4,549	--	--	7,616 (160%)

Note: VMT are for trips related to the Specific Plan only.

policy in the Congestion Management Program that requires projects that generate more than 100 net peak hour trips on the CMP roadway network to mitigate the effects of the project on the CMP roadwork network.

Page 4.3-36

Mitigation Measure AQ-1 is deleted as it is not a true Mitigation Measure.

Impact AQ-1: Conflict with Clean Air Plan Projections and Control Measures. The proposed Plan would increase the rate of vehicle use at a greater rate than population growth. This would lead to greater regional emissions of nonattainment air pollutants (or their precursors) than assumed in the latest Air Quality Plan. (SU)

~~Mitigation Measure AQ 1: There are no measures available to mitigate this impact related to inconsistency with the Clean Air Plan.~~

~~Significance After Mitigation:~~ As there are no available mitigation measures, the impact would remain *significant and unavoidable*.

Page 4.3-41

Mitigation Measure AQ-2 is amended as follows:

Mitigation Measure AQ-2: The following measures shall be utilized in site planning and building designs to reduce TAC and PM_{2.5} exposure where new receptors are located within 60 feet of University Avenue, as well as in proximity to significant new, future source of TACs and/or PM_{2.5} concentrations:

- ◆ Future development under the Plan that includes sensitive receptors (such as schools, hospitals, daycare centers, or retirement homes) located within 60 feet of University Avenue, or in proximity to significant new, future source of TACs and/or PM_{2.5} concentrations shall require site-specific analysis to determine the level of TAC and PM_{2.5} exposure. This analysis shall be conducted following procedures outlined by BAAQMD. If the site-specific analysis reveals significant exposures, such as cancer risk greater than 10 in one million, additional measures shall be employed to reduce the risk to below the threshold. If this is not possible, the sensitive receptors shall be relocated.
- ◆ For significant cancer risk exposure, as defined by BAAQMD, indoor air filtration systems shall be installed to effectively reduce particulate levels to a less-than-significant level. Project sponsors shall submit performance specifications and design details to demonstrate that lifetime residential exposures would result in less-than-significant cancer risks (less than 10 in one million chances).
- ◆ Tiered plantings of trees or shrubs along project boundaries closest to University Avenue shall be provided. Tiered plantings may include layering of trees or shrubs between the roadway and buildings within medians, setbacks, or within open spaces associated with buildings.

Section 4.5 Cultural Resources

Page 4.5-29

The following text is added to the end of the last paragraph under threshold b, and the last sentence is changed:

Specific Plan Policy CUL-1.5 calls for preparation of a cultural resources study by a qualified, professional archaeologist if a development project involves construction activities or the use of the State right-of-way. Such a study must include an effects evaluation of potential project impacts to archaeological sites, a mitigation plan per CEQA Guidelines 15126.4(b)(3), and evidence of consultation with the territorial Native American group for the area. It requires approval by the Office of Cultural Resource Studies (OCRS) prior to an encroachment permit issuance. If a cultural resource evaluation results in the finding of a historically or culturally significant resource, a Data Recovery Plan could be one of the possible mitigations if avoidance is not feasible. The Data Recovery Plan, similar to other cultural resources studies that involve the use of the state right-of-way, requires approval by the Department's OCRS before an encroachment permit can be issued. With adherence to these policies, the impact would be less than significant.

Section 4.7 Greenhouse Gases

Page 4.7-16

The second to last paragraph on this page is amended as follows:

The per capita rate is the total annual GHG emissions expressed in metric tons divided by the service population. New development under the Specific Plan is estimated to produce 4,851 new jobs and 2,766 new ~~residents~~residences (see Section 4.12, Population and Housing).

Page 4.7-17

One sentence is added into the last paragraph:

The Climate Action Plan incorporated the Specific Plan by reference. A Compliance Checklist to demonstrate the conformance between the Specific Plan and the City's Climate Action Plan is included in Appendix 2c.

Section 4.8 Hazards and Hazardous Materials

Page 4.8-20

The third bullet point on this page is amended as follows:

- ◆ 1990 Bay Road –This federal Superfund site–The 1990 Bay Road Site is a 26-acre active remediation site comprised of several individual properties. Remediation at the site is performed under RWQCB and USEPA oversight pursuant to agency-approved final cleanup plans.

The 1990 Bay Road property was the location of the former operating facility. This property is currently vacant except for one warehouse. The property was historically used for pesticide formulations for over 70 years. The property was purchased by Rhône-Poulenc in 1994 and leased to Catalytica Energy Systems. Catalytica reportedly manufactured chemicals and pharmaceuticals prior to ceasing operations in 2001. In 2004 a 3-acre portion of an adjacent PG&E property was added to the 1990 Bay Road property by lot-line adjustment. Significant concentrations of arsenic and other heavy metals were detected in soils and groundwater at the 1990 Bay Road Site. Remediation operations have been underway since 1981. The complex remediation plan includes removal of impacted soil, capping of soil, and the use of deed restrictions. Although the remediation site is known as 1990 Bay Road Site by regulatory agencies, it is in fact composed of several sites with different street addresses. As such, several deed restrictions have been filed for the 1990 Bay Road property as well as nearby other properties within the site, including:

- 1990 Bay Road, 2470 Pulgas Avenue, 1992 Bay Road (the PG&E yard), 1980 Bay Road, 1175 Weeks Street, 1250 Weeks Street, and 1200 Weeks Street – restrictions to commercial/industrial use, no residential use, restrictions on subsurface work and boring/well installation (the frontage road at 1990 Bay Road must remain for roadway use)
- ~~2017 Bay Road~~ required notification to on site workers
- 1275 Runnymede ~~Street~~ Avenue – restrictions on subsurface work

Page 4.8-33

The bullet points and the following paragraph on this page are changed as follows:

- ◆ 2519 Pulgas Avenue
- ◆ 2555/2565 Pulgas Avenue
- ◆ 2477/2485/2470 Pulgas Avenue
- ◆ 965 Weeks Street
- ◆ 1060 Weeks Street
- ◆ 1175 Weeks Street
- ◆ 1200 Weeks Street
- ◆ 1250 Weeks Street
- ◆ 1802-04 Bay Road
- ◆ 1860/1950 Bay Road
- ◆ 1980 Bay Road
- ◆ 1985 Bay Road
- ◆ 1990 Bay Road
- ◆ 1992 Bay Road, PG&E Poleyard Yard, Bay Road
- ◆ 2017 Bay Road
- ◆ 151 Tara Street
- ◆ 1275 Runnymede Street

Page 4.8-33

The reference to the contents of Specific Plan Policy LU-7.1 is amended in the second paragraph

Development of sites in the Plan Area could cause contamination in the soil and groundwater to be released to ground or surface water or to air.

However, implementation of **Specific Plan Policy LU-7.1** would ensure that a Phase I Environmental Site Assessment (ESA), ~~a~~ and possibly a follow-up Phase II ESA are carried out for all new development in Subareas II and III as defined by Figure 4.8-3, in the 4 Corners area, or on the south side of Bay Road. This research involves review of the site history through file review, interviews, and possibly additional groundwater and soil sampling and analysis. Specific Plan Policy LU-7.1 also requires that the results of the Phase I/II ESA are shared with appropriate regulatory agencies to enable an appropriate remediation plan is to be developed. The remediation plan may include soil and groundwater cleanup, engineering controls such as vapor barriers or venting systems, and institutional controls such as deed restrictions or activity use restrictions.

Page 4.8-34

The reference to Specific Plan Policy LU-7.2 is amended in the first paragraph

Excavation and de-watering could disturb groundwater flow directions and interfere with groundwater remediation systems at adjacent properties. Specific Plan Policy LU-7.1 would require that the results of a Phase I/II, carried on for new developments in Subareas II and III, are shared with regulatory agencies. ~~LU-7.2 would require notification of new development projects to the lead agency in charge of remediation, or monitoring at an adjacent site.~~ If relevant agencies are alerted to possible conflicts, and the impact would be *less than significant*.

Page 4.8-35

The reference to Specific Plan Policy LU-7.2 is removed in the second paragraph under threshold d.

It is possible that unknown contamination would be discovered during excavations for redevelopment. **Specific Plan Policies LU-7.1 and LU-7.2** would require sampling and analysis of a development site if there is any reason to suspect contamination. With adherence to these policies, the impact would be *less than significant*.

Page 4.8-36

The second paragraph under threshold G is amended as follows:

The City of East Palo Alto has prepared an Emergency Operation Plan¹ that shows that the main communication routes include State Route 84 and SR 104 (University Avenue) and Bay Road. Traffic levels of service on University Avenue and Bay Road are analyzed in Section 4.14, Traffic, and the reader is referred to that discussion. Impacts on police and fire response times are described in Section 4.13, Public Services and Recreation.

Specific Plan Policy UTIL-1.5 notes that if traffic from a development project under the Plan has a material adverse effect on primary response routes used by the Fire District, especially during peak travel times, the project shall contribute to the cost of installation and maintenance of signal preemption devices or other changes to traffic control devices located on the primary response in order to address these impacts. Potential interference with an emergency access or evacuation plan would also be prevented by adherence to **Specific Plan Policy LU-8.3** which requires Menlo Park Fire Protection District (MPFPD) review of roadway modifications and building plans, and the impact would be *less than significant*.

Section 4.9 Hydrology and Water Quality

Page 4.9-12

The first two sentences of the first paragraph under A.3.b. San Francisco Bay Area Conservation and Development Commission (BCDC) are amended as follows:

~~The California Coastal Commission acts carries out its mandate locally through the San Francisco Bay Area Conservation and Development Commission (BCDC).~~ BCDC's jurisdiction on San Francisco Bay includes all sloughs, marshlands between mean high tide and five feet above mean sea

¹ City of East Palo Alto, 2011. *Emergency Operation Plan*. ~~January 2011~~. Adopted April 5, 2011.

level, tidelands, submerged lands, and land within 100 feet of the Bay shoreline.

Pages 4.9-13 to 14

The following text is deleted:

Several findings describe migration of the tidal marsh inland as a consequence of the sea level rise and the recommended adaptation. Finding o. in the new section on Climate Change states:

“Approaches for ensuring public safety in developed vulnerable shoreline areas through adaptive management strategies include but are not limited to: (1) protecting existing and planned appropriate infill development; (2) accommodating flooding by building or renovating structures or infrastructure systems that are resilient or adaptable over time; (3) discouraging permanent new development when adaptive management strategies cannot protect public safety; (4) allowing only new uses that can be removed or phased out if adaptive management strategies are not available as inundation threats increase; and (5) over time and where feasible and appropriate, removing existing development where public safety cannot otherwise be ensured...”

The following policy is pertinent to this Specific Plan:

When planning shoreline areas or designing larger shoreline projects, a risk assessment should be prepared by a qualified engineer and should be based on the estimated 100-year flood elevation that takes into account the best estimates of future sea level rise and current flood protection and planned flood protection that will be funded and constructed when needed to provide protection for the proposed project or shoreline area. A range of sea level rise projections for mid century and end of century based on the best scientific data available should be used in the risk assessment. Inundation maps used for the risk assessment should be prepared under the direction of a qualified engineer. The risk assessment should identify all types of potential flooding, degrees of uncertainty, consequences of defense failure, and risks to existing habitat from proposed flood protection devices.

Page 4.9-26

The first paragraph under D.1. Project Impact is amended as follows:

Runoff from construction in the Specific Plan Area would cause water quality degradation if sediment, or oil and grease from construction equipment are washed into the storm sewer. All development that takes place under the Specific Plan must conform to the current NPDES regulations as administered by the RWQCB at the time of building permit issuance for each project. Construction projects that disturb over one acre or more of land would be regulated under the NPDES Construction General Permit and must prepare a SWPPP. This will describe the BMPs such as grassy swales and bioretention facilities to be used during construction to prevent impairment of stormwater quality.

Page 4.9-30

Footnote 40 is amended as follows:

⁴⁰ Wilsey Ham, 2008. *Draft Engineering Plan (DEPLAN) for the Ravenswood Business District (RBD)*. October 31, 2008. This is included in Appendix 4 of the Draft EIR. See also Appendix H of that document. *Basis of Design*.

Page 4.9-35

The following additional Specific Plan policy is referenced after Policy LU-9.3

Specific Plan Policy LU-9.4: For development projects within the BCDC jurisdiction: New projects on fill or near the shoreline should either be set back from the edge of the shore so that the project will not be subject to dynamic wave energy, be built so the bottom floor level of structures will be above a 100-year flood elevation that takes future sea level rise into account for the expected life of the project, be specifically designed to tolerate periodic flooding, or employ other effective means of addressing the impacts of future sea level rise and storm activity. Rights-of-way for levees or other structures protecting inland areas from tidal flooding should be sufficiently wide on the upland side to allow for future levee widening to support additional levee height so that no fill for levee widening is placed in the Bay.

Section 4.10 Land Use and Planning

Page 4.10-2

The first two sentences of the first paragraph under A.2.c. San Francisco Bay Area Conservation and Development Commission are amended as follows:

~~The California Coastal Commission carries out its mandate locally through the San Francisco Bay Area Conservation and Development Commission (BCDC). BCDC's jurisdiction on San Francisco Bay includes all sloughs, marshlands between mean high tide and five feet above mean sea level, tidelands, submerged lands, and land within 100 feet of the Bay shoreline.~~

Page 4.10-3

The last paragraph of this page is amended, footnote 5 is amended, and 6 is deleted as follows:

Relevant policies from the *Bay Plan* are listed in Table 4.10-1. The Bay Plan amendment was approved by BCDC in 2011, and the newly added Climate Change policies and the other revised policies were incorporated in the Bay Plan, published in March 2012. In May 2011, BCDC published a revised draft of proposed amendments to the Bay Plan. This received considerable public review and environmental review, and was adopted on October 6, 2011.^{5,6}

⁵ BCDC website, http://www.bcdc.ca.gov/proposed_bay_plan/bp_amend_1-08.shtml, accessed on April 26, 2012. BCDC, 2011. *Staff Report, Revised Preliminary Recommendation and Environmental Assessment for Proposed Bay Plan Amendment No. 1-08 Concerning Climate Change.* (For Commission consideration on September 1, 2011.)

⁶ BCDC, 2011. Resolution No. 11-08. Adoption of Bay Plan Amendment No. 1-08 Adding New Climate Change Findings and Policies to the Bay Plan; And Revising the Bay Plan Tidal Marsh and Tidal Flats; Safety of Fills; Protection of the Shoreline; and Public Access Findings and Policies. Adopted October 6, 2011. Online at: http://www.bcdc.ca.gov/proposed_bay_plan/10-01Resolution.pdf.

Pages 4.10-4 to 4.10-10

Table 4.10-1 is changed as shown in the following table that uses Bay Plan policies as per the amended Bay Plan of March 2012.

TABLE 4.10-1 BCDC BAY PLAN FINDINGS AND POLICIES RELEVANT TO LAND USE AND PLANNING

#	Policy	Consistency with Specific Plan
Part III – The Bay as a Resource: Fish, Other Aquatic Organisms and Wildlife		
<u>1</u>	<u>To assure the benefits of fish, other aquatic organisms and wildlife for future generations, to the greatest extent feasible, the Bay's tidal marshes, tidal flats, and subtidal habitat should be conserved, restored and increased.</u>	<u>As described in Section 4.4 Biological Resources of the Draft EIR, Pages 4.4-36 to 37, and Mitigation Measure BIO-5, impacts to wetland would be avoided and minimized to the extent possible. With wetland delineation, adherence to permit specifications and conditions of approval, the Specific Plan would be consistent with this policy.</u>
<u>4</u>	<u>The Commission should: b. <u>Not authorize projects that would result in the "taking" of any plant, fish, other aquatic organism or wildlife species listed as endangered or threatened pursuant to the state or federal endangered species acts, or the federal Marine Mammal Protection Act, or species that are candidates for listing under the California Endangered Species Act, unless the project applicant has obtained the appropriate "take" authorization from the U.S. Fish and Wildlife Service, National Marine Fisheries Service or the California Department of Fish and Game.</u></u>	<u>Each project within BCDC jurisdiction would be required to conform to all the applicable federal and State regulations and require a permit for development, including filling. The Specific Plan is not inconsistent with this policy.</u>
Part III – The Bay as a Resource: Tidal Marshes and Tidal Flats		
<u>1</u>	<u>Tidal marshes and tidal flats should be conserved to the fullest possible extent. Filling, diking, and dredging projects that would substantially harm tidal marshes or tidal flats should be allowed only for purposes that provide</u>	<u>The Specific Plan could involve minor filling of wetland in construction of the loop road and to install underground utilities. This would be analyzed under project-specific CEQA review</u>

TABLE 4.10-1 BCDC BAY PLAN FINDINGS AND POLICIES RELEVANT TO LAND USE AND PLANNING (CONTINUED)

#	Policy	Consistency with Specific Plan
	substantial public benefits and only if there is no feasible alternative.	including for consistency with this policy.
2	Any proposed fill, diking, or dredging project should be thoroughly evaluated to determine the effect of the project on tidal marshes and tidal flats, and designed to minimize, and if feasible, avoid any harmful effects.	Projects, such as the loop road, involving wetland filling would be analyzed under project-specific CEQA review including for consistency with this policy.
3	Projects should be sited and designed to avoid, or if avoidance is infeasible, minimize adverse impacts on any transition zone present between tidal and upland habitats. Where a transition zone does not exist and it is feasible and ecologically appropriate, shoreline projects should be designed to provide a transition zone between tidal and upland habitats.	It is unlikely that any transitional zone habitat would be affected by the project as existing development either extends to the tidal marsh edge, or there is already fill on the site. The Specific Plan would be consistent with this policy.
4	Where and whenever possible feasible, former tidal marshes and tidal flats that have been diked from the Bay should be restored to tidal action in order to replace lost historic wetlands or should be managed to provide important Bay habitat functions, such as resting, foraging and breeding habitat for fish, other aquatic organisms and wildlife. As recommended in the Baylands Ecosystem Habitat Goals report, around 65,000 acres of areas diked from the Bay should be restored to tidal action <u>to maintain a healthy Bay ecosystem on a regional scale. Regional ecosystem targets should be updated periodically to guide conservation, restoration, and management efforts that result in a Bay ecosystem resilient to climate change and sea level rise.</u> Further, local government land use and tax policies should not lead to the conversion of these restorable	There are no plans to relocate the levee that in the Ravenswood Open Space area and provides some flood defense. The Specific Plan is not inconsistent with this policy. Areas of probable wetlands are designated as Resource Management or Community Open Space, under the Specific Plan.

TABLE 4.10-1 BCDC BAY PLAN FINDINGS AND POLICIES RELEVANT TO
 LAND USE AND PLANNING (CONTINUED)

#	Policy	Consistency with Specific Plan
	lands to uses that would preclude or deter potential restoration. The public should make every effort to acquire these lands from willing sellers for the purpose of <u>habitat</u> restoration and <u>wetland migration</u> .	
Part IV – Development of the Bay and Shoreline: Managed Wetlands		
1	<p><u>The continued operation and maintenance of managed wetlands for waterfowl hunting, as game refuges, or for waterfowl food production should be encouraged. Accordingly, As long as is economically feasible, the wetlands should be maintained in their present use.</u> property tax policy should assure that rising property taxes do not force conversion of the wetlands to urban development.</p>	Wetlands would be maintained in their present use with minor exceptions necessary to improve the traffic circulation to install underground utilities. The Plan is generally consistent with this policy.
2	<p><u>If the owner of any managed wetland withdraws any of the wetlands from their present use, the public should make every effort to buy these lands and restore them to tidal or subtidal habitat, or retain, enhance and manage these areas as diked wetland habitat for the benefit of multiple species. If, despite these provisions, the owner of any managed wetland desires to withdraw any of the marshes from their present uses, the public should make every effort to buy these lands, breach the existing dikes, and reopen these areas to the Bay.</u> This type of purchase should have a high priority for any public funds available, because opening managed wetlands to the Bay represents man's last substantial opportunity to enlarge the Bay rather than shrink it.</p>	Purchase of any wetland areas is outside the scope of the project.

TABLE 4.10-1 BCDC BAY PLAN FINDINGS AND POLICIES RELEVANT TO LAND USE AND PLANNING (CONTINUED)

#	Policy	Consistency with Specific Plan
Part IV – Development of the Bay and Shoreline: Safety of Fills		
1	<p>The Commission has appointed the Engineering Criteria Review Board consisting of geologists, civil engineers specializing in geotechnical and coastal engineering, structural engineers, and architects competent to and adequately empowered to: (a) establish and revise safety criteria for Bay fills and structures thereon; (b) review all except minor projects for the adequacy of their specific safety provisions, and make recommendations concerning these provisions; (c) prescribe an inspection system to assure placement and maintenance of fill according to approved designs; (d) with regard to inspections of marine petroleum terminals, make recommendations to the California State Lands Commission and the U.S. Coast Guard, which are responsible for regulating and inspecting these facilities; (e) coordinate with the California State Lands Commission on projects relating to marine petroleum terminal fills and structures to ensure compliance with other Bay Plan policies and the California State Lands Commission's rules, regulations, guidelines and policies; and (f) gather, and make available performance data developed from specific projects. These activities would complement the functions of local building departments and local planning departments, none of which are presently staffed to provide soils inspections.</p>	<p>Projects within BCDC jurisdiction resulting from development under the Specific Plan would require a permit. To obtain the permit, BCDC would review the nature of the fill used. The Specific Plan would not be inconsistent with this policy.</p>
2	<p>Even if the Bay Plan indicates that a fill may be permissible, no fill or building</p>	<p>Projects within BCDC jurisdiction resulting from</p>

TABLE 4.10-1 BCDC BAY PLAN FINDINGS AND POLICIES RELEVANT TO LAND USE AND PLANNING (CONTINUED)

#	Policy	Consistency with Specific Plan
	should be constructed if hazards cannot be overcome adequately for the intended use in accordance with the criteria prescribed by the Engineering Criteria Review Board.	development under the Specific Plan would require a permit. To obtain the permit, BCDC would review the nature of the fill used. The Specific Plan would not be inconsistent with this policy.
4	<p><u>Adequate measures should be provided to prevent damage from sea level rise and storm activity that may occur on fill or near the shoreline over the expected life of a project. The Commission may approve fill that is needed to provide flood protection for existing projects and uses. New projects on fill or near the shoreline should either be set back from the edge of the shore so that the project will not be subject to dynamic wave energy, be built so the bottom floor level of structures will be above a 100-year flood elevation that takes future sea level rise into account for the expected life of the project, be specifically designed to tolerate periodic flooding, or employ other effective means of addressing the impacts of future sea level rise and storm activity. Rights-of-way for levees or other structures protecting inland areas from tidal flooding should be sufficiently wide on the upland side to allow for future levee widening to support additional levee height so that no fill for levee widening is placed in the Bay. To prevent damage from flooding, structures on fill or near the shoreline should have adequate flood protection including consideration of future relative sea level rise as determined by competent engineers. As a general rule, structures on fill or near the shoreline should be</u></p>	<p>As discussed in Section 4.9, Hydrology and Water Quality, no development is planned in zones presently affected by wave run-up according to current FEMA maps. All Structures would be built on fill, as necessary, so that they are elevated from above the current 100-year flood hazard zone as determined by FEMA. FEMA is continually updating its FIRM maps and these would factor in the effects of sea level rise. As each development under the Specific Plan would require a flood study, the adequacy of flood defenses would also be considered during project-level review. The Specific Plan would be consistent with this policy.</p>

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TABLE 4.10-1 BCDC BAY PLAN FINDINGS AND POLICIES RELEVANT TO LAND USE AND PLANNING (CONTINUED)

#	Policy	Consistency with Specific Plan
	above the wave runup level or sufficiently set back from the edge of the shore so that the structure is not subject to dynamic wave energy. In all cases, the bottom floor level of structures should be above the highest estimated tide elevation. Exceptions to the general height rule may be made for developments specifically designed to tolerate periodic flooding.	
5	To minimize the potential hazard to Bay fill projects and bayside development from subsidence, all proposed developments should be sufficiently high above the highest estimated tide level for the expected life of the project or sufficiently protected by levees to allow for the effects of additional subsidence for the expected life of the project, utilizing the latest information available from the U.S. Geological Survey and the National Ocean Service. Rights of way for levees protecting inland areas from tidal flooding should be sufficiently wide on the upland side to allow for future levee widening to support additional levee height so that no fill for levee widening is placed in the Bay.	All structures would be elevated from the current 100-year flood hazard zone as determined by FEMA. FEMA is continually updating its FIRM maps and these would factor in the effects of sea level rise. As each development under the Specific Plan would require a flood study, the adequacy of flood defenses would also be considered during project-level review. The Specific Plan would be consistent with this policy.
6	Local governments and special districts with responsibilities for flood protection should assure that their requirements and criteria reflect future relative sea level rise and should assure that new structures and uses attracting people are not approved in flood-prone areas or in areas that will become flood-prone in the future, and that structures and uses that are approvable will be built at stable elevations to assure long-	All structures would be elevated from the current 100-year flood hazard zone as determined by FEMA. FEMA is continually updating its FIRM maps and these would factor in the effects of sea level rise. As each development under the Specific Plan would require a flood study, the adequacy of flood defenses would also be considered during project-

TABLE 4.10-1 BCDC BAY PLAN FINDINGS AND POLICIES RELEVANT TO LAND USE AND PLANNING (CONTINUED)

#	Policy	Consistency with Specific Plan
	term protection from flood hazards.	level review. The Specific Plan would be consistent with this policy.
Part IV – Development of the Bay and Shoreline: Public Access		
1	A proposed fill project should increase public access to the Bay to the maximum extent feasible, in accordance with the policies for Public Access to the Bay.	Minor amounts of fill may be required for development under the Specific Plan within BCDC jurisdiction, notably for construction of the loop road. Consistency with this policy would be evaluated for the loop road project.
2	In addition to the public access to the Bay provided by waterfront parks, beaches, marinas, and fishing piers, maximum feasible access to and along the waterfront and on any permitted fills should be provided in and through every new development in the Bay or on the shoreline, whether it be for housing, industry, port, airport, public facility, wildlife area, or other use, except in cases where public access would be clearly inconsistent with the project because of public safety considerations or significant use conflicts, including unavoidable, significant adverse effects on Bay natural resources. In these cases, in lieu access at another location preferably near the project should be provided.	Public access requirements for bayfront projects within BCDC jurisdiction would be assessed for each development separately during the permitting phases. The Specific Plan is not inconsistent with this policy.
3	Public access to some natural areas should be provided to permit study and enjoyment of these areas. However, some wildlife are sensitive to human intrusion. For this reason, projects in such areas should be carefully evaluated in consultation with appropriate agencies to determine the appropriate location and type of access to be	Public access requirements for bayfront projects within BCDC jurisdiction would be assessed for each development separately during the permitting phases. The Specific Plan is not inconsistent with this policy. In addition, Public access is already allowed on the levee which is to

TABLE 4.10-1 BCDC BAY PLAN FINDINGS AND POLICIES RELEVANT TO LAND USE AND PLANNING (CONTINUED)

#	Policy	Consistency with Specific Plan
	provided.	the east of proposed new developments and serves as a section of the Bay Trail.
<u>78</u>	In some areas, a small amount of fill may be allowed if the fill is necessary and is the minimum absolutely required to develop the project in accordance with the Commission's public access requirements.	This would be determined at the project-specific level. The Specific Plan is not inconsistent with this policy.
<u>89</u>	Access to and along the waterfront should be provided by walkways, trails, or other appropriate means and connect to the nearest public thoroughfare where convenient parking or public transportation may be available. Diverse and interesting public access experiences should be provided which would encourage users to remain in the designated access areas to avoid or minimize potential adverse effects on wildlife and their habitat.	Design of public access to the waterfront would be determined at the project-specific level. The Specific Plan is not inconsistent with this policy.
<u>910</u>	Roads near the edge of the water should be designed as scenic parkways for slow-moving, principally recreational traffic. The roadway and right-of-way design should maintain and enhance visual access for the traveler, discourage through traffic, and provide for safe, separated, and improved physical access to and along the shore. Public transit use and connections to the shoreline should be encouraged where appropriate.	The loop road, if built, would be next to the tidal marsh, not open water. However, there would be no impediments to the view. Shoreline access from this road is unlikely, but would be decided at the project-specific level. The Specific Plan is not inconsistent with this policy.
<u>4412</u>	The Public Access Design Guidelines should be used as a guide to siting and designing public access consistent with a proposed project. The Design Review Board should advise the Commission regarding the adequacy of the public access proposed.	Each project within BCDC jurisdiction would be subject to design review as part of the permitting procedure. The Specific Plan is not inconsistent with this policy.

TABLE 4.10-1 BCDC BAY PLAN FINDINGS AND POLICIES RELEVANT TO
 LAND USE AND PLANNING (CONTINUED)

#	Policy	Consistency with Specific Plan
Part IV – Development of the Bay and Shoreline: Climate Change		
<u>2</u>	<p><u>When planning shoreline areas or designing larger shoreline projects, a risk assessment should be prepared by a qualified engineer and should be based on the estimated 100-year flood elevation that takes into account the best estimates of future sea level rise and current flood protection and planned flood protection that will be funded and constructed when needed to provide protection for the proposed project or shoreline area. A range of sea level rise projections for mid-century and end of century based on the best scientific data available should be used in the risk assessment. Inundation maps used for the risk assessment should be prepared under the direction of a qualified engineer. The risk assessment should identify all types of potential flooding, degrees of uncertainty, consequences of defense failure, and risks to existing habitat from proposed flood protection devices.</u></p>	<p><u>Sea level risk assessments are required when planning shoreline areas or designing larger shoreline projects. As the Specific Plan is an infill project, it would be exempt from a requirement to conduct a sea level risk assessment. The Specific Plan is not inconsistent with this policy.</u></p>
<u>3</u>	<p><u>To protect public safety and ecosystem services, within areas that a risk assessment determines are vulnerable to future shoreline flooding that threatens public safety, all projects—other than repairs of existing facilities, small projects that do not increase risks to public safety, interim projects and infill projects within existing urbanized areas— should be designed to be resilient to a</u></p>	<p><u>As an infill project within existing urbanized areas, the Specific Plan would be exempt from a requirement to be resilient to a mid-century sea level rise projection. The Specific Plan is not inconsistent with this policy. Each project in the Specific Plan area that is within BCDC’s jurisdiction² could be subject to</u></p>

² BCDC jurisdiction over the Plan Area as shown in Figure 3-4 is likely to include (from south to north): the eastern 100 feet of the rezoned area, a portion of the 391 Demeter Street property, and possibly some of the northern portion of the Loop Road.

TABLE 4.10-1 BCDC BAY PLAN FINDINGS AND POLICIES RELEVANT TO LAND USE AND PLANNING (CONTINUED)

#	Policy	Consistency with Specific Plan
	<u>mid-century sea level rise projection. If it is likely the project will remain in place longer than mid-century, an adaptive management plan should be developed to address the long-term impacts that will arise based on a risk assessment using the best available science-based projection for sea level rise at the end of the century.</u>	<u>the requirement for an adaptive management plan for long-term impacts, unless it is also considered exempt by BCDC. This requirement would be determined on a case-by-case basis by BCDC.</u>
4	<u>To address the regional adverse impacts of climate change, undeveloped areas that are both vulnerable to future flooding and currently sustain significant habitats or species, or possess conditions that make the areas especially suitable for ecosystem enhancement should be given special consideration for preservation and habitat enhancement and should be encouraged to be used for those purposes.</u>	<u>The Specific Plan includes some undeveloped areas that are in a 100-Year Flood Zone and have wetland habitat, as described in Chapter 4.4 of the DEIR. Mitigation Measures BIO-1 through BIO-5 would ensure preservation of the habitats and the species in the Plan Area. The Specific Plan is not inconsistent with this policy.</u>
Part IV – Development of the Bay and Shoreline: Dredging		
1	<u>Dredging and dredged material disposal should be conducted in an environmentally and economically sound manner. Dredgers should reduce disposal in the Bay and certain waterways over time to achieve the LTMS goal of limiting in-Bay disposal volumes to a maximum of one million cubic yards per year. The LTMS agencies should implement a system of disposal allotments to individual dredgers to achieve this goal only if voluntary efforts are not effective in reaching the LTMS goal. In making its decision regarding disposal allocations, the Commission should confer with the LTMS agencies and consider the need for the dredging and the dredging projects, environmental impacts, regional economic impacts, efforts by</u>	<u>Disposal of material would adhere to requirements stipulated in Dredging Policy 3. The Specific Plan is not inconsistent with this policy.</u>

TABLE 4.10-1 BCDC BAY PLAN FINDINGS AND POLICIES RELEVANT TO LAND USE AND PLANNING (CONTINUED)

#	Policy	Consistency with Specific Plan
	<p><u>the dredging community to implement and fund alternatives to in-Bay disposal, and other relevant factors. Small dredgers should be exempted from allotments, but all dredgers should comply with policies 2 through 12</u></p>	
<p><u>2</u></p>	<p><u>Dredging should be authorized when the Commission can find: (a) the applicant has demonstrated that the dredging is needed to serve a water-oriented use or other important public purpose, such as navigational safety; (b) the materials to be dredged meet the water quality requirements of the San Francisco Bay Regional Water Quality Control Board; (c) important fisheries and Bay natural resources would be protected through seasonal restrictions established by the California Department of Fish and Game, the U.S. Fish and Wildlife Service and/or the National Marine Fisheries Service, or through other appropriate measures; (d) the siting and design of the project will result in the minimum dredging volume necessary for the project; and (e) the materials would be disposed of in accordance with Policy 3.</u></p>	<p><u>Dredging would be needed to serve the important public purpose of flood prevention. The materials to be dredged would be sampled to ensure that they meet the water quality requirements of SF RWQCB. If necessary, dredging would be restricted to certain times of year to abide by seasonal restrictions required by resource agencies. Dredging would be kept to the minimum required to provide adequate flood retention volumes in the channel and retention basin. Disposal of material would adhere to requirements stipulated in Dredging Policy 3. The Specific Plan is not inconsistent with this policy. To ensure consistency, this policy is added to the Specific Plan as Specific Plan Policy LU-9.5 and is applicable to projects within BCDC jurisdiction.</u></p>
<p><u>3</u></p>	<p><u>Dredged materials should, if feasible, be reused or disposed outside the Bay and certain waterways. Except when reused in an approved fill project, dredged material should not be disposed in the Bay and certain waterways unless disposal outside these areas is infeasible and the Commission finds: (a) the volume to be disposed is consistent with applicable dredger disposal</u></p>	<p><u>Dredging would be needed to serve the important public purpose of flood prevention. The materials to be dredged would be sampled to ensure that they meet the water quality requirements of SF RWQCB. If necessary, dredging would be restricted to certain times of year to abide by seasonal restrictions required by</u></p>

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TABLE 4.10-1 BCDC BAY PLAN FINDINGS AND POLICIES RELEVANT TO LAND USE AND PLANNING (CONTINUED)

#	Policy	Consistency with Specific Plan
	<p><u>allocations and disposal site limits adopted by the Commission by regulation; (b) disposal would be at a site designated by the Commission; (c) the quality of the material disposed of is consistent with the advice of the San Francisco Bay Regional Water Quality Control Board and the inter-agency Dredged Material Management Office (DMMO); and (d) the period of disposal is consistent with the advice of the California Department of Fish and Game, the U.S. Fish and Wildlife Service and the National Marine Fisheries Service.</u></p>	<p><u>resource agencies. Dredging would be kept to the minimum required to provide adequate flood retention volumes in the channel and retention basin. Disposal of material would adhere to requirements stipulated in Dredging Policy 3. The Specific Plan is not inconsistent with this policy. To ensure consistency, this policy is added to the Specific Plan as Specific Plan Policy LU-9.6 and is applicable to projects within BCDC jurisdiction.</u></p>
4	<p><u>If an applicant proposes to dispose dredged material in tidal areas of the Bay and certain waterways that exceeds either disposal site limits or any disposal allocation that the Commission has adopted by regulation, the applicant must demonstrate that the potential for adverse environmental impact is insignificant and that non-tidal and ocean disposal is infeasible because there are no alternative sites available or likely to be available in a reasonable period, or because the cost of disposal at alternate sites is prohibitive. In making its decision whether to authorize such in Bay disposal, the Commission should confer with the L TMS agencies and consider the factors listed in Policy 1.</u></p>	<p><u>Each project within BCDC jurisdiction would be subject to the Commission's permitting procedure. The Specific Plan is not inconsistent with this policy.</u></p>
5	<p><u>To ensure adequate capacity for necessary Bay dredging projects and to protect Bay natural resources, acceptable non-tidal disposal sites should be secured and the Deep Ocean Disposal Site should be maintained. Further, dredging projects should</u></p>	<p><u>Dredging projects would maximize use of dredged material as a resource consistent with protecting and enhancing Bay natural resources. The Specific Plan is not inconsistent with this policy. To ensure consistency,</u></p>

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TABLE 4.10-1 BCDC BAY PLAN FINDINGS AND POLICIES RELEVANT TO LAND USE AND PLANNING (CONTINUED)

#	Policy	Consistency with Specific Plan
	<u>maximize use of dredged material as a resource consistent with protecting and enhancing Bay natural resources, such as creating, enhancing, or restoring tidal and managed wetlands, creating and maintaining levees and dikes, providing cover and sealing material for sanitary landfills, and filling at approved construction sites.</u>	<u>this policy is added to the Specific Plan as Specific Plan Policy LU-9.7 and is applicable to projects within BCDC jurisdiction.</u>
6	<u>Dredged materials disposed in the Bay and certain waterways should be carefully managed to ensure that the specific location, volumes, physical nature of the material, and timing of disposal do not create navigational hazards, adversely affect Bay sedimentation, currents or natural resources, or foreclose the use of the site for projects critical to the economy of the Bay Area.</u>	<u>Disposal of material would adhere to requirements stipulated in Dredging Policy 3. The Specific Plan is not inconsistent with this policy.</u>
7	<u>All proposed channels, berths, turning basins, and other dredging projects should be carefully designed so as not to undermine the stability of any adjacent dikes, fills or fish and wildlife habitats</u>	<u>Environmental Review and Permitting for the Runnymede Storm Drain Phase II and Repair of the O'Connor Station Outfall Structure is a separate project now underway. The Project Description includes modifications to the existing stormwater channel and detention basin. The Specific Plan is not inconsistent with this policy.</u>
9	<u>To protect underground fresh water reservoirs (aquifers): (a) all proposals for dredging or construction work that could penetrate the mud "cover" should be reviewed by the San Francisco Bay Regional Water Quality Control Board and the State Department of Water Resources; and (b) dredging or construction work should not be</u>	<u>Each project for dredging or construction work that could penetrate the mud "cover" within BCDC jurisdiction would be required to be reviewed by the SFRWQCB and as part of the permitting procedure. The Specific Plan is not inconsistent with this policy.</u>

TABLE 4.10-1 BCDC BAY PLAN FINDINGS AND POLICIES RELEVANT TO LAND USE AND PLANNING (CONTINUED)

#	Policy	Consistency with Specific Plan
	<u>permitted that might reasonably be expected to damage an underground water reservoir. Applicants for permission to dredge should provide additional data on groundwater conditions in the area of construction to the extent necessary and reasonable in relation to the proposed project.</u>	
<u>Part IV - Development of the Bay and Shoreline: Transportation</u>		
4	<u>Transportation projects on the Bay shoreline and bridges over the Bay or certain waterways should include pedestrian and bicycle paths that will either be a part of the Bay Trail or connect the Bay Trail with other regional and community trails. Transportation projects should be designed to maintain and enhance visual and physical access to the Bay and along the Bay shoreline.</u>	<u>The northern portion of the proposed loop road, located north of and parallel to Tulane Avenue, is expected to include a multi-use pedestrian/bicycle trail to connect eastward to the Bay Trail. Project level environmental review of the loop road will be required during the design phase of the loop road. The proposed trail would support regional goals for open space access. Therefore, the Specific Plan is consistent with this policy.</u>
<u>Part V - Development of the Bay and Shoreline Appearance, Design, and Scenic Views</u>		
1	To enhance the visual quality of development around the Bay and to take maximum advantage of the attractive setting it provides, the shores of the Bay should be developed in accordance with the Public Access Design Guidelines.	Each project within BCDC jurisdiction would be subject to be required to conform to the Public Access Design Guidelines and this conformance would be reviewed as part of the permitting procedure. The Specific Plan is not inconsistent with this policy.
2	All bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay. Maximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas, from the Bay itself, and from the opposite shore. To this end, planning of	Each project within BCDC jurisdiction would be subject to be required to conform to the Public Access Design Guidelines and this conformance would be reviewed as part of the permitting procedure. The Specific Plan is not inconsistent with this policy.

TABLE 4.10-1 BCDC BAY PLAN FINDINGS AND POLICIES RELEVANT TO
 LAND USE AND PLANNING (CONTINUED)

#	Policy	Consistency with Specific Plan
	waterfront development should include participation by professionals who are knowledgeable of the Commission's concerns, such as landscape architects, urban designers, or architects, working in conjunction with engineers and professionals in other fields.	
8	Shoreline developments should be built in clusters, leaving open area around them to permit more frequent views of the Bay. Developments along the shores of tributary waterways should be Bay-related and should be designed to preserve and enhance views along the waterway, so as to provide maximum visual contact with the Bay.	View corridors are described in the Specific Plan. The Specific Plan is not inconsistent with this policy.
13	Local governments should be encouraged to eliminate inappropriate shoreline uses and poor quality shoreline conditions by regulation and by public actions (including development financed wholly or partly by public funds). The Commission should assist in this regard to the maximum feasible extent by providing advice on Bay-related appearance and design issues, and by coordinating the activities of the various agencies that may be involved with projects affecting the Bay and its appearance.	The Specific Plan is designed to eliminate the use of bayside land for heavy industrial and develop these areas with offices that benefit from the bayfront location. The Specific Plan is consistent with this policy.
Source: BCDC, <u>2012</u> 2014. <i>San Francisco Bay Plan</i> . http://www.bcdc.ca.gov/pdf/planning/plans/bayplan/bayplan.pdf . Accessed September 15, 2011 on <u>April 20, 2012</u> .		

Pages 4.10-19 and 4.10-22

The paragraphs under c. City of East Palo Alto Redevelopment Plan are amended and Footnote 11 is added as follows:

Most properties in the Plan Area are within the ~~East Palo Alto Redevelopment Agency's~~ Ravenswood Industrial Plan Area (RIPA), which was established by the East Palo Alto Redevelopment Agency in 1990. Figure 4.10-4 shows the boundaries of this redevelopment project area.

The Redevelopment Agency has the authority to collect "tax increment financing," which ~~is~~ was created by increases in the assessed value of properties within its redevelopment project areas. Prior to the dissolution of redevelopment agencies, tax increment financing could be ~~This financing can be~~ used to help pay for improvements to the area's infrastructure and to address conditions that limit new development, such as soil contamination from past industrial activities. A portion of the funding ~~must~~ also had to be used to pay for the construction of new affordable housing.

In 2009, the Redevelopment Agency completed a fiscal merger between all of its redevelopment project areas, including Ravenswood as well as the Gateway 101 and University Circle Plan Areas. While little redevelopment had occurred in Ravenswood prior to the fiscal merger, a great deal of new development has taken place in the other redevelopment project areas since their creation, resulting in newly-available tax increment financing. As a result of the fiscal merger, the Redevelopment Agency ~~can~~ was able to use revenue from these other redevelopment project areas to finance improvements in Ravenswood.¹⁰ However, the Redevelopment Agency, along with all 400 redevelopment agencies in the State, was dissolved on February 1, 2012, by order of the California Supreme Court in a decision issued on December 29, 2011.¹¹ Since then, the City of East Palo Alto has become the successor agency to the Redevelopment Agency.

⁹ East Palo Alto Redevelopment Agency, 2007, *5 Year Implementation Plan*, page 32.

¹⁰ Keyser Marston Associates, 2009, *Report to the City Council for the Amendments to the Existing Redevelopment Plans for the Gateway 101 Redevelopment*

Project; University Circle Redevelopment Project; and the Ravenswood Industrial Area Redevelopment Project, page 1.

¹¹ In the Supreme Court of the State of California, *California Redevelopment Association et al. v. Ana. Matosantos, et al. (No. 194861)*, www.calredevelop.org, accessed on April 26, 2012.

Pages 4.10-32

Table 4.10-4 General Plan Consistency Analysis is amended as follows:

Applicable General Plan Goals, Policies, and Actions	Specific Plan Consistency
Land Use Element	
Action 2.2: Evaluate development standards and identify rezoning opportunities along University Avenue’s commercial nodes to increase mixed-use development along the corridor.	Consistent: As discussed in Chapter 3, Project Description, the Specific Plan includes adoption of amendments to the City’s a <u>Zoning Ordinance Overlay</u> and establishing new development standards to replace some of the current zoning provisions applicable to <u>for</u> the Plan Area. More specifically, the Specific Plan will modify the allowable uses and development standards in the existing Zoning Ordinance. To implement these modified standards, a zoning overlay district will be added to the existing Zoning Ordinance. As a part of the zoning overlay district, the commercial node that makes up the 4 Corners intersection (University Avenue and Bay Road) is designated as and slated for mixed use (indicated in orange in Figure 3-4).

Pages 4.10-41

Text under iii Zoning Consistency Analysis is amended as follows:

iii Zoning Consistency Analysis

As discussed in Chapter 3, Project Description, the Specific Plan includes adoption of ~~amendments to the City’s a~~ Zoning Ordinance Overlay and establishing new development standards to replace some of the current zoning

provisions applicable to the Plan Area. More specifically, the development standards in the Specific Plan will modify the allowable uses and development standards in the existing Zoning Ordinance. To implement these modified standards, the City will adopt a Zoning Ordinance ~~Amendment~~ Overlay incorporating the land uses and development regulations and guidelines set forth in the Specific Plan. For those provisions not covered in the Specific Plan, the requirements in the City's existing Zoning Ordinance will apply.

The Specific Plan is a planning and regulatory tool available to local governments under California State law (Government Code 65450 et seq.). Local jurisdictions may adopt specific plans by resolution or ordinance. The Ravenswood /4 Corners Transit-Oriented Development Specific Plan would be adopted by resolution and the regulations called for in this Specific Plan will be implemented through a Zoning Ordinance ~~Amendment~~ Overlay. As such, the Specific Plan would act as the regulatory document that the City of East Palo Alto would use to guide development and redevelopment within the Plan Area and systematically implement the City's General Plan. The Specific Plan, which must be consistent with the City's General Plan, is intended to provide a greater level of specificity in planning in Ravenswood and 4 Corners, and will also help maintain consistency with and carry out the goals, policies and actions of the General Plan for the Plan Area. For example, the Specific Plan is consistent with General Plan goals, policies and actions that call for long-range planning concepts to be developed for the Plan Area and for these concepts to be implemented through Zoning Code revisions.

Pages 4.10-44

The Bay Plan policy is removed:

~~Policies addressing the potential for sea level rise in bayside developments were adopted October 6, 2011. The following BCDC policy is pertinent to this Specific Plan:~~

~~*When planning shoreline areas or designing larger shoreline projects, a risk assessment should be prepared by a qualified engineer and should be based on*~~

~~the estimated 100-year flood elevation that takes into account the best estimates of future sea level rise and current flood protection and planned flood protection that will be funded and constructed when needed to provide protection for the proposed project or shoreline area. A range of sea level rise projections for mid-century and end-of-century based on the best scientific data available should be used in the risk assessment. Inundation maps used for the risk assessment should be prepared under the direction of a qualified engineer. The risk assessment should identify all types of potential flooding, degrees of uncertainty, consequences of defense failure, and risks to existing habitat from proposed flood protection devices.~~

Section 4.11 Noise

Page 4.11-42

The second paragraph under 2 Cumulative impacts is amended as follows:

The new roadway alignment would also pass by areas proposed for Office Use under the Specific Plan. Based on the traffic volumes given in the Traffic Study at the two terminuses of the Loop road, and assuming that the new roadway will ~~either be at the current grade or above the current grade on a levee structure~~, traffic on the Loop Road is expected to result in a noise level of up to 64 dBA CNEL at the rear property lines of homes along Illinois Street and a noise level of up to 68 dBA CNEL at the rear property lines of homes along Tulane Avenue and the end of Fordham Street.

Section 4.12 Population and Housing

Page 4.12-8

The abbreviation under threshold b. is changed as follows:

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. ~~(NI)~~(LTS)

Page 4.12-8

The abbreviation under threshold c. is changed as follows:

- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. ~~(N)~~(LTS)

Section 4.13 Public Services and Recreation

Page 4.13-8

The following paragraph is inserted before the second paragraph in project-level impacts

Specific Plan Policy LU-8.3 would continue the existing practice of informing the MPFPD of projects and proactively engaging with the MPFPD through the Development Review Committee (DRC) and the plan check process. This would ensure the Fire District is able to review specific development projects and identify any particular impacts presented by those projects.

Page 4.13-8

The second paragraph is amended as follows:

Given these background conditions, buildout of the Specific Plan would adversely affect the delivery of fire services in East Palo Alto. Additional personnel and equipment would be required to maintain or improve fire and emergency response times. Although the MPFPD has not identified specific funding sources for the required additional personnel upon buildout, the MPFPD will realize increased revenues as a result of the increased tax base from the Specific Plan Area. The Specific Plan estimates that the MPFPD would receive approximately \$410,000 per year in additional property taxes as a result of buildout of the plan area. ~~Under the terms of the MPFPD pass-through agreement with the Redevelopment Agency of the City of East Palo Alto, the MPFPD will receive increased property tax revenues from the development in the project area that will provide a source for funding the necessary additional personnel. The Fiscal Impact Analysis performed for the Specific Plan indicates that at full buildout, the Fire District will receive an additional \$475,000 in property tax.~~ This measure would ensure that the Plan

is self-sufficient, and that adequate, long-term funding for the expansion of fire and emergency services would be made available and the impact would be *less than significant*.

Page 4.13-8

The text on cumulative impacts is amended as follows:

Cumulative Impacts

This cumulative analysis considers the Specific Plan, Menlo Park Downtown Specific Plan, Facebook campus, North Fair Oaks Community Plan, and Gateway Project. These projects represent a significant amount of growth within the jurisdiction of the MPFPD. While this growth is significantly more than anticipated by the Specific Plan, buildout of the Specific Plan will also result in additional property tax revenue from new development. Portions of this property tax revenue will go to the MPFPD to fund needed improvements and additional personnel. In addition, Specific Plan Policy LU-8.4 would require the City to consider adopting a Fire Impact Fee, as currently being prepared by the Menlo Park Fire District, assuming that the City reviews the fee in advance; the fee adheres to AB1600; the proposed fee and accompanying capital program plan are equitable in terms of fee amounts and distribution of proposed improvements; and the proposed fee is adopted by other jurisdictions within the Fire District. As a result, the Specific Plan would have a *less-than-significant* cumulative impact on fire services.

Page 4.13-25

The last paragraph is amended as follows:

Pursuant to Section 65995(h) of the California Government Code, payment of these fees “is deemed to be full and complete mitigation of impacts of any legislative or adjudicative act, or both, involving but not limited to, the planning, use, or development of real property, or any change in government organization or reorganization.” ~~Additionally, the School District receives statutory pass through payments of tax increment from the Redevelopment Agency pursuant to Health and Safety Code Section 33607.7. As buildout occurs in the Plan area and the tax base expands, these pass through amounts will increase. Under the provisions of the Community Redevelopment Law,~~

~~a portion of these pass-through payments are available to the School District for capital improvements, including new school facilities.~~

Page 4.13-29

The second paragraph under threshold a. is amended as follows:

As indicated above, as development occurs in the Plan Area, new or expanded library facilities may be needed to meet the needs of the associated population growth. As discussed in Chapter 3, Project Description, development of a new library facility associated with the Specific Plan was envisioned within the mixed use designation at the northwest corner of the 4 Corners area, either as an addition to or as a replacement of the existing County building on that site. San Mateo County libraries are available to all San Mateo County residents and to people residing in adjacent counties subject to permission from the branch. There is no known service standard for San Mateo County libraries based on employees in the area. In addition, the Policy 4.1 of the General Plan Land Use Element requires that the City work closely with public service providers to meet the community's needs. Furthermore, future proposals for new library facilities would be subject to additional CEQA review.

Pages 4.13-38 to 4.13-39

The second paragraph under threshold a.i. is amended as follows:

The Specific Plan calls for the provision of 15.76 acres of additional parkland. The Specific Plan proposes approximately 5.53 acres (4.5 miles) of new trails and sidewalks contributing to the overall proposed open space network. In addition, there are plans underway to develop the 9-acre Cooley Landing Park at the eastern terminus of Bay Road. Therefore, with the additional parks and trails foreseen in the Specific Plan, a total of 33.8 acres of parks and trails would exist within the Plan Area by 2035 (including 4.5 miles of new sidewalks and trails contributing to an overall proposed open space network). This would result in a ratio of 3.9 acres of parks per 1,000 residents within the Specific Plan Area. ~~there would be approximately 30 acres of parks and trails within the Plan Area by 2035 (including 4.5 miles of new sidewalks and trails contributing to an overall proposed open space network) for a future ratio of~~

~~parcs per 1,000 residents within the Plan Area of over 3.0.~~ This is an improvement to the existing ratio ~~would~~by exceeding the City's service standard of 3 acres of parks per 1,000 residents. ~~However,~~ Conservation and Open Space Element Goal 6.0 calls for the City to provide adequate open space and recreational opportunities which would help the City to continue to strive to meet its park service standard. It should also be noted that approximately 7 acres of additional publicly accessible parks and trails are anticipated to be provided in conjunction with, and by, private development projects as the Specific Plan is implemented. Please see Chapter Four of the Specific Plan for more detail about specific park and trail recommendations.

Section 4.14 Transportation/Traffic

Page 4.14-2

The following paragraph is added at the bottom of the page under City/County Association of Governments of San Mateo County

TJKM prepared a Traffic Operations Study and Recommended Near-Term Improvements Report on Willow Road and University Avenue for the City/County Association of Governments of San Mateo County (C/CAG) on July 22, 2011. The purpose of this report was to develop conceptual plans for traffic improvements, including reduced delays and queues for vehicle traffic and transit and enhanced safety for pedestrians and bicyclists, on Willow Road and University Avenue between US 101 and Bayfront Expressway. Based on the evaluation of existing and near-term traffic conditions, public comments, and meetings with City of Menlo Park, City of East Palo Alto, Caltrans, MTC and C/CAG staff, TJKM recommended two improvement concepts. Implementation of the recommendations is the responsibility of each city to include in their capital improvement programs (CIP), in coordination with MTC and C/CAG for potential funding opportunities.

Page 4.14-6

The following information is added to the end of the middle paragraph.

The C/CAG of San Mateo County has a policy in the Congestion Management Program that requires projects that generate more than 100 net peak hour trips on the CMP roadway network to mitigate the effects of the project on the CMP roadwork network.

Page 4.14-21

Figure 4.14-4 is amended to add additional bike facilities and is re-printed on the next page.

Page 4.14-22

The first two paragraphs on this page are amended as follows:

Just to the north of the Plan Area, a bike path parallels Bayfront Expressway. Another bike path connects the eastern terminus of Weeks Street south to Genge Road and Embarcadero Road on the southern end of Palo Alto Municipal Golf Course. The Bay Trail is part of the bicycle network system. As described in Chapter 4.13 of the EIR, there are two gaps in the Bay Trail within the city limits: a gap between Weeks Street and Bay Road and a gap between University Avenue and the northern boundary of the Ravenswood Open Space Preserve.

On other roadways in and around the Plan Area, bicyclists must share the road with auto traffic. The bike lanes on Willow Road, Bay Road, University Avenue, and Channing Avenue/Embarcadero Road are discontinuous as they cross Highway 101. There are two pedestrian/bicycle bridges crossing Highway 101 outside of the Plan Area as shown in Figure 4.14-4. Other than ~~these two pedestrian/bicycle bridges to the south of the Plan Area~~, there are no bicycle facilities available to cross Highway 101.



Source: Hexagon, 2009.

FIGURE 14.14 - 4
 EXISTING BICYCLE FACILITIES

Page 4.14-24

Figure 4.14-5 is amended to add additional transit facilities and is re-printed on the next page.

Page 4.14-25

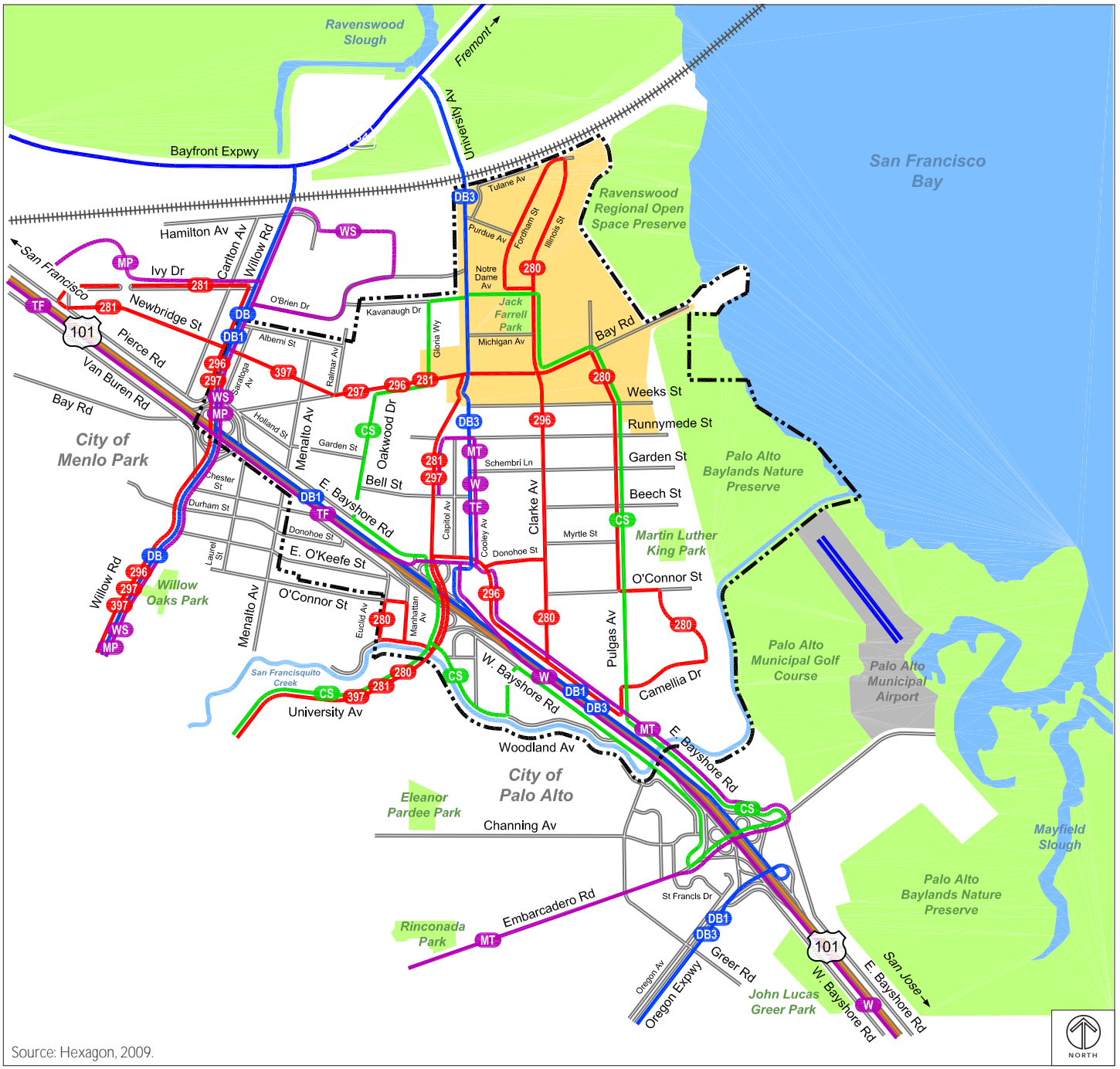
The following bullet points are added after the 6^b bullet point under a. SamTrans Bus Service.

- ◆ *The East Palo Alto Community Shuttle provides service throughout East Palo Alto on approximately 30-minute headways during commute hours. Within the Plan Area, the Community Shuttle operates on Pulgas Avenue, Bay Road, East Bayshore Road, Illinois Avenue, and Notre Dame Avenue.*
- ◆ *The Willow Road Caltrain Shuttle provides service between the Menlo Park Caltrain Station and Marsh Road area office buildings on 60-minute headways during commute hours.*
- ◆ *The Menlo Park Midday Shuttle provides service throughout Menlo Park. Key stops include Menlo Park Library, Belle Haven library, Menlo Park Senior Center, downtown Menlo Park, Caltrain, Menlo Medical Clinic, Safeway, Little House, Stanford Shopping Center, and Stanford Medical Center. It operates on an hourly schedule from Monday through Friday.*

Page 4.14-40

The second paragraph under Transit Reductions is amended as follows:

The Specific Plan could include measures that would mandate that employers implement a TDM program that includes a variety of policies such as subsidizing transit passes or allowing parking cash-out that would encourage transit ridership. The City also may want to consider establishing a Citywide TDM program with the aim of promoting alternative modes of travel and reducing the trips made by single-occupant automobiles. The extent of TDM measures that may be implemented is uncertain at this time. Thus, in order to be conservative, no trip reductions were assumed for increased transit usage or the effect of possible TDM measures.



Source: Hexagon, 2009.

- DB1— = Dumbarton Express Bus Routes
- CS— = EPA Community Shuttle (Daily Service)
- MT— = EPA Senior Shuttle (Monday & Thursday Service)
- TF— = EPA Senior Shuttle (Tuesday & Friday Service)
- W— = EPA Senior Shuttle (Wednesday Service)
- = Project Area
- = East Palo Alto City Limit
- 280— = SamTrans Bus Routes
- WS— = Willow Road Caltrain Shuttle (Commute Hours Only)
- MP— = Menlo Park Middy Shuttle (Monday through Friday Service)

FIGURE 14.4-5
EXISTING TRANSIT ROUTES

Specific Plan, Policy TRA-3.1 would require large businesses (50 employees or more) to implement a Transportation Demand Management (TDM) program with a goal of 15 percent employee participation in the TDM program. The TDM programs would reduce vehicle trips and vehicle miles traveled from businesses by encouraging employers to provide transit subsidies, bicycle facilities, alternative work schedules, flextime, telecommuting, and other measures to reduce vehicle travel. The programs would also include features that support ride sharing and car sharing. In addition, as included above under Section A Regulatory Framework, the C/CAG of San Mateo County has a policy in the Congestion Management Program that requires projects that generate more than 100 net peak hour trips on the CMP roadway network to mitigate the effects of the project on the CMP roadwork network.

Page 4.14-40

The last paragraph on this page is amended as follows:

The Plan Area is adjacent to the proposed Dumbarton Rail Line. Station locations are currently being planned as part of a separate project. ~~Furthermore, Rapid Bus/BRT Service may be implemented along University Avenue.~~ The planned transit services would encourage trips to and from the Ravenswood/4 Corners Area to utilize alternative modes of travel, thereby reducing the vehicle trips generated by the project. However, because the timing and funding of the Dumbarton Rail Line is uncertain, and because the location of the rail station is subject to change, no reductions for transit usage were assumed in calculating Plan-level impacts.

Page 4.14-51

The first sentence under Mitigation Measure TRA-1 is amended as follows:

Mitigation Measure TRA-1: The shared left-through lane on east-northbound Willow Road shall ~~could~~ be converted into a left-turn only lane and the signal phasing on the east north and west south approaches modified from split phase ~~modified~~ to protected lefts.

Page 4.14-53

The second sentence under Mitigation Measure TRA-3 is amended as follows:

Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~ should be provided.

Page 4.14-56

The second sentence under Mitigation Measure TRA-6 is amended as follows:

Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~ should be provided.

Page 4.14-57

The second sentence under Mitigation Measure TRA-7 is amended as follows:

Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~ should be provided.

Page 4.14-58

The second sentence under Mitigation Measure TRA-8 is amended as follows:

Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~ should be provided.

Pages 4.14-66 to 4.14-67

The discussion under D.3.f.i Dumbarton Rail Service is amended and Footnote 11 is added as follows:

The enhanced bus service option includes Bus Rapid Transit (BRT) ~~and is planned to run down University Avenue through East Palo Alto.~~ BRT typically includes limited bus stops and traffic signal priority. It also could include exclusive bus lanes. While there are three planned BRT routes, none of these routes would to run through the Plan Area. Two of these routes would use Willow Road, and the third route would run from the Union City BART station to the Redwood City Caltrain Station.¹¹ ~~A logical location for a~~

~~BRT stop would be at the intersection of University Avenue and Bay Road, which already is a major transfer point for SamTrans bus routes.~~

Since the potential DRC transit service is unfunded, it was not included in the Specific Plan traffic analysis.⁴⁴¹² ~~The likely impact of the service would be different whether it was rail service with an East Palo Alto station or BRT service.~~ The potential DRC rail service is projected to have much higher ridership than the bus service. Therefore, it would reduce traffic on the Dumbarton Bridge. This reduction would also apply to Bayfront Expressway and University Avenue. If there were a station on University Avenue, the station would attract some of its own traffic because each station would have a large tributary area. The effects of reducing traffic on the Dumbarton Bridge and increasing traffic around the station are off-setting. Without conducting a much more detailed study, it cannot be said whether the rail service would increase or decrease traffic in the Plan Area, particularly on University Avenue. The rail service in conjunction with an East Palo Alto station would provide an attractive transit option for the Plan Area. Therefore, assuming a shuttle was available, the rail service would increase the transit mode share of the project. As described above, current plans indicate that there would be no BRT service in the Plan Area. Therefore, no traffic impact from the BRT service would occur.

~~The BRT service also would decrease traffic on the Dumbarton Bridge, although to much less extent than the rail service. This would result in some traffic reduction on University Avenue. Unlike rail service which relies on a limited number of stations, BRT would include has a series of stops. Therefore, there would be no concentration of added traffic around the stops. The BRT would provide an attractive transit option in close proximity to the Plan Area. Therefore, the transit mode split for the project would be expected to increase.~~

¹¹ SAMTrans, 2012, Comments on the Draft EIR.

⁴¹² The provision of a station at a defined location was not included in the analysis. However, passenger service along the DRC was included as a factor in the cumulative analysis.

Page 4.14-77

The first sentence under Mitigation Measure TRA-CUM-1 is amended as follows:

Mitigation Measure TRA-CUM-1: The shared left-through lane on northbound Willow Road ~~shall~~ could be converted into a left-turn only lane and the signal phasing on the ~~east~~ north and ~~west~~ south approaches modified from split phase ~~modified~~ to protected lefts.

Page 4.14-79

The second sentence under Mitigation Measure TRA-CUM-3 is amended as follows:

Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~ should be provided.

Page 4.14-84

The second sentence under Mitigation Measure TRA-CUM-8 is amended as follows:

Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~ should be provided.

Page 4.14-85

The second sentence under Mitigation Measure TRA-CUM-9 is amended as follows:

Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~ should be provided.

Page 4.14-86

The second sentence under Mitigation Measure TRA-CUM-10 is amended as follows:

Along with a new traffic signal, appropriate pedestrian and bicycle accommodation ~~shall~~ should be provided.

Section 4.15 Utilities and Service Systems

Page 4.15-26

The end of the first paragraph amended as follows:

Analysis of use of recycled water would need to include verification that the water quality is adequate and that there would be no adverse health effects from its use. This is covered in **Specific Plan Policy UTIL-2.1**. Installation of a dual piping system with separate pipes for potable and non-potable water would not have greater environmental impacts than installation of a single system.

Page 4.15-30

Footnote 62 is amended as follows:

⁶² Wilsey Ham Engineers, 2008, *RBD Storm Drainage Study: Re-routed to the Channel and the O'Conner Pump Station Memorandum*, page 1, included in the DEPLAN in Appendix 4 of the Draft EIR.

Chapter 5 Alternatives

Page 5-8

Table 5-2 Comparison of Impacts from Project Alternatives is revised on the preceding page with a change to the relative impact for Hazards and Hazardous Materials for the Housing on 391 Demeter Street. For clarity, this is not shown in underline and strikeout.

Pages 5-19

The paragraph under B.2.1. Population and Housing for the Reduced Density Alternative is amended to match the conclusion in Table 5-2 as follows:

The population of the Plan Area with buildout under the Specific Plan is within the estimates forecasted by ABAG in 2009 and causes no impact. There is also no significant displacement of people as a result of the Specific Plan development. Similar to the Specific Plan, the Reduced Density

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TABLE 5-2 COMPARISON OF IMPACTS FROM PROJECT ALTERNATIVES

Topic	No Project Alternative	Reduced Density Alternative	Housing on 391 Demeter Street Alternative	Wetlands Setback Alternative
Aesthetics	=	+	+	=
Agriculture and Forestry Resources	=	=	=	=
Air Quality	+	+	-	=
Biological Resources	+	=	+	++
Cultural Resources	=	=	=	=
Geology, Soils, and Mineral Resources	+	+	+	=
Greenhouse Gas Emissions	=	+	-	=
Hazards and Hazardous Materials	+	+	=	=
Hydrology and Water Quality	+	+	-	++
Land Use and Planning	=	=	=	=
Noise	+	+	=	=
Population and Housing	=	+	=	=
Public Services and Recreation	+	+	-	=
Transportation/Traffic	++	+	-	=
Utilities and Service Systems	+	+	-	=
++	Substantial improvement compared to the proposed project.			
+	Slight improvement compared to the proposed project.			
=	Similar to the proposed project.			
-	Slight deterioration compared to the proposed project.			

Alternative would replace the small amount of housing removed with a larger amount of housing of similar density. However the Reduced Density Alternative would result in a smaller population in the Specific Plan area compared to the Proposed Project. There is ~~would be~~ therefore ~~no difference~~ a ~~reduced~~ impact with the Reduced Density Alternative, and the Reduced Density Alternative impact would be an improvement-equivalent.

Pages 5-22 to 5-23

The paragraph under C.2.b. Hazards and Hazardous Materials for the Housing on 391 Demeter Street Alternative is amended as follows:

~~With the smaller development footprint, there would be no change to the hazards and hazardous materials impacts resulting from disturbing subsurface contamination and redeveloping contaminated sites, except~~ Under this alternative, that sites would have to be cleaned up to the higher standards required for residential rather than commercial/industrial development. This would lead to a general reduction in hazardous material levels to a level determined adequate to protect human health, given the proposed land use. Additionally, residential development is less likely to store, use, or consume environmentally hazardous materials than office or industrial development. However, since the property would be located immediately adjacent to the land designated for R&D/Industrial uses, this alternative would bring more people living in the area and coming in close contact with heavy industry. Overall, ~~t~~The impact would therefore be ~~increased~~equivalent, and the Housing on 391 Demeter Street Alternative would be an deterioration.

Page 5-24

The paragraph under Utilities and Service Systems for the Housing on 391 Demeter Street Alternative is amended as follows:

Utilities and Service Systems

~~With more people in the service area, more water would be consumed.~~ There is already insufficient water to support the existing population. The Specific Plan contains a policy restricting development until new water rights have been obtained. ~~With an increased population,~~ The water demand per square

~~foot would be greater for residential use than for commercial/office use¹², making the need for additional water rights would be more acute, and the impact would be increased compared to the proposed project.~~ Overall, there would be an *increased* impact compared to the proposed project, and the Housing on 391 Demeter Street Alternative would be a deterioration.

Page 5-31

The final paragraph under E. Environmentally Superior Alternative is amended as follows:

The Housing on 391 Demeter Street Alternative would be the least environmentally superior, resulting in a slight deterioration for 67 environmental issues compared to the proposed project and a slight improvement in relation to 3 of 15 issues examined in Table 5-2.

Page 5-33

The following text is added before the last paragraph on this page.

The three alternatives were developed and studied as part of the Specific Plan public process. These alternatives studied in the *Alternative Analysis* were borne out of the community process that preceded them. After presenting the alternatives to the public in a community workshop, community members worked in small groups in the same workshop to develop one Preferred Alternative. In all cases, small groups developed a hybrid of the three alternatives they were presented with to come to a Preferred Alternative. After this exercise, the project team continued to synthesize the input from the small groups to develop a single draft Preferred Alternative. At this point, the Preferred Alternative was further refined through the public process through special study sessions with the City Council and Planning Commission and independent Planning Commission and City Council hearings. As such, no single alternative from the original three was rejected. Instead, elements from the three original alternatives, through a

¹² Table 4-5, Page 19 of the 2011 Water Supply Assessment for the Project Area notes that Residential Uses have a water demand between 9.33 (Single-Family) and 16.02 (Mixed-Use) acre feet per acre, compared to a demand of 7.99 acre feet per acre for Commercial Uses (which include Office).

thorough community process, were combined to create a single Preferred Alternative. The Final Preferred Alternative was adopted by the Community Advisory Committee in November 2010, and the Planning Commission in December 2010. In March 2011, the City Council adopted the final Preferred Alternative by resolution.

Chapter 6 CEQA-Required Assessment Conclusions

Page 6-1

The second paragraph under A. Growth Inducement is amended as follows:

The Plan would involve direct growth inducement through the construction of up ~~594~~⁸³⁵ new housing units by 2035. However, as described in Chapter 4.10, Population and Housing, population and job growth that could occur under the Plan is in line with ABAG projections.

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4 LIST OF COMMENTERS

A. Overview

This chapter lists the sources of all letters and comments received on the Ravenswood/4 Corners TOD Specific Plan during the public review period from January 16 to March 21, 2012.

B. List of Those Who Commented on the Draft EIR

The comments are sorted in the following order: private individuals followed by organizations. Comments within each category are arranged thematically and/or in chronological order they were first received. The commenters are identified by an acronym or abbreviation that is used in the table of responses and in annotations to the letters and transcripts in Chapter 5.

CEQA Section 15088 requires a response to comments that pertain to the significant environmental issues raised. Several other types of comments are included in these letters, such as those pertaining to: project merits, economic issues, and expressions of opinion. These latter types of comments do not require a response under CEQA.

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LIST OF COMMENTERS

TABLE 4-1 COMMENT LETTERS AND TRANSCRIPTS ON DRAFT EIR

Date Received	Name	Letter #	Acronym
State			
March 16, 2012	CalTrans	1	CTrans
Regional/County			
March 14, 2012	County of San Mateo	2	SMDPW
March 6, 2012	Caltrain	3	CTrain
March 6, 2012	SAMTrans	4	STrans
March 22, 2012	Bay Area Air Quality Management District	5	BAAQMD
March 14, 2012	Bay Conservation and Development Commission	6	BCDC
Regional/Neighboring City			
March 21, 2012	City of Menlo Park	7	MP
March 21, 2012	Menlo Fire District	8	MPF
March 21, 2012	San Francisco Public Utilities Commission	9	SFPUC
Non-Profit Organization			
March 21, 2012	Bay Keeper	10	BK
March 16, 2012	Mural Art Project	11	MMAP
March 14, 2012	John W. Gardener Center	12	JWGC
Local Businesses/Business Groups			
March 21, 2012	ETB EPA Coalition	13	ETB
March 14, 2012	151 Tara Road	14	TWC
March 12, 2012	Ravenswood Business District	15A	RBD1

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Date Received	Name	Letter #	Acronym
March 21, 2012	Ravenswood Business District	15B	RBD2
March 21, 2012	S.S. Papadopoulos & Associates	16	SSP
Individuals			
March 6, 2012	Robert Facciola	17	RF
March 21, 2012	Adina Levin	18	AL
March 21, 2012	Bernardo Huerta	19	BH
March 21, 2012	Andrew Boone	20	AB
Public Hearing			
February 28	Joint Session Hearing		PH1
March 12	Planning Commission Hearing		PH2

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LIST OF COMMENTERS

5 COMMENTS AND RESPONSES

This chapter includes each comment letter received during the public review period. The comments are annotated so that each point can be addressed separately.

A. Responses to Comments

Table 5-1 lists each comment received in writing and at public hearings conducted during the comment period for the Draft EIR. The comments are presented in the order listed in Chapter 4 of this document, with the commenter's name abbreviated accordingly. Responses are provided to each substantive comment on the Draft EIR. Where the same comment has been made more than once, a response may direct the reader to another numbered comment and response, or to one of the master responses provided above. Where a response required revisions to the Draft EIR, those revisions are shown in Chapter 3 of this document.

CITY OF EAST PALO ALTO
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COMMENTS AND RESPONSES

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #		Comment No.	Comment	Response	
STATE					
1	CalTrans	CTrans-1	The Department concurs with the findings in the Specific Plan and DEIR. We are looking forward to working with the cities of East Palo Alto and Menlo Park on proposed mitigation measures at the intersections where the state facilities are affected; Intersection #1. Willow Road (State Route [SR] 114)/Bayfront Expressway (SR 84), #2. University Avenue (SR 109)/Runnymede Street, #5. Willow Road/Newbridge Street, #6. University Avenue/Donohoe Street, and #9. University Avenue/Bayfront Expressway.	The comment is noted.	
2	CalTrans	CTrans-2	Please provide a discussion on how the City of East Palo Alto will coordinate with the City of Menlo Park concerning the proposed improvements to Intersections #1 and #9. The Menlo Park campus of Facebook also proposes improvements to these intersections as mitigation for their traffic impacts.	This issue will be discussed in the Findings and Statement of Overriding Considerations.	
3	CalTrans	CTrans-3	Also, discuss fair share fees for the improvements to study intersections #1 and #9, Bayfront Expressway/ Willow Road and Bayfront Expressway/University Avenue, respectively.	The amount of fair share fees relate to the economics of implementing mitigation measures rather than impacts and thus are not a CEQA topic.	
4	CalTrans	CTrans-4	Two new traffic signals are proposed for the intersections of University Avenue at Purdue Avenue and the proposed Loop Road. We recommend interconnecting all the traffic signals on University Avenue from Bayfront Expressway south through Notre Dame Avenue.	The comment is noted.	
5	CalTrans	CTrans-5	Please provide geometric plans for the proposed Loop Road.	The loop road was shown in the Draft EIR on Figure 3-4, Page 3-9. If plans go forward to build the loop road, more detailed plans would be drawn and shared with Caltrans during the design phase and project level environmental review.	
yes	6	CalTrans	CTrans-6	There is a known archaeological site (P-41-000233/CA-SMA-235) that is both within the Plan Area/Specific Plan boundary and within the state right of way (ROW) for the Ravenswood 4 Corners TOD Specific Plan. The Office of Cultural Resource Studies (OCRS) is in general agreement with the mitigation measures/plan policies outlined	The additional OCRS requirement to mitigate potential cultural resources impacts within the State right-of-way has been included as a new Specific Plan Policy CUL-1.5 in Chapter 3 of this Final EIR.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response	
		<p>in the Cultural Resources Section of the Specific Plan DEIR; however, OCRS requires the following additional provision to be added to the plan policies that relate to cultural resources. If a development project that involves construction activities is proposed as a result of this Specific Plan and said specific project involves the use of the state ROW, in keeping with Specific Plan Policy CUL-1.3 and pursuant to California Environmental Quality Act (CEQA) and Public Resources Code (PRC) 5024, the Department requires a cultural resources study to be prepared by a qualified, professional archaeologist. Such study requires approval by the Department's OCRS before an encroachment permit can be issued. The study must include at a minimum the following:</p> <ol style="list-style-type: none"> 1. An effects evaluation of potential project impacts to the archaeological site 2. A mitigation plan per CEQA Guidelines 15126.4(b)(3) 3. Evidence of consultation with the territorial Native American group for the area pursuant to PRC 5097. 		
yes	7	CalTrans CTrans-7	<p>Avoidance is the preferred mitigation for archaeological sites under CEQA; however, CEQA Guidelines 15126.4(b)(3) provides discussion of archaeological mitigation. Archaeological monitoring is not appropriate mitigation prior to evaluation of a resource. If a cultural resource evaluation results in the finding of a historically or culturally significant resource, and based on the project impacts to this resource, a Data Recovery Plan may be necessary. The Data Recovery Plan, like any other cultural resources study that includes the state ROW requires approval by the Department's OCRS before an encroachment permit can be issued.</p>	<p>The comment is noted. As stated, a data recovery plan could be one of the possible mitigations if avoidance is not feasible and this option is included in the new Specific Plan Policy CUL-1.5 added to the Specific Plan and referenced in the EIR through Chapter 3 of this Final EIR</p>
	8	CalTrans CTrans-8	<p>Work that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to the following address Office of Permits, California Department of</p>	<p>The comment is noted. Permit applications would be made for individual projects under the Specific Plan.</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #		Comment No.	Comment	Response
			Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. http://www.dot.ca.gov/hq/traffops/developserv/permits/ .	
9	County of San Mateo	SMDPW-1	The DEIR states that storm water upgrades would be included as part of the Specific Plan in order to address the flooding issues within the project limits. These upgrades include a new system, identified as the Ravenswood System, which will be a supplement to the existing Runnymede System and a new force main system for the 391 Demeter Street development which would redirect runoff to the south towards Runnymede.	The Draft EIR Project Description Page 3-24 described a drainage divide that runs east-west approximately along the southern boundary of the 391 Demeter Street property. Page 3-25 noted that no upgrades are planned for the northern portion of the Specific Plan Area north of the terminations of the storm drain force mains on Pulgas Avenue and Tara Street south of the east-west connector road. The commenter is incorrect in the statement that the Plan includes a new force main for the 391 Demeter Street development that would redirect runoff to the south towards Runnymede. Runoff is naturally to the north and the Plan does not include any provision to divert it south. Specific Plan Policy UTIL-3.2 requires the City to ensure that a storm water system for the northern part of the Plan Area, including 391 Demeter Street and the University Village neighborhood, is designed to provide adequate capacity for peak rain events, and maintain functionality of the existing stormwater infrastructure.
10	County of San Mateo	SMDPW-2	In conjunction with these improvements, the DEIR states that the existing stormwater channel would be dredged, graded, and culverted from Runnymede to the detention basin near O'Connor Street to accommodate 100-year flows. Dredging of the O'Connor Street detention basin would also be performed to add additional storage, and a berm would be built along the west side of the detention channel to restrict channel overflows.	The comment is correct in its description of the proposed improvements to the Runnymede/O'Connor Street stormwater channel and O'Connor Street detention basin.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #		Comment No.	Comment	Response
11	County of San Mateo	SMDPW-3	<p>According to the DEIR, the O'Connor Pump Station has a capacity of 234 cubic feet per second (cfs). However, it does not state whether the capacity of the O'Connor Pump Station would be increased to accommodate the amount of additional discharge that the new drainage systems will contribute into the detention basin. Storm runoff from developments which ultimately drain into the San Francisquito Creek shall not exceed the existing discharge rate prior to development.</p> <p>The District requests that the final EIR should include discussions on design modifications to the existing stormwater channel and detention basin to confirm that the modifications can accommodate the additional runoff as the pump station maintains its current discharge rate.</p>	<p>The Draft EIR Footnote 9, Page 3-24 stated that: "Enlarging the retention basin is considered a viable substitute to costly upgrades of the pump station and lift station." Footnote 10 on Page 3-25 cited the "Memo from Wilsey Ham to Sean Charpentier, City of East Palo Alto, dated October 30, 2008. Re: RBD Storm Drain Study: Re-routed to the channel and the O'Connor Pump Station." The current pump station operates at 30 percent of capacity. The cited memo contains more detailed information about why pump station upgrades are not considered necessary. The memo has been included in the appendices of the Final EIR as an addition to the Draft EIR. The DEPLAN information including this memo has been publicly available since late 2008 and the City Resolution of March 17, 2009 to adopt the DEPLAN is available on the City website.</p> <p>As regards the rate of runoff from new development, which ultimately feeds San Francisquito Creek through the pump station, the commenter is referencing the requirements set forth in the NPDES C.3 requirements of the Municipal Regional Permit that covers San Mateo County described on Page 4.9-9 to 10 of the Draft EIR. The City will enforce conformance to these regulations for future projects under the Specific Plan during the development review stage.</p> <p>Environmental Review and Permitting for the Runnymede Storm Drain Phase II and Repair of the O'Connor Station Outfall Structure is a separate project now underway. The Project Description includes modifications to the existing stormwater channel and detention basin.</p>
12	County of San Mateo	SMDPW-4	<p>Table 2-1, "Summary of Impacts and Mitigation Measures," on page 2-15 of the DEIR states that the "project would not result in significant project or cumulative impacts related to the hydrology and water quality; therefore, no mitigation measures are required." The</p>	<p>The program-level Draft EIR discusses the magnitude and location of development that would be allowed in the Specific Plan area, and design guidelines that would apply to that development. Infrastructure improvements described in the</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #		Comment No.	Comment	Response	
			DEIR also states on page 2-2, "The Project Description of the EIR presents an abbreviated version of the Specific Plan, which itself describes development on a general level, and the land uses that would be permitted in the future. Development will occur on a project-by-project basis, at which time further details will be presented. Each of these projects (unless exempt) will undergo CEQA review." It seems these statements are contradictory. The District is unclear on how the conclusion can be derived that the project would not result in significant or cumulative impacts if development details have not been defined.	Draft EIR and in the 2008 Draft Engineering Plan (DEPLAN) would provide an adequate storm water drainage system for this degree of development. Individual project proposals for which more detailed CEQA review would be required, would fit within this general framework. There is therefore no contradiction between the conclusion that there would be no significant impacts from the Specific Plan implementation, and that additional CEQA review would verify that this is the case for each specific project at a definite location, or provide additional project-specific mitigation measures, and/or require a Finding of Overriding Considerations.	
13	County of San Mateo	SMDPW-5	The District advocates that trash management measures be incorporated into the design elements of the storm drainage systems and appurtenances of the development.	Policy UTIL-3.3 states: Where feasible, incorporate trash capture devices into storm drain inlets, and the outlet to the detention basin at the end of Runnymede Street. Trash management systems have therefore already been required, where feasible, under Policy UTIL-3.3.	
yes	14	Caltrain	CTRAIN-1	In Section 3(i), <i>Dumbarton Rail Service</i> , of the Impact Discussion of the Transportation/Traffic section of the DEIR (page 4.14-66), it is stated that the enhanced bus service alternative (now known as the Transportation System Management [TSM] Alternative) that is being evaluated as part of the DRC project would include a Bus Rapid Transit (BRT) route that would run down University Avenue through East Palo Alto. This is not correct. While the TSM Alternative includes three routes, none of these routes are planned to use University Avenue. Two of the routes would use Willow Road and would have stops along Willow Road. The third route called the BRT shuttle, would run from the Union City BART station to the Redwood City Caltrain Station, and would not run down University Avenue through East Palo Alto as described in the DEIR. While a stop at University Avenue and Bay Road may be logical, as suggested in the DEIR, there are no plans to operate one at that location. The analysis in the DEIR should be updated to reflect this.	The comment notes that the Transportation/Traffic Section included a Bus Rapid Transit route down University Avenue and a stop at University Avenue and Bay Road. As this is not now included as one of the alternatives in the Dumbarton Rail plan, the Draft EIR has been corrected to reflect this change. As stated in the Draft EIR, Page 4.14-67, as the potential Dumbarton Rail Service transit service is unfunded, it was not included in the Specific Plan traffic analysis.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #		Comment No.	Comment	Response
yes	15	SamTrans STRANS-1	On Page 3-21 of the Draft EIR, the project description states that the project envisions re-routed or new bus routes within the project area, including development of a Bus Rapid Transit (BRT) line down University Avenue in response to project development. SamTrans acknowledges that these projects are not included in the analyses prepared for the Draft EIR, but are included as a part of the Specific Plan. We support your efforts to encourage increased use of public transit as part of the TOD; however, SamTrans does not have any plans -at this time to introduce new fixed route bus service, such as BRT to the project area (e.g., along University Avenue). Once project development commences and any need for transit improvements are identified, we would be happy to coordinate with you to further discuss these improvements.	The comment notes that the project envisions a Bus Rapid Transit route along University Avenue although that this was not included in the analysis prepared for the Draft EIR. The comment further notes that SamTrans does not have any plans at this time to introduce a new fixed route bus service to the Plan area. As stated in the Draft EIR, Page 4.14-67, as the potential Dumbarton Rail transit service is unfunded, it was not included in the Specific Plan traffic analysis. This does not change the analysis in the Draft EIR. However, the Specific Plan and Draft EIR are corrected to reflect this change.
	16	SamTrans STRANS-2	As discussed in Section 4.14, <i>Transportation/Traffic</i> , significant impacts were identified at the following intersections through which SamTrans bus lines currently operate: <ul style="list-style-type: none"> • University Avenue and Bay Road • University Avenue and Donohoe Street • Clarke Avenue and Bay Road • Demeter Street and Bay Road • Pulgas Avenue and Bay Road The impact analysis should consider that increased congestion and driving time on area roadways and intersections has the potential to directly impact SamTrans buses operating on these facilities by increasing transit service times in this area.	The five intersections mentioned in the comment could be improved to some extent, although some impacts from additional project-related and other traffic would remain significant and unavoidable. It is acknowledged that this additional congestion would also affect bus service in the area.
	17	SamTrans STRANS-3	On page 4.14-65 of the Draft EIR, it is stated that the Specific Plan should include a program to enhance transit facilities near the intersection of University Avenue and Bay Road. The suggested enhancements include the development of on-street bus bays, new bus shelters, and transit information kiosks, including potential electronic bus arrival information. SamTrans welcomes the opportunity to work	The comment states that the enhancements to transit facilities near the intersection of University Avenue and Bay Road are desirable, but that no funding is available for these amenities at this time. The comment is noted but this does not affect the analysis provided in the EIR.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		with the project sponsor to identify the best way to facilitate greater access and use of transit, including identifying external funding sources as SamTrans does not have available funding for amenities at this time.	
REGIONAL/COUNTY			
18	BAAQMD BAAQMD-1	Bay Area Air Quality Management District (District) staff has reviewed your agency's Draft Environmental Impact Report (DEIR) for the Draft Ravenswood/4 Corners TOD Plan (Plan) located in the City of East Palo Alto. We commend a number of features of the Plan, including a mix of land uses, a network of off-street pedestrian and bicycle facilities, and enhancement of public spaces, which will aid in decreasing vehicle miles traveled, thereby helping to improve air quality and public health.	The comment is noted. No response is required.
yes	19 BAAQMD BAAQMD-2	<p><u>Risks and Hazards: New Sources and New Receptors</u> We commend the City for the risk and hazard analysis in the DEIR and for including mitigation measure AQ-2, which requires site-specific analysis for all development that includes sensitive receptors within 60 feet of University Avenue. Measure AQ-2 also requires that additional measures be employed to reduce the impacts from significant exposures (if applicable), and if this is not possible, to relocate sensitive receptors.</p> <p>However, AQ-2 does not address the potential impacts from future development which could generate new sources of toxic air contaminants (TACs) and/or fine particulate matter (PM2.5) concentrations in proximity to existing or new sensitive receptors within the Plan area. According to the DEIR, there is potential for new sources to enter the Plan area that would not be evaluated through CEQA or District permit processes, including truck loading docks, truck parking, etc. (pg. 4.3-40). In addition, the DEIR states (on pg. 3-21) that commuter rail service is currently being planned for the existing (now unused) rail line that passes adjacent to the north of the Plan area. The Plan also calls for the City to pursue a rail station for</p>	Mitigation Measure AQ-2 is modified as requested, in Chapter 3 of this Final EIR. However, it should be noted that these activities would also be evaluated under CEQA as part of future project-specific review.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		<p>the proposed commuter rail service, which would be located adjacent to the Plan area.</p> <p>Accordingly, we recommend that the City modify MM AQ-2 to require that measures shall be utilized in the site planning and building designs to reduce TAC and PM2.5 exposure where new sensitive receptors are located within 60 feet of University Avenue, <i>as well as</i> in proximity to new, future sources of TACs and/or PM2.5 concentrations.</p>	
20	BAAQMD BAAQMD-3	<p>In addition, we encourage the City to incorporate additional policy measures related to truck parking and goods movement which will help to address future potential impacts from TAC emissions and/or PM2.5 concentrations, such as the following examples:</p> <ul style="list-style-type: none"> “ Require projects generating significant heavy duty truck traffic to designate truck routes that minimize exposure of sensitive receptors to TACs and PM; “ For new projects that generate truck traffic, require signage which reminds drivers that State law limits idling to five minutes; “ Require the electrification of all loading docks and require that all trucks plug into grid power and shut off their main engines to the greatest extent feasible; “ Require operators of trucks delivering refrigerated goods to utilize a CARB-approved Transportation Refrigeration Unit (TRU) in lieu of utilizing the main engine; “ Prohibit truck parking in residential neighborhoods, or areas with other sensitive land uses. 	<p>The City could require these measures through project-specific CEQA documents. However, they are not considered appropriate for this planning-level document and no change is made to the Specific Plan or EIR.</p>
yes	21 BAAQMD BAAQMD-4	<p><u>Greenhouse Gas (GHG) Emissions Analysis</u></p> <p>According to pg. 4.7-18 of the DEIR, the Plan tiers off of the City's Climate Action Plan (CAP) which was adopted on September 20, 2011, and therefore, GHG emissions from implementation of the Plan would be <i>less than significant</i>. We understand that the City adopted a GHG reduction goal of reducing GHG emissions 15% below</p>	<p>The jurisdiction of the Climate Action Plan is the entire City, similar to the General Plan. It is the City's intent to review future development projects, including those within the Specific Plan area, for consistency with the Climate Action Plan, and possibly to require additional project features, if necessary, so that future development reduces GHG emissions to the extent</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response	
		"current" levels by 2020, which will help to enable the State to meet its GHG reduction goals pursuant to AB 32 and beyond. However, District staff recommends that environmental documents which rely on a GHG reduction plan for a cumulative impacts analysis identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as binding mitigation measures applicable to the project (State CEQA Guidelines Section 15183.5).	feasible. Consistency between the Climate Action Plan and the Specific Plan is analyzed in a table in the appendices of this Final EIR.	
yes	22	BAAQMD BAAQMD-5	District staff recommends that the DEIR assess the consistency of the Plan with <i>all</i> of the relevant measures in the City's CAP. We understand that several of the goals and policies in the Plan are consistent with the measures laid out in the CAP; however, a number of policies in the CAP (for example, E-1.3: Promote water efficiency; E-2.1: Participate in/promote PACE program; W-2.2: Institute a mandatory requirement for businesses to recycle; etc.) were not included in the Plan nor assessed in the DEIR. Therefore, the DEIR does not provide a comprehensive analysis of all of the measures in the City's CAP to determine if the Plan is consistent with the CAP. Staff recommends including a "compliance checklist" in the FEIR similar to what is utilized in other jurisdictions, for example, the City/County of San Francisco's "Compliance Checklist for Private Development Projects" (http://sfmea.sfplanning.org/GHG Checklist T I .doc).	See Response to Comment BAAQMD-4, above.
yes	23	BAAQMD BAAQMD-6	Additionally, a number of the GHG reduction policies and measures in both the Plan and the CAP are not mandatory. As mentioned above, policies and/or measures in the CAP that are not binding and enforceable must still be included as mitigation measures in order for the Plan to tier off of the CAP. For example, the DEIR states on pg. 4.7-19, "the goals and standards in this section require the City to establish a mandatory green building checklist and ordinances on new commercial and residential construction and retrofit projects". However, the DEIR does not include this "requirement" as a mitigation measure and it is not included as a mandatory policy in the	See Response to Comment BAAQMD-4, above.

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			Plan, and therefore implementation of the measure cannot be assured. We recommend including all of the non-mandatory measures in the CAP as mitigation measures in the Plan.	
24	BCDC	BCDC-1	Thank you for the opportunity to comment on the Ravenswood/ Four Corners TOD Draft Environmental Impact Report (DEIR) dated January 16, 2012, and received in our office on January 19,2012. These staff comments are based on the San Francisco Bay Conservation and Development Commission (BCDC) laws and policies, the McAteer-Petris Act, and the provisions of the <i>San Francisco Bay Plan</i> (Bay Plan). The policies of the Bay Plan recognize that the Commission should continue to take an active role in Bay Area regional transportation and land use planning. The general goals described for the area defined in the DEIR are goals that, if met in a way that protects the coastal resources along the shoreline, BCDC supports. In particular, these comments are related to BCDC jurisdiction, bay fill, public access, fish, other organisms and wildlife, dredging, transportation, shoreline protection and climate change.	The commenter is introducing BCDC, the statutes under which it operates, and its major policy document, the <i>Bay Plan</i> . This comment does not require a response.
25		BCDC-2	Jurisdiction and Authority. BCDC is responsible for granting or denying permits for any proposed fill (earth or any other substance or material, including pilings or structures placed on pilings, and floating structures moored for extended periods), extraction of materials or change in use of any water, land or structure within the Commission's jurisdiction. Generally, BCDC's jurisdiction over San Francisco Bay includes tidal areas up to the mean high tide level, including all sloughs, and in marshlands up to five feet above mean sea level; a shoreline band consisting of territory located between the shoreline of the Bay and 100 feet landward and parallel to the shoreline; salt ponds; managed wetlands (areas diked from the Bay and managed as duck clubs); and certain waterways tributary to the Bay. The Commission- can grant a permit for a project if it finds that the project is either (1) necessary to the health, safety or welfare of the public in the entire Bay Area, or (2) is consistent with the provisions	The paragraph describes the jurisdiction and authority of BCDC, reasons for granting or denying permits for proposed fill within BCDC's jurisdiction, and requirements for policy consistency with the <i>Bay Plan</i> . This comment does not require a response.

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26	BCDC-3	<p>of the McAteer-Petris Act and the Bay Plan. The McAteer-Petris Act provides for fill in the Bay for water-oriented uses where there is no alternative upland location and requires that any fill that is placed in the Bay is the minimum that is necessary for the project. The McAteer-Petris Act also requires that proposed projects include the maximum feasible public access consistent with the project to the Bay and its shoreline.</p> <p>Projects approved by BCDC must also be consistent with the Bay Plan. The Bay Plan includes priority land use designations to ensure that sufficient lands around the Bay shoreline are reserved for important water-oriented uses such as ports, airports, water-related industry, parks, and wildlife areas. The Bay Plan also includes policies that address protecting the Bay as a resource, and provide for the wise use and development of the Bay and its shoreline.</p> <p>BCDC staff is working with staff from the City of East Palo Alto and from Midpeninsula Open Space District to determine whether it is appropriate to expand the existing Palo Alto Baylands priority use area designation in the Bay Plan to include Cooley Landing. The Specific Plan Land Use Diagram (Fig 3-4) designates Cooley Landing as Community Open Space Conservation, which is consistent with the potential waterfront park and beach designation. The attached Bay Plan Map 7 depicts the Palo Alto Baylands designation and the adjacent South San Francisco wildlife designation.</p>	<p>The commenter is correct that the EIR Figure 3-4 of Specific Plan land uses shows a land use designation on Cooley Landing of Community Open Space. Page 3-4 of the EIR notes that the Plan Area includes the connection to Cooley Landing but does not include the other lands that will become the park. City plans for Cooley Landing were described in another document for which environmental review has already been concluded. As noted on page 3-14, at the time of project approval, the General Plan and zoning designation of this land would be amended and rezoned from Resource Management to Community Open Space.¹ The commenter is correct in that this designation would be consistent with the BCDC designation for the lands to the north and south.</p>

¹ City of East Palo Alto, 2010. *Cooley Landing Park Initial Study*. Available online at: http://www.ci.east-palo-alto.ca.us/cooley/pdf/Cooley_Landing_Initial_Study.pdf.

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yes 27	BCDC-4	Finally, the DEIR incorrectly states on page 4.10-2 that the California Coastal Commission carries out its mandate through BCDC. While BCDC and the Coastal Commission both manage coastal resources, their jurisdictions do not overlap and they have distinct policies, plans and legislative mandates.	The description of the respective roles of the California Coastal Commission and BCDC is corrected in the Chapter 3 of this Final EIR.
yes 28	BCDC-5	Public Access and Bay Fill. Section 66602 of the McAteer-Petris Act states, in part, that "existing public access to the shoreline and waters of the San Francisco Bay is inadequate and that maximum feasible public access, consistent with a proposed project, should be provided." Bay Plan policies require that public access be designed and maintained to avoid flood damage due to sea level rise and storms. Any public access provided as a condition of development must either remain viable in the event of future sea level rise or flooding, or equivalent access consistent with the project must be provided nearby. As there are significant biological resources along the shoreline of the Plan Area, the Final EIR should also consider the Bay Plan policies that aim to maximize public access opportunities while minimizing significant adverse impacts upon wildlife. If any projects identified in the Final EIR may require bay fill or new shoreline development within BCDC's jurisdiction, then the Final EIR should consider that BCDC policies on filling allow for fill to be placed in the Bay to protect existing and planned development from flooding as well as erosion. However, new projects on fill that are likely to be affected by future sea level rise and storm activity during the life of the project must: be set back from the shoreline to avoid flooding; be elevated above expected flood elevations; be designed to tolerate flooding or employ other means of addressing flood risks.	The Draft EIR is a programmatic document and as such does not provide detail on access to Bay front developments. It is noted that <i>Bay Plan</i> policies require public access be designed and maintained to avoid flood damage. A new Specific Plan Policy LU-9.4 to protect people and buildings from flooding in the area within BCDC jurisdiction has now been added using the wording of the BCDC Policy 4 of the Safety of Fills section, as amended October 6, 2011. Consistency with BCDC Bay Plan would be required for project-level environmental review documents when definite proposals are advanced for Bay front property development. <i>Bay Plan</i> policies listed under Part IV – Development of the Bay and Shoreline Public Access, include Policies 2, 3, and 8, which concern the nexus between public access and wildlife protection for which consistency was discussed in the Draft EIR on pages 4.10-7 and 8.
yes 29	BCDC-6	Fish, Other Aquatic Organisms and Wildlife. There appear to be biological resources along the shoreline of the Plan Area especially in the Northwest corner of the Plan area. If the Project would have impacts upon these resources, then the Final EIR should discuss the relevant policies on Fish, Other Aquatic Organisms and Wildlife	The commenter is correct in that analysis was not made for consistency between <i>Bay Plan</i> policies listed under Fish, Other Aquatic Organisms and Wildlife. This consistency analysis is provided in Chapter 3 of this Final EIR. Draft EIR Section 4.4 Biological Resources discussed potential impacts to threatened

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		which state, in part, "To assure the benefits of fish, other aquatic organisms and wildlife for future generations, to the greatest extent feasible, the Bay's tidal marshes, tidal flats, and subtidal habitat should be conserved, restored and increased." It also appears there are species, such as the Clapper Rail and the Salt Marsh Harvest Mouse which are listed under the California Endangered Species Act. It should be noted that there are specific Bay Plan policies dealing with listed species that state, in part, "the commission should not authorize projects that would result in the 'taking' of any plant, fish, other aquatic organism, or wildlife species listed as endangered or threatened pursuant to the state or federal endangered species acts, ..., unless the project applicant has obtained the appropriate 'take' authorizations...." Project elements that could impact biological resources could include elements that entail bay filling with BCDC jurisdiction.	or endangered species and their habitats. Mitigation Measure BIO-1 requires focused pre-construction surveys for development on all areas of Natural Habitat to identify special status plant populations. Mitigation Measure BIO-2 requires a wetland delineation to identify potential habitat for the salt marsh harvest mouse. Mitigation Measure BIO-3 requires pre-construction surveys for all suitable nesting habitat within 0.25 miles of active construction areas and subsequent measures to protect nesting birds including California black rail, California clapper rail, and western burrowing owl. These mitigation measures are considered to provide a basic level of protection with additional measures being stipulated during project-specific environmental review and for permits required for development, including filling, in areas under BCDC jurisdiction.
yes	30	BCDC-7	<p>Dredging. The DEIR states that some dredging may result from the development under the Specific Plan. Therefore, the Final EIR should discuss the relevant Bay Plan dredging policies. The Bay Plan policies on dredging state, in part, that "Dredging should be authorized when the Commission can find: (a) the applicant has demonstrated that the dredging is needed to serve a water-oriented use or other important public purpose, such as navigational safety; (b) the materials to be dredged meet the water quality requirements of the San Francisco Bay Regional Water Quality Control Board; (c) important fisheries and Bay natural resources would be protected through seasonal restrictions established by the California Department of Fish and Game, the U.S. Fish and Wildlife Service and/ or the National Marine Fisheries</p> <p>Areas where dredging is envisaged were described in the Draft EIR on Page 3-24 of the Project Description and follows: "Dredging, grading, and culverting of the stormwater channel from the end of Runnymede Street to the detention basin on O'Connor Street next to the levee to take 100-year flows. A berm would be built along the west side of the length of the detention channel to restrict the main channel overflows and allow water to back up from the pumping station and be held in the channel. The pond would also be dredged.^{2,3}"</p> <p>The commenter is correct in that BCDC dredging policies are relevant to this activity and consistency was not analyzed in the Draft EIR. This omission is corrected in Chapter 3 of this Final</p>

² Enlarging the retention basin is considered a viable substitute to costly upgrades of the pump station and lift station.

³ Memo from Wilsey Ham to Sean Charpentier, City of East Palo Alto, dated October 30, 2008. Re: RBD Storm Drain Study: Re-routed to the channel and the O'Connor Pump Station.

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		Service, or through other appropriate measures; (d) the siting and design of the project will. result in the minimum dredging volume necessary for the project; and (e) the materials would be disposed of in accordance with Policy 3."	<p>EIR. Dredging would be needed to serve the important public purpose of flood prevention. The materials to be dredged would be sampled to ensure that they meet the water quality requirements of SF RWQCB. If necessary, dredging would be restricted to certain times of year to abide by seasonal restrictions required by resource agencies. Dredging would be kept to the minimum required to provide adequate flood retention volumes in the channel and retention basin. Disposal of material would adhere to requirements stipulated in Dredging Policy 3.</p> <p>Environmental Review and Permitting for the Runnymede Storm Drain Phase II and Repair of the O'Connor Station Outfall Structure is a separate project now underway. The Project Description includes modifications to the existing stormwater channel and detention basin.</p>
yes	31	BCDC-8	<p>Transportation and Land Use. Because of the continuing vulnerability of the Bay to filling for transportation and development projects, the transportation findings of the Bay Plan state, in part, "pressure to fill the Bay for surface transportation projects can be reduced by improving the efficiency and increasing the capacity of existing transportation facilities and services, increasing access to public transit, providing safe and convenient public pathways for non-motorized forms of travel (e.g. bicycles, pedestrian)" and "transportation projects should be designed to maintain and enhance visual and physical access to the Bay and along the Bay shoreline." Furthermore, Bay Plan policies state, in part, "Transportation projects along the Bay shoreline and bridges over the Bay or certain waterways should include pedestrian and bicycle paths that will either be a part of the Bay Trail or connect the Bay Trail with other regional and community trails.</p>

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DEIR Change #	Comment No.	Comment	Response
32	BCDC-9	Climate Change, Shoreline Protection and Safety of Fills. The City of East Palo Alto should be applauded for evaluating potential flood risks. Policies, such as Specific Plan Policy LU-9.2, aim to reduce the risk of impacts associated with flood events, which are likely to increase with future sea level rise. However, the plan also calls for the placement of office buildings, industrial facilities and mixed use development within the 100-year flood plain which could lead to significant impacts upon public health and safety and the environment.	The comment is noted. Impacts from flood dangers of building in the flood plain were discussed in Section 4.9, Hydrology and Water Quality.
yes 33	BCDC-10	The Commission recently amended the Bay Plan Tidal Marsh and Tidal Flats, Shoreline Protection, Public Access, Safety of Fills policies and added a new Climate Change policy section. As this project appears to be an infill project, it would be exempt from a requirement to conduct a sea level rise risk assessment. Sea level risk assessments are required when planning shoreline areas or designing larger shoreline projects.	The comment is noted. No response is required. Policies on Climate Change that are applicable to land under BCDC jurisdiction have been added to Table 4.10-1 and mention of the probable infill exemption to the requirement for a sea level rise assessment has been noted through Chapter 3 of this Final EIR.
34	BCDC-11	If the Plan envisions the needs for shoreline protection then the Final EIR should consider the Bay Plan policies that require shoreline protection, such as levees and seawalls, to be designed to withstand the effects of projected sea level rise and to be integrated with adjacent shoreline protection. Whenever feasible, projects must integrate hard shoreline protection structures with natural features that enhance the Bay ecosystem, e.g., by including marsh or upland vegetation in the design. Where it is feasible, ecosystem restoration projects must be designed to provide space for marsh migration as sea level rises.	Additional shoreline protection measures were not envisaged and not included in the Plan. As the Proposed Project is not an ecosystem restoration project, there is no requirement to provide space for marsh migration with sea level rise.
35	BCDC-12	The Bay Plan policies on Safety of Fills state, in part, "rights-of-way for levees or other structures protecting inland areas from tidal flooding should be sufficiently wide on the upland side to allow for future levee widening to support additional levee height so that no fill for levee widening is placed in the Bay."	The comment is noted. No new levees are envisaged as part of the Plan. As stated in the Project Description, Page 3-18, it was assumed for the sake of this analysis that the loop road would have a buffer of roughly 20 feet from adjacent residential uses, and that it would be at grade or only minimally elevated above grade.

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yes	36	BCDC-13	Finally, Table 4.10-1 of the DEIR contains proposed Bay Plan policies and findings related to the recent Bay Plan Amendment. As the language that the Commission adopted is different from what is found in the table, I have mailed an updated Bay Plan, which should be used to correct Table 4.10-1.	The comment is noted. Language from the recent <i>Bay Plan</i> Amendment has been updated in the Draft EIR through Chapter 3 of this Final EIR.
REGIONAL/NEIGHBORING CITY				
37	City of Menlo Park	MP-1	<p>The traffic analysis is missing critical intersections in Menlo Park that should be included in the Draft EIR. Trips from the Belle Haven neighborhood would take the shortest route to the Specific Plan area using Ivy Drive, Hamilton Avenue to Willow Road at O'Brien Drive, Bay Road, and Bayfront Expressway.</p> <p>The following is a list of intersections typically traveled by Menlo Park residents to East Palo Alto, which are likely to see traffic impacts from the Specific Plan and should be analyzed:</p> <ol style="list-style-type: none"> Willow Road at Hamilton Avenue Willow Road at Ivy Drive Willow Road at O'Brien Drive Willow Road at Bay Road Willow Road at Durham Veteran's Hospital Willow Road at Gilbert Avenue Willow Road at Coleman Avenue Willow Road at Middlefield Road 	<p>The C/CAG travel demand model was used to estimate the distribution of project trips. The model showed a negligible number of project trips (less than 1 percent) would originate in the Belle Haven neighborhood. Thus, the estimated project trips on Willow Road at Hamilton Avenue, Ivy Drive, and O'Brien Drive do not warrant further analysis.</p> <p>As shown on Figures 4.14.7 and 4.14.8, approximately 6 percent of residential project trips and 8 percent of non-residential project trips are expected to approach the study area via Willow Road west of US 101. However, only a small fraction of the trips on these roadways would be new trips. Instead, the project trips on this roadway segment would displace existing trips that already use the same route to and from US 101 to more distant destinations. For example, many of the new jobs that may be developed in the Ravenswood Specific Plan area would likely be filled by existing Menlo Park residents that currently commute via Willow Road to US 101 en route to work sites in San Francisco or Silicon Valley. Similarly, residents of new housing units that may be developed in the Ravenswood Specific Plan area may, in time, find employment in Menlo Park, replacing existing workers that currently travel the same segment of Willow Road from more distant locations such as San Jose. Thus, over time, the project is likely to result in a reassignment of existing travel patterns. As the distance from the Specific Plan area increases, the proportion of redistributed existing trips</p>

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			increases such that the net increase in project trips eventually becomes negligible. For this reason, the project is expected to add a negligible number of trips on the segment of Willow Road west of US 101. It is therefore concluded that the project would not cause a significant adverse impact at the Willow Road intersections at Bay Road, Durham/Veteran's Hospital, Gilbert Avenue, Coleman Avenue, and Middlefield Road.
38	MP-2	The Draft EIR did not include analysis of some signalized intersections in East Palo Alto along University Avenue. These are all within the Specific Plan area. Intersections not included in the traffic analysis which are expected to be impacted include: a. University Avenue at O'Brien Drive b. University Avenue at Kavanaugh Drive c. University Avenue at Bell Street	The intersections noted in the comment have historically operated well below capacity at levels that far exceed the City's minimum standard. The Menlo Park Facebook Campus DEIR evaluated these intersections and found that all three intersections currently operate at LOS A or B during the AM and PM peak commute hours. These intersections will experience an increase in traffic as a result of the Specific Plan development. However, the added trips will occur primarily as through traffic on University Avenue with little to no impact to the volume turning to and from the identified side streets. The projected traffic increases are not expected to have an appreciable effect on intersection operations, average delay, or levels of service. Thus, it is concluded that the project would have an insignificant impact at these intersections.
39	MP-3	The Draft EIR uses traffic counts from October 2009 and June 2011. Counts from 2009 are outdated and should be updated. Counts taken in June do not reflect Stanford related traffic as classes were not in session. Traffic counts should be taken when Ravenswood and Menlo Park City School Districts and Stanford are all in session.	Table 5-2 (following this table) compares traffic counts from October 2009 used in the Ravenswood/4 Corners Specific Plan DEIR to counts from November 2010 obtained from the Menlo Park Facebook Campus Project DEIR. As shown in the table, the traffic volumes at some intersections were slightly higher in 2010 while at other locations the traffic volumes were lower in 2010. The overall average trend among the eight intersections was a slight decrease in traffic volumes from 2009 to 2010. Based on this comparison, it is concluded that revising the analysis to use 2010 traffic data in place of 2009 traffic data would not affect the study conclusions regarding significant impacts and

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			mitigation measures. Four study intersections on local East Palo Alto streets were evaluated using traffic counts from June 2, 2011. The intersections are located within the Specific Plan area on Clark Avenue, Pulgas Avenue, and Demeter Street, The Ravenswood and Menlo Park City School Districts were still in session on the date of the count, Stanford University is expected to generate an insignificant number of trips at these study intersections. Therefore, it is concluded that the traffic counts used in the Ravenswood/4 Corners DEIR accurately reflect existing traffic conditions as of the date the Notice of Preparation was circulated (May 3, 2011).
40	MP-4	Figure 4.14-2: Intersection 6, the eastbound right turn is not striped as a right tum lane. Please revise the lane geometry in the analysis to an eastbound shared thru/right tum lane.	Intersection 6, University Avenue and Donohoe Street, was evaluated assuming the eastbound Donohoe Street approach includes an exclusive left-turn lane, a separate through lane, and an exclusive right-turn lane. The lane coding reflects the actual usage of the curb lane, which due to its width functions as having a separate right-turn lane. The existing lane configuration used in the Ravenswood/4 Corners Specific Plan DEIR is consistent with the lane configuration assumed in the Menlo Park Facebook Project DEIR.
41	MP-5	Pursuant to more recent counts conducted for Menlo Park, the LOS at intersections-5, 6, and 9 has deteriorated from what the Draft EIR is shown on Table 4.14-3. Please contact the City of Menlo Park for detailed count information.	The October 2009 traffic counts used for Intersection 5, Willow Road and Newbridge Street, and intersection 6, University Avenue and Donohoe Street, are approximately equal or greater than the November 2010 counts at the same locations contained in the Menlo Park Facebook Project DEIR. The traffic volumes at Intersection 9, University Avenue and Bayfront Expressway, were shown to have decreased in the AM and increased in the PM peak hour from October 2009 to November 2010. The Ravenswood/4 Corners Specific Plan DEIR identified a significant project impact at this intersection for which there is no feasible mitigation. Thus, it is concluded that updating the

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			level of service analysis for this intersection to use more recent traffic counts would not affect the ultimate conclusion regarding impacts and mitigation measures at this intersection.
42	MP-6	The second paragraph on page 4.14-20 discusses traffic conditions in and around the Specific Plan area; however, the intersections on Bayfront Expressway at Willow Road and University Avenue in Menlo Park, which are significantly impacted, were not discussed.	The paragraph referenced by the comment is a limited discussion of intersections where the calculated level of service does not accurately reflect actual conditions observed in the field due to the influence of downstream congestion. As stated in the previous paragraph, field observations revealed that the level of service E calculated during the PM peak hour at the intersection of Willow Road and Bayfront Expressway and the intersection of University Avenue and Bayfront Expressway reflects actual existing traffic conditions.
43	MP-7	The Draft EIR is missing discussion about State Route {SR} 109 and SR 114 in the Congestion Management Plan {CMP} Monitoring Reports.	University Avenue (SR 209) and Willow Road (SR 114) are discussed on page 4.14-12. The Congestion Management Program (CMP) identifies these facilities as Routes of Regional Significance. Traffic flow on these roadways is controlled by the operating levels of signalized intersections along these routes. Thus, an analysis of intersection level of service was conducted at key intersections along these roadways as required by the CMP.
yes 44	MP-8	Figure 4.41.1 is missing the Ringwood Overcrossing at US 101, the Class 2 and 3 bike lanes in Menlo Park, and the pedestrian/bicycle undercrossing improvements at Willow/Bayfront Expressway. The Bay Trail is not mentioned in the discussion of existing bike facilities. A "bike path" is described as paralleling Bayfront Expressway, but a gap is not described. The Draft EIR is also missing a discussion regarding the existing pedestrian/bicycle bridge overcrossing at Ringwood/US 101 and there is no mention of East Palo Alto's plans for 101 pedestrian/bicycle overcrossing.	Figure 4.14-4 and the corresponding text describing the existing bicycle facilities on page 4.14-22 have been revised to include the facilities described in the comment above. Note that this section is limited to a description of existing facilities, and thus does not include a discussion of proposed future improvements such as the reopening of the currently closed pedestrian/bicycle undercrossing at Willow Road/Bayfront Expressway or a possible new pedestrian/bicycle overcrossing at US 101.

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yes	45	MP-9	The Draft EIR at page 4.14-25 is missing text regarding the existing Menlo Park Shuttle service on Willow Road and in the Belle Haven Neighborhood.	Figure 4.14-5 and the corresponding text describing the existing transit facilities on page 4.14-25 has been revised to include the Menlo Park Midday Shuttle and the Willow Road Area Caltrain Shuttle.
	46	MP-10	The trip distribution methodology in the Draft EIR at page 4-14-29 is flawed. For trips originating in Menlo Park, east of US 101, the model should use the trip distribution from the Menlo Park's Circulation System Assessment document.	The City of Menlo Park's Circulation System Assessment document contains peak-hour origins and destinations of Menlo Park trips based on available survey information. The document provides data needed for preparing Transportation Impact Analyses for proposed new developments located within the City of Menlo Park. The CSA is not intended to be used to estimate the distribution of trips for new developments outside the City of Menlo Park's boundaries. Thus, the C/CAG model was used to estimate the distribution of trips associated with the proposed development in the Ravenswood/4 Corners Specific Plan Area.
	47	MP-11	On Table 4.14-5 there is not sufficient data to support the basis for the internal trips for office/industrial/R&D and civic uses.	Internal trips reflect trips that have both ends (origin and destination) within the Specific Plan area. For example, some of the residents of the new apartments proposed in Block 3 may walk to a new retail store in Block 6. This mixed-use trip would result in a reduction in the vehicle trips generated by both blocks. The Institute of Transportation Engineers (ITE) has sponsored significant research to quantify the internal captured trips of multi-use developments. The ITE <i>Trip Generation Handbook, 2nd Edition</i> , published in 2004, provides a detailed methodology for estimating internal trips between various land uses. Appendix D (in Appendix 3 of the Draft EIR) provides a worksheet that details the calculation of internal capture rates, which was conducted following the recommended ITE methodology.

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48	MP-12	Clarify/provide the basis for the reduction in size for the post office and subsequent reduction in daily and am/pm peak trips. Also clarify if the post office is being reduced in size and why the Civic Center internal trips are being added instead of being reduced.	Block 8 contains an existing post office that will be removed to enable the development of the proposed residential, retail, and office uses. The reduction in post office size reflects the elimination of an existing use. Thus, the trip generation estimates prepared for this block reflect trip credits (negative trips) for the elimination of existing post-office trips. However, it is estimated that approximately one third of the existing post-office trips are actually internal captured trips within the Specific Plan area that do not involve a vehicle trip. Thus, the trip credits (negative trips) for the existing post office were partially offset by the addition of existing captured post office trips.
49	MP-13	The health clinic is being analyzed using the Institute of Traffic Engineers (ITE) trip generation rate for medical office building, which is not similar in nature to the daily, or peak hour, traffic patterns of a health clinic. Conduct a trip generation survey of a similar health clinic of similar size to the one proposed.	The Ravenswood/4 Corners DEIR is a program-level document that evaluates the potential impacts of envisioned future development. However, specific development projects have not yet been formulated. Thus, it is premature to conduct a detailed trip generation study for a potential future health clinic project, the specifics of which have yet to be defined. For the purpose of this program-level DEIR, the trips generated by a future health clinic were estimated using available data published by the Institute of Transportation Engineers (ITE). ITE's <i>Trip Generation</i> manual contains very limited survey data for health clinics with daily trip rates based on surveys at only two sites and PM peak-hour trip rates based on a survey of only a single site. For this reason trip estimates for this use were developed using ITE trip rates for a medical-dental office, which are based on surveys of up to 43 sites. The clinic and medical-dental office building land uses are related in that both provide diagnoses and outpatient care but are unable to provide prolonged in-house medical and surgical care. The City of East Palo Alto will evaluate specific development proposals as they come forward to determine their consistency with the land use assumptions

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DEIR Change #	Comment No.	Comment	Response
50	MP-14	<p>The charter high school is being analyzed using the ITE trip generation rate for a public high school, which is not similar in nature to the daily, or peak hour, traffic patterns of a charter high school. Conduct a trip generation survey of a similar charter high school similar in size to the one proposed. Explain the basis for the reduction in trips for the charter high school.</p>	<p>evaluated in the DEIR. Additional analysis may be required if the trip generation estimated for a proposed use varies significantly from that covered by the DEIR.</p> <p>The charter high school listed in Block 9 was the temporary location of the East Palo Alto Phoenix Academy, which has since been relocated to a site three blocks to the south. Because the existing traffic counts were conducted when the charter high school was still operating at its temporary location on Bay Road within the Specific Plan area, the trips associated with this use were subtracted from the trip estimates prepared for the proposed uses on this block. The traffic analysis report prepared for the proposed relocation of the charter high school included a count of existing charter high school trips during the hours immediately before and after school. The start of the school day coincides with the AM peak hour of adjacent street traffic (between 7:00 and 9:00 AM). Thus, the AM peak-hour trips generated by the charter high school were based on actual counts conducted at the site. However, the school dismisses before the PM peak commute hour (between 4:00 and 6:00 PM). School officials have reported that approximately 83 percent of the charter high school students participated in after-school programming. However, it is unknown exactly how many of those students departed during the PM peak commute hour. Because a survey of school trips during the PM peak commute hour is not available, trips estimates for this time period were developed using published ITE trip rates for a high school land use. The PM peak-hour trip rates for a high school published by ITE are only about 27 percent of the actual AM peak-hour trips observed at the charter high school. Thus, the PM peak-hour trip credits assumed for the existing charter high school are conservative in that they may result in a slight overestimate of the net increase in trips generated by the proposed uses. It is</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
			concluded that any difference between the estimated PM peak-hour trips and the actual PM peak-hour trips would be quite small and would not affect the study conclusions.
51	MP-15	The Draft EIR traffic analysis is using the ITE Trip Generation, 2 nd edition, chapter 7 for internal trip percentages. Research whether there are any recent Transportation Research Board (TRB) documents with more updated data than the 2 nd edition, which is now over 20 years old.	The comment seems to confuse two similarly titled ITE publications, <i>Trip Generation</i> , which was last published in 2008 as the 8 th Edition, and <i>Trip Generation Handbook</i> , which was last published in 2004 as the 2 nd Edition. The analysis of internal captured trips was conducted using the methodology found in ITE's <i>Trip Generation Handbook, 2nd Edition</i> . This publication reflects the latest guidance on the subject from the Institute of Transportation Engineers.
52	MP-16	The first paragraph on page 4.14-40 is erroneous because there are retail uses that generate a considerable amount of AM peak hour traffic, such as convenience stores, coffee shops, and fast-food restaurants.	While certain retail uses are quite busy during the AM peak hour commute hours (7:00 to 9:00 AM), the majority of retail uses generate little activity during this time period. The average trip rates published in ITE's <i>Trip Generation</i> reflect this overall trend as the AM peak-hour trip rate for shopping centers is only about one quarter as high as the PM peak-hour trip rate. The statement in the text of the DEIR about the relatively low trip generation of retail uses during the AM peak hour was meant to justify the conservative assumption of not applying any reduction for retail pass-by trips during the AM peak hour.
53	MP-17	Menlo Park has approved the location of the Dumbarton Rail station .at Willow Road Business Park. Revise the text in the last paragraph on page 4.14-40 accordingly.	The text on pages 4.14-40 has been revised to describe the location of Dumbarton Rail Corridor Stations identified by the Policy Advisory Committee.
54	MP-18	On page 4.14-41, the trip distribution model estimates that approximately 21% of the residential trips and about 27% of the non-residential trips generated by the project would remain within East Palo Alto or Menlo Park, east of Highway 101. Given the close proximity of the Belle Haven neighborhood to the Specific Plan area, there may be additional impacts at intersections that were not analyzed.	As stated in the response to comment MP-1, the C/CAG model showed a negligible number of project trips (less than one percent) would originate in the Belle Haven neighborhood. Thus, additional intersections that provide access to the Belle Haven neighborhood do not warrant further analysis.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
55	MP-19	Figure 4.14.7 and 8 are missing the percentage of trips coming from the Belle Haven neighborhood.	Refer to Response MP-1 and MP-18.
56	MP-20	Project Trip Assignment Figure: Willow Road/SR 84 is missing trips from Willow Road to Bayfront Expressway that would be generated from the Belle Haven neighborhood. The same is true for the Newbridge Street/Willow Road intersection.	Refer to Response MP-1 and MP-18.
57	MP-21	On page 51 consider adaptive signalization as a partial mitigation for Willow Road/SR 84.	The DEIR identifies two geometric improvements that may be implemented at this intersection, either of which would satisfactorily mitigate the significant project impact at this intersection. However, implementation of either recommended improvement or the implementation of adaptive signal control, as suggested in the comment, would require coordination with and approval by Caltrans and the City of Menlo Park. Because the City of East Palo Alto cannot guarantee implementation of these improvements, the impact would remain significant and unavoidable.
58	MP-22	University Avenue/Donohoe Street mitigation measure is missing discussion of a right turn overlap phase.	The DEIR identifies intersection improvements that would satisfactorily mitigate the significant project impact at this location. The recommended improvements include constructing an exclusive southbound right-turn lane, restriping the westbound approach to include dual left-turn lanes, one through lane and one right-turn only lane, and modifying the signal phasing on Donohoe Street from split phase operation to a standard phase sequence with protected left turns. The addition of an exclusive southbound right-turn lane would enable right-turn traffic on this approach to proceed to turn right on red during the complementary protected eastbound left-turn green phase. The level of service calculations with the identified mitigation measure are coded as having right-turn overlap phasing for the southbound approach, which is a common means used to represent right turns on red.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
59	MP-23	Cumulative Traffic Volume Forecasts are missing from the Menlo-Gateway Project in the analysis.	Appendix F (of Appendix 3 of the Draft EIR) contains a list of projects included in the cumulative scenarios. The text on page 4.14-68 has been revised to explicitly identify the Menlo Gateway project among those projects that are included in the cumulative scenarios.
60	MP-24	P.4.14-77: The mitigation measure at Willow Road/Bayfront Expressway still causes the intersection to remain at LOS F. Consider other widening improvements, TDM measures, or adaptive signals.	The DEIR identifies geometric improvements that would satisfactorily mitigate the significant project impact under cumulative conditions. Although the intersection would continue to operate at LOS F with the recommended improvement, the average delay would be less than that under cumulative no project conditions. However, because the improvement is under the jurisdiction of Caltrans and the City of East Palo Alto cannot guarantee it would be implemented, the impact would remain significant and unavoidable.
61	MP-25	The Draft EIR is missing analysis of the Willow Road/US 101 interchange as well as the Willow Road/Middlefield Road intersection.	The Willow Road/US 101 interchange is under the jurisdiction of Caltrans. Caltrans has reviewed the Ravenswood/4 Corners Specific Plan DEIR and provided written comments. Please refer to Responses to Comments CTrans1-8. Refer to Response MP-1 for an explanation of the study area limits.
62	MP-26	Given the large amount of trips anticipated to travel along University Avenue and the anticipated congestion, traffic could divert through East Palo Alto neighborhoods and into Menlo Park via Willow Road. The Draft EIR underestimates the percentage of trips along Willow Road and thus, underestimates the Impacts associated with the traffic along Willow Road at the signalized intersections.	The project trip assignment shown on Figure 4.14-9 does assume that a portion of the project trips to and from the north on US 101 would use Willow Road, Newbridge Street, and Bay Road to access the Specific Plan area. Neither the future C/CAG model travel forecasts nor the existing travel times indicate that trips approaching the area on northbound US 101 would achieve any time savings by going out of the way by continuing past University Avenue to Willow Road and then back tracking to reach the Plan area.
63	MP-27	Page 4.14-7, 8: The LOS threshold section has no mention of state-controlled intersection LOS thresholds.	The City of Menlo Park has established distinct level of service standards and impact criteria for state-controlled intersections that are distinct from the standards applied to locally-controlled

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
			intersections. This distinction is acknowledged in the first paragraph on page 4.14-8. A detailed description of the City of Menlo Park's significance criteria for each category of street is provided on page 4.14-27.
yes 64	MP-28	Page 4.14-1: The regulatory framework section has no mention of Menlo Park General Plan or City/County Association of Governments (C/CAG) study on Willow Road and University Avenue, Gateway Study.	The regulatory framework setting is amended to include discussion of the Willow Road and University Avenue Gateway Study.
65	MP-29	Revise the text on page 4.14-11 so it states that Bayfront Expressway is a six lane facility between Marsh Road and Dumbarton Bridge Toll Plaza.	The DEIR text on page 4.14-11 has been modified per the comment.
66	MP-30	Page 4.14-12: University Ave is primary access to US 101 and SR 84. Also, it serves a majority of the trips in the planning area and all residential, retail, and office trip types. There are primarily residential and retail uses that front on to University.	The DEIR text on page 4.14-11 has been modified per the comment.
67	MP-31	Page 4.14-7: The Intersection level of service standards and analysis methodologies used City of Menlo Park standards instead of CMP standards since they are more stringent. This is not a typical practice, as it would overestimate potential impacts.	The Ravenswood/4 Corners Specific Plan DEIR used the level of service standards and significance criteria established by the City of Menlo Park for study intersections within its borders.
68	MP-32	Page 4.14-27: Significance criteria in Menlo Park are not correctly applied for the Willow Road/Bayfront Expressway intersection. Willow Road is designated as SR 114 between Bayfront Expressway and approximately Newbridge Street.	The intersection of Willow Road/Bayfront Expressway is a hybrid in that three of the legs are State highways, and one of the legs is a driveway serving the Facebook site. The DEIR treated the Facebook driveway as a local street approach in applying the significance criteria on page 4.14-27. A significant impact was identified to the Facebook driveway because the delay was shown to increase by more than 0.8 seconds. Mitigation measures were identified for this impact. This comment suggests that the entire intersection should be treated as the intersection of two State highways (ignoring the Facebook driveway), which invokes the use of different impact criteria. The impact criteria that apply to the intersections of two State highways state that an impact is an increase of average

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DEIR Change #	Comment No.	Comment	Response
			delay of 4 seconds or more. The project would increase the delay by less than four seconds, so the impact would be considered less than significant, and no mitigation would be required either for the existing + project scenario or the cumulative scenario.
69	MP-33	Page 4.14-39: Mixed use and pass by trip reductions used ITE Handbook methods to determine internalization rates, applied pass-by reductions to retail uses, no reduction for AM peak hour, but used same reduction PM peak as daily. Please clarify why different standards and reductions were utilized.	The ITE trip generation handbook does not include any data about pass-by trips for the AM peak hour or for daily trips. Hexagon assumed the same pass-by percentage for daily trips for the retail but assumed no pass-by trips during the AM peak hour. This is because retail trips are very low during the AM peak hour anyway.
70	MP-34	Page 4.14-41: It is unclear which version of the C/CAG model was used to determine the internalization of trips to East Palo Alto. The most current version should be used.	While models are always evolving, the most current version of the C/CAG model was used as of the date of the NOP (May 3, 2011). The model forecasts were for year 2035.
71	MP-35	Figure 4.14.8: A trip distribution of 27% of the peak hour non-residential trips as internal to East Palo Alto appears high.	According to the 2000 Census Transportation Planning Package (the latest available), 33 percent of the jobs in East Palo Alto are filled by East Palo Alto residents. Therefore, it is reasonable to assume that the internal percentage would be 27 percent in the future with the project.
72	MP-36	On page 4.14-51, impacts and mitigation were evaluated for Willow Road/Bayfront Expressway using Menlo Park, not Caltrans standards. Recommended mitigation is to convert shared through-left lane on eastbound Willow Road approach to left-turn only lane and modify the signal phasing from split to protected (left-turn arrows). This will not adequately accommodate the expected traffic levels to/from the Facebook campus. Describe alternative mitigation to add third eastbound right-turn lane (from Willow Road to Bayfront Expressway).	The project is only obligated to mitigate its individual impact, which can be accomplished with the left-turn lane restriping and protected phasing. The DEIR acknowledges on page 4.14-51 (and again on page 4.14-77) that the resulting level of service still would not be within the standard even though the project's individual impact would be mitigated. The DEIR discusses on page 4.14-51 that the addition of a third right-turn lane would be desirable. In lieu of the left-turn lane restriping and protected phasing, Menlo Park could request a contribution toward the cost of the installation of a third eastbound right-turn lane.

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DEIR Change #	Comment No.	Comment	Response
73	MP-37	On page 4.14-52, impacts and mitigation were evaluated for University Avenue/Bayfront Expressway using Menlo Park standards, but include a statement that the addition of four seconds of delay triggers an impact which is not correct.	Page 4.14-52 states that the project would increase delay by 31.6 seconds at the intersection of University Avenue/Bayfront Expressway, which is a significant impact according to Menlo Park standards.
74	MP-38	A health risk assessment was not and should be included.	Impacts associated with health risks from air pollutant sources are addressed in pages 4.3-37 through 4.3-41 of the DEIR. Health risk assessments are typically prepared for projects in the Bay Area that are substantial sources of toxic air contaminant (TAC) emissions or would expose sensitive receptors to substantial sources of TAC emissions. Such sources might include new roadways with high truck volumes, stationary sources with combustion or solvent emissions, or changes to busy truck routes. The DEIR addresses foreseeable impacts associated with the implementation of the Specific Plan. The Specific Plan does not identify new sources of toxic air contaminants or TACs that could expose existing or future sensitive receptors to unhealthy pollutants levels. The DEIR analysis was built on the preliminary analysis of health risks prepared by the BAAQMD to address exposure of new sensitive receptors to the TAC sources.
75	MP-39	The Draft EIR concludes that traffic will increase at a greater rate than the residential or employee population with the implementation of the Specific Plan. How this conclusion was reached was not adequately explained in this section to allow the reader to understand that statement or its impact on air quality. Furthermore, as will be discussed in the comments on population and housing below, it appears the residential population may be underestimated and the impacts to air quality may be more significant than identified in the Draft EIR.	The DEIR used population projections included in Section 4.12, Population and Housing, and based on the buildout numbers included in the Project Description, to determine the growth of the service population caused by the Specific Plan. The rate of growth was then compared to the rate of growth in vehicle miles travelled (VMT), as recommended in the BAAQMD CEQA Air Quality Guidelines, pages Section 2.7, pages 2-7 and 2-8 and Section 9.1, pages 9-2 and 9-3.
yes 76	MP-40	Although the Draft EIR states that the Impacts of increased traffic on air quality will be mitigated by requiring large employers to participate in a TDM program, there is little or no information in the	The Specific Plan Appendix B states that TDM is required for businesses with 50 employees or more. The C/CAG of San Mateo County has a policy in the Congestion Management

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DEIR Change #	Comment No.	Comment	Response
		Draft EIR regarding what is considered a large employer and what specific TDM measures will be required.	Program that requires projects that generate more than 100 net peak hour trips on the CMP roadway network to mitigate the effects of the project on the CMP roadwork network. This information is included in the Draft EIR through Chapter 3 of this Final EIR.
77	MP-41	There would be considerable construction activity from implementation of the Specific Plan that would affect the air quality. Discussion of post-construction operational impacts to air quality is also absent. These impacts need to be addressed in the Final EIR.	Construction air quality impacts from development under the Specific Plan were not assessed in the Draft EIR as no development projects are proposed at this time. Any prediction of emissions from construction activity would be heavily dependent on knowing the schedule, intensity, and year of construction activity and would be highly speculative at this time. The BAAQMD CEQA Air Quality Guidelines recognize this issue and do not include significance thresholds or guidance for assessing construction impacts for specific plans. However, the guidelines do provide significance thresholds and analysis methodology for assessing those impacts from each project. Projects proposed within the Specific Plan would have to address construction air quality impacts in accordance to the BAAQMD CEQA Air Quality Guidelines. There are no plan-level thresholds against which to measure the impacts. Post-construction operational plan-level impacts also cannot be quantified at this stage as no details are yet available of the actual buildings or their uses.
yes 78	MP-42	It is unclear what is meant by the "X." s and "-" in Table 4.3-3: Summary of Measured Air Quality Exceedances.	"X" implies that the data no longer apply, since U.S. EPA replaced the previous 1-hour Ozone NAAQS with an 8-hour Ozone NAAQS. The "-" indicates that the data are not available. A footnote explaining this has been added to this table through Chapter 3 of this Final EIR.

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DEIR Change #	Comment No.	Comment	Response
79	MP-43	The daily vehicle miles traveled (VMT) is based upon an artificially low projection of population growth (please see population and housing comments below). The analysis should be revised to reflect a more accurate population growth projection.	The reader is referred to the Response to Comment MP-58. The ratio of persons per household for the new residential development of 3.3 (mixed-use) or 3.9 (single-family) is appropriate considering the probable type of housing. No change is required to VMT projections.
yes 80	MP-44	Mitigation Measure AQ-1 provides that no mitigation available. A statement that there are no available measures to mitigate an impact should not technically be considered a mitigation measure.	The text is corrected in Chapter 3 of this Final EIR.
81	MP-45	The Draft EIR only cites an increase in the rate of vehicle use that will directly result in greater quantities of air pollutants. The Draft EIR fails to consider other sources of air pollution contributing to cumulative air quality impacts, such as construction activity and post-construction operational impacts.	As described under the Response to Comment MP-41, it was not possible to quantify the construction activity or operational impacts from the buildings as there are no detailed construction plans for these buildings. These impacts are addressed at the project-level review and compared to BAAQMD significance thresholds that are applicable to projects. For plans, the BAAQMD CEQA Air Quality Guidelines recommend an analysis of the Plan's consistency with the applicable clean Air Plan (i.e., 2010 Clean Air Plan) and an analysis of a plan's projected increase in population and vehicle travel.
82	MP-46	While the Draft EIR identifies that implementation of the Specific Plan would result in significant impacts to air quality, it provides no mitigation measures to address these impacts.	As has been noted in the Response to Comment MP-45, the quantifiable emissions, and greatest percentage, come from traffic. Policy TRA-3.1 would reduce traffic through a Transportation Demand Management (TDM) Program. Appendix B of the Specific Plan states that this is applicable to employers with 50 or more employees. This reduces air quality impacts. Specific Plan TRA-3.1 has now been amended to clarify this point and add a goal of a 15 percent TDM.
83	MP-47	The cumulative impact analysis should not be limited to inconsistencies with applicable air quality plans, but should incorporate all other thresholds listed in the standards of significance. Whenever possible, all feasible mitigation measures should be included.	The Draft EIR air quality and greenhouse gas analyses address all cumulative impacts associated with the Specific Plan, as described in the BAAQMD CEQA Air Quality Guidelines for evaluating "Plan-Level Impacts," including an analysis of the consistency between the 2010 Clean Air Plan and the City's recently adopted Climate Action Plan. The DEIR also addressed

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
			potential cumulative impacts from Toxic Air Contaminants (TACs) and quantified reasonable worst-case greenhouse gas emissions from buildout of the Specific Plan in 2020. A significant impact was only found from inconsistency with Clean Air Plan projections and control measures.
84	MP-48	The Draft EIR fails to include the 1,100 MT of CO ₂ equivalents per year standard as a threshold of significance to be considered. This efficiency threshold should be considered and if not utilized, an explanation should be provided as to why the use of this threshold may show significant impacts.	The Draft EIR is a programmatic, or plan-level document. The 1,100 MT/CO ₂ e per year is a BAAQMD threshold for project-level analyses and is therefore not applicable to the Specific Plan. The threshold of Consistency with a Qualified Climate Action Plan was chosen from among the plan-level thresholds. However, comparisons for informational purposes were also made to the threshold of 4.6 MT CO ₂ e per member of the Service Population, per year, which is a threshold for projects and plans that is contained in the BAAQMD CEQA Air Quality Guidelines.
85	MP-49	Please explain how emissions can be predicted in the absence of a predictable fleet mix and unknown TDM requirements that will be imposed on large employers of undefined size.	Fleet mix and TDM requirements for large employers cannot be known at this time. Emissions were therefore calculated by using the defaults of the URBEMIS model as described on Pages 4.7-15 to 16 of the Draft EIR. Vehicle Miles Travelled (VMT) is derived from the traffic analysis. As reported in the Draft EIR on Page 4.14-40 of the Transportation/Traffic section, the extent of TDM measures that may be implemented is uncertain at this time. Thus, in order to be conservative, no trip reductions were assumed for increased transit usage or the effect of possible TDM measures. Impacts from GHG emissions were based on the Specific Plan's consistency with the City's Climate Action Plan that was adopted on September 20, 2011. According to the BAAQMD CEQA Air Quality Guidelines, a plan would have less than significant impacts with respect to GHG emissions if is consistent with a qualified GHG reduction strategy (Section 2.0, Table 2-1 and Section 2.7.2, page 2-8).

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DEIR Change	#	Comment No.	Comment	Response
yes	86	MP-50	It appears there may be a typographical error on page 4.7-16, second paragraph from the bottom, where it states that the Specific Plan is estimated to produce "2,766 new residences."	The commenter is correct. The text should have read: New development under the Specific Plan is estimated to produce 4,851 new jobs and 2,766 new residents. This typographical error is corrected through Chapter 3 of this Final EIR.
	87	MP-51	In light of the fact that a number of sites in the Specific Plan area require remediation, it should be clarified whether there will be any additional environmental analysis and oversight by Department of Toxic Substance Control (DTSC) of clean-up activities.	As described on Page 4.8-33 of the Draft EIR, implementation of Specific Plan Policy LU-7.1 would ensure that a Phase I Environmental Site Assessment (ESA), and possibly a follow-up Phase II ESA are carried out for all new development in Subareas II and III as defined by Figure 4.8-3, in the 4 Corners area, or on the south side of Bay Road. This research involves review of the site history through file review, interviews, and possibly additional groundwater and soil sampling and analysis. The Phase I/Phase II ESA would make recommendations for additional cleanup under the guidance of regulatory agencies. Depending on the results of each Phase I and/or Phase II ESA, there could be additional environmental analysis and oversight by regulatory agencies including DTSC, but until this additional research is carried out, it is not known if such additional oversight is necessary.
yes	88	MP-52	The discussion for criteria b. and d. under the Standards of Significance section references Specific Plan Policy LU-7.2 which is absent from the Specific Plan document.	The commenter is correct that Page 4.8-34 of the Draft EIR reported that Specific Plan Policy LU-7.2 would require notification of new development projects to the lead agency in charge of remediation or monitoring at an adjacent site. This policy was removed from the Specific Plan because this requirement was already contained in Specific Plan Policy LU-7.1 that specifies "share results with regulatory agencies." The Draft EIR has now been corrected to remove the reference, through Chapter 3 of this Final EIR.
yes	89	MP-53	The Draft EIR cites Specific Plan Policies LU-7.1 and LU-7.2 to mitigate impacts to a less than significant level, but does not provide an explanation of how implementation of these policies will ensure that exposure is reduced. Policy LU-7.1 only requires studies and	Specific Plan Policy LU-7.1 initiates a process of investigation into the history and environmental conditions at each site within the specified area of the Specific Plan. Phase I ESAs, undertaken pursuant to the relevant ASTM standards include a

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		analysis to determine the extent of contamination, but does not appear to have any binding and enforceable measures to ensure remediation or to limit exposure. Policy LU-7.2 does not exist.	series of recommendations, including further testing through a Phase II. If the Phase II reveals a situation that is of concern, additional remediation is planned, usually under the guidance of regulatory agencies. As described under Response to Comment MP-52, Policy LU-7.2 was removed from the Specific Plan as regulatory agencies would already be notified during the project approval process.
90	MP-54	Future site-specific analysis will likely be more limited in scope and may not extensively evaluate the cumulative impacts of exposure to hazards and hazardous substances to all the proposed land uses and increased population in the area. This EIR must therefore fulfill the obligation to fully analyze and address the cumulative impacts that would otherwise not be captured in a site-specific environmental analysis.	Each of the individual sites within the Subareas II and III as shown on Figure 4.8-3 in the Draft EIR has specific hazardous material characteristics, requiring site-specific characterization and remedial action plans. In addition, future development in the Specific Plan area would most likely occur over time, on individual parcels, or combined parcels for larger projects. When actual developments are proposed, site-specific CEQA documents will be prepared to evaluate potential environmental impacts, including hazardous substances.
91	MP-55	The baseline noise measurements were taken from a noise study conducted in November 2009, which is over two years prior to the release of the Draft EIR; these measurements should be updated.	Noise in the Plan area is due mostly to traffic. According to Hexagon Transportation Consultants, traffic volumes in the area have not changed significantly and if anything, have decreased (see Response to Comment MP-3). The noise measurements from 2009 are therefore considered adequate. Noise studies would be required for project-level residential developments in areas where the CNEL exceeds 60 dBA under Mitigation Measure NOI-1.
92	MP-56	In the noise analysis, there is mention of the Union Pacific Railway tracks located along the northern boundary of the proposed Specific Plan area that were no longer in regular use as of the date of the study, and that Union Pacific continues to reserve the right to run freight operations on these tracks. It is unclear whether the noise measured during November 2009 data collection dates captured any noise from freight operations on these tracks, as there is no further mention of this in the section.	Freight trains have not used the line in several years and were not passing at the time of the noise measurements. The Draft EIR is correct and no changes are required.

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DEIR Change #	Comment No.	Comment	Response
93	MP-57	The list of consultants on the title page does not match the list of preparers at the end of the document. For example, Keyser Marston Associates (KMA) is listed at the front, but not the back with the list of preparers. It is unclear what KMA's role was in preparing the document. No report from KMA was available on East Palo Alto's web page related to this project.	Keyser Marston Associates prepared background economic studies, including the FIA that was referenced on Page 4.13-8 in the Public Services (Fire) section, and much of the Implementation in the Specific Plan. As economics are not an issue for the EIR, and that information was not generally included, Keyser Marston Associates was not listed in the Draft EIR Chapter 7 Report Preparers. Keyser Marston Associates had no role in producing the EIR documentation.
94	MP-58	Clarify the use of 3.39 persons per household as opposed to the current 4.2 persons per household. To the extent there is any change in the Final EIR regarding the number of persons per household, consider whether the analyses in any other sections such as transportation, air quality, noise and public services would be more significant.	<p>The introduction to the Existing Conditions section of the Population and Housing section, on Page 4.12-4 of the Draft EIR noted that several different sources of statistics had been used throughout the chapter, and provided a rationale for why this was appropriate. The discussions under Population on Page 4.12-4 and Page 4.12-6 present statistics from the U.S. Department of Finance, May 2010, with a persons per household ratio of 4.16. Figures in Table 4.12-2 from ABAG 2009 projections have a people per household ratio of 4.2.</p> <p>Forecasts for net development potential are presented in the Project Description, Table 3-1. The footnote states that the forecasts assume a ratio of 3.9 people per household for Residential and 3.3 people per household for both types of Mixed-Use Residential.</p> <p>A lower ratio of 3.3 people per household is assumed for the new Mixed-Use development than for the existing development. The 816 new units in Mixed-Use developments would have commercial or office development on the ground floor and contain many studios or one-bedroomed. This kind of development is likely to attract single people or couples, rather than larger families and is therefore reasonable to assume a lower ratio of people per household. A figure of 3.9 persons per household was used for the single-family residential, as it is likely that this would attract families from outside East Palo</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
			Alto, where the average family size is lower. Figures used in Table 3-1 for net development potential were the same as used in the traffic, air quality, and noise analyses and no changes are required to the EIR.
95	MP-59	It is unclear whether the four housing unit threshold relates to a gross (total/absolute number of housing units removed) or net loss (housing units removed subtracted from new housing units built) of four housing units. The Draft EIR needs to clarify this threshold.	The threshold refers to a net loss as it pertains to housing supply. The Draft EIR has addressed this threshold assuming that meaning. No change is required to the Draft EIR.
yes 96	MP-60	The Draft EIR states that the "Specific Plan implementation could result in the displacement of existing residents and dwelling units" which is inconsistent with the previous determination that there will be no impact on the displacement of substantial numbers of people.	As discussed under project-specific impacts on Page 4.12-10 of the Draft EIR, threshold d, housing that could be removed by implementation of the Specific Plan, is limited to some apartment buildings along Bay Road that would be re-designated as Mixed-Use development. As most of the Mixed-Use areas would be residential development over a ground floor commercial/retail, redevelopment under the Specific Plan is likely to lead to the addition of 816 new units, which is substantially more than would be removed. There would therefore be a less-than-significant impact, This statement is consistent with the paragraph under cumulative impacts that is quoted by the commenter that the Specific Plan could result in displacement of [some] residents and dwelling units. However, these units would be replaced by other residential units. The Draft EIR is revised to change the abbreviation NI under threshold b. to be LTS, consistent with the concluding sentence.
97	MP-61	The Draft EIR underestimates the potential population growth from implementation of the Specific Plan, and any analysis based upon this erroneous data is therefore flawed by not accounting for the full extent of the potential impacts.	The Draft EIR has made realistic projections for population growth. The reader is referred to the Response to Comment MP-58 as regards the number of persons per household used in the buildout calculations.
98	MP-62	The analysis is based on a flawed number of additional residents (see above).	Please refer to Response to Comment MP-58.
99	MP-63	The analysis fails to take into consideration the impact that the worker population will have on the provision of public services. For	The commenter is correct in that the additional employees in the Specific Plan area were not described on Page 4.13-29 in the

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		<p>example, a certain portion of employees will use the library or the parks or increase the number of emergency calls during the daytime. These additional impacts need to be considered.</p>	<p>discussion of libraries, nor in the discussion on Page 4.13-38 in the discussion of parks. However, the additional 1.7 million square feet of commercial, office, and industrial space, was noted in the discussion of police impacts on Page 4.13-14.</p> <p><i>Libraries.</i> Page 4.13-29 of the Draft EIR noted that provision of new library facilities was included in projected buildout of the Specific Plan and a new library facility is envisioned within the Mixed-Use designation at the northwest corner of the 4 Corners area, either as an addition to or as a replacement of the existing County building on that site. San Mateo County libraries are available to all San Mateo County residents, and to people residing in adjacent counties subject to permission from the branch. There is no known service standard for San Mateo County libraries based on employees in the area.</p> <p><i>Parks.</i> Pages 4.13-38 to 39 of the Draft EIR describe how East Palo Alto does not currently meet its existing adopted service standard of 3 acres of parks per 1,000 residents. Approximately 30 acres of parks and trails would be provided within the Plan Area by 2035 and the existing ratio would then be exceeded. Construction of these parks has been analyzed in the EIR. There is no City standard for service ratios that includes employees, no threshold to trigger additional park provision, and therefore no additional impact. However, with the additional parks and trails foreseen in the Specific Plan, a total of 33.8 acres of parks and trails would exist in the Specific Plan Area. This would result in a ratio of 3.9 acres of parks per 1,000 residents within the Specific Plan Area.</p> <p><i>Police.</i> The EPAPD does not have an adopted standard for staffing levels. Its current ratio of officers per residents is 1.2 which is below the FBI's recommended standard of 2 officers per 1,000 residents. Impacts to service ratios from the additional</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
			growth were acknowledged on Page 4.13-14, where it also noted that future proposals for new police facilities would be subject to additional CEQA review when project-specific, environmental impacts could be assessed and quantified.
100	MP-64	The Draft EIR indicates that motor vehicle thefts are on the rise. With the implementation of the Specific Plan additional motor vehicles would be in the area due to increased residents and employees, increasing the opportunities for such crime. This is not considered in the analysis of whether there is adequate law enforcement available.	It is possible that the increase in residents and employees with motor vehicles would lead to a rise in auto thefts. However, this is speculative and as the number of additional law enforcement personnel that might be required cannot be calculated, environmental impacts cannot be assessed at this time.
101	MP-65	The impact discussion section states that existing fire protection services, including a physical expansion of Fire Station #2, would be required. The groundbreaking ceremony for the reconstruction of Fire Station #2 occurred on March 1, 2012, and the new building is scheduled to be completed in December 2013. There should be a discussion of the potential physical impacts of the future expansion of this new building, including identification of whether the expansion is needed for personnel, equipment and/or both.	As indicated in the Response to Comment MPF-2, details of any future project to expand Fire Station #2 as a consequence of development under the Specific Plan are not known at this time and must be covered under a project-specific CEQA document, when these details become available.
102	MP-66	The Draft EIR identifies that an approximately 10% citywide increase in population may result in a proportional need for additional law enforcement personnel, equipment, and/or police facilities, but defers the analysis of the potential impacts of service increases to future project-specific environmental analysis. This is a foreseeable physical impact that must be addressed in the Final EIR, particularly as expansion of law enforcement services may contribute to cumulative impacts in air quality (construction and post-construction operational impacts).	At such a time as development that has occurred under the Specific Plan and an expansion to police facilities is required, this could take several forms: extensions to existing buildings, or construction of a new building. Proposals for substantial renovation and all new construction would be subject to project-specific review. Without definite project-specific proposals for the type of development, needs for additional law enforcement cannot be quantified in terms of the size of any expansion or new construction, or the best location for any necessary new building. The Draft EIR for the Specific Plan contains general measures to improve traffic and air quality, that would result from construction and operation of new buildings. Additional mitigation is more appropriate when definite projects, such as for a new or expanded police station, are advanced.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
103	MP-67	The Draft EIR states that the Ravenswood City School District "would not be able to accommodate the additional 418 students generated by the Specific Plan and that expansions or new school construction may be necessary in order to accommodate the projected new students. The Draft EIR defers any analysis of the potential Impacts of school expansion for later project-level environmental review. The EIR fails to justify why this is considered a less than significant impact, and provides no mitigation measures for the identified need to expand school facilities.	The Draft EIR concluded that buildout of the Plan area could result in generation of an additional 418 students that could not all be accommodated in the existing schools. Page 4.13-5 described how development impact fees would be paid to each school district pursuant to Section 65995(h) of the California Government Code and that this is considered sufficient mitigation. Additional funding would also be available from the enlargement of the tax base in the Specific Plan area. The precise type and timing of any new development is not known at this time and school planning for new facilities cannot therefore be undertaken at this time. For this reason environmental impacts of any school expansion would have to be evaluated at a later time and would be subject to project-level CEQA review.
104	MP-68	The Specific Plan includes buildings of four to eight stories in height, but there is no analysis of whether the Menlo Park Fire Protection District has adequate equipment (e.g. a ladder truck in close proximity) to adequately serve these taller structures. The Draft EIR should reference the Fire District's current Fire Impact Fee Study that is scheduled to be completed by July 2012. With the Fire Impact Fee Study as a basis, the four communities served by the Fire District (i.e., Atherton, East Palo Alto, Menlo Park, and portions of Unincorporated San Mateo County) could consider adoption of a Fire Impact Fee in order to cover additional expenses associated with certain types of new development to minimize impacts to the Fire District's overall service area.	Policy LU-8.4 has been added to the Specific Plan. This states: East Palo Alto will consider the adoption of a Fire Impact Fee, which is currently being prepared by the Menlo Fire District, assuming that the City reviews the proposed fee in advance; the fee adheres to AB1600; the proposed fee and accompanying capital program plan are equitable in terms of fee amounts and distribution of proposed improvements; and the proposed fee is adopted by the other jurisdictions within the Fire District.
105	MP-69	The Draft EIR concludes that given current population projections there is sufficient landfill capacity. However, this project and other reasonably foreseeable probable future projects are increasing population projections and therefore, this conclusion is not adequately supported.	Solid waste is sent to the Ox Mountain Landfill. At current fill rates, the landfill is anticipated to last until 2028. It is true that this project and other reasonably foreseeable future projects are increasing population projections. However, it is also the case that programs are reducing the percentage of that waste that is landfilled. Remaining landfill capacity is continually assessed by

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
			Ox Mountain Landfill and by the Integrated Waste Management Board in their planning documents. If it appears that Ox Mountain Landfill has less than 10 years of capacity, regional planning efforts already in place would ensure that other landfill locations were found. For this reason the impact was considered less than significant. No changes are required to the Draft EIR.
106	MP-70	The Draft EIR indicates that domestic water use would increase by 41% over the current demand, despite the fact that East Palo Alto is currently exceeding or near their supply from San Francisco Public Utilities Commission (SFPUC). This is a significant impact associated with the Specific Plan and needs to be addressed. Additionally, the Draft EIR states that development would not occur until new water supplies have been obtained, any of which must be considered under a separate CEQA document. In order to allow any development related to the Specific Plan, a complete groundwater analysis should be completed as part of this Draft EIR in order to understand aquifer demands and identify if it is feasible to extract a volume of water within the City of East Palo Alto.	Specific Plan Policy UTIL-2.2 prevents development under the Specific Plan from occurring until new water supplies have been obtained, there is no requirement for this information to be included in the Specific Plan EIR. Additionally, Specific Plan Policy UTIL-2.1 requires a project-level environmental analysis of the environmental effects of obtaining the increased supply prior to developing an increased municipal water supply. No further analysis is required at this time.
107	MP-71	The San Franciscquito Creek Aquifer extends from the foothills of the coast range to the San Francisco Bay. Due to the soil geology in the East Palo Alto area, augmenting the water system with groundwater could prove difficult with the clayey soils and increased potential for saltwater intrusion. As a result, additional analysis is needed on alternative water sources, outside of groundwater that could augment the water supply without overdrawing the Hetch Hetchy system.	See Response to Comment MP-70.
108	MP-72	Analysis of groundwater hydrogeology Is needed in order to make an assertion that additional water supply can be garnered from utilizing existing wells or adding new wells.	See Response to Comment MP-70.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change	#	Comment No.	Comment	Response
	109	MP-73	In addition to water supply concerns, there are concerns about the aging water main infrastructure and problems that have historically arisen from the fragility of this system. The DEIR does not address replacement of water mains nor does it include an analysis of the City's ability to deliver water in the Specific Plan area.	A new water main system is included as part of the infrastructure upgrades identified in the DEPLAN. This information was provided in the Project Description. CEQA analysis of the infrastructure upgrades is included throughout in the Specific Plan EIR.
yes	110	MP-74	The Draft EIR identifies that new development must be in compliance with the National Pollutant Discharge Elimination System (NPDES) Permit, as put forth by the Regional Water Quality Control Board (RWQCB), which was adopted in 2009. All development that takes place under the Specific Plan must conform to the current NPDES regulations as administered by the RWQCB at the time of building permit Issuance for any project.	The commenter is correct. The Draft EIR now clearly states this through Chapter 3 of the Final EIR.
no	111	MP-75	The Draft EIR indicates that there are approximately 59 acres of vacant land that would be developed under the proposed plan at various locations. While compliance with the NPDES permit is identified, there is inadequate discussion of how the new stormwater will be discharged.	<p>The Project Description Section E.6 Infrastructure Improvements, Pages 3-22 to 3-25, summarized information from the 2008 Draft Engineering Plan (DEPLAN) for the Ravenswood Business District by Wilsey Ham Engineers. The DEPLAN information has been publicly available since late 2008 and the City Resolution of March 17, 2009 to adopt the DEPLAN is available on the City website. For ease of review, the DEPLAN report and plans are included in the appendices of this Final EIR. However, this does not constitute new information and no recirculation of the EIR is required.</p> <p>As described on Page 3-24, the southern portion of the Specific Plan Area is currently served by the Runnymede storm drain system. An additional new Ravenswood system would be built and would join the Runnymede system at the point of discharge into the existing surface channel at the end of Runnymede Street. Water would then flow to the O'Connor Street detention basin and out into the Bay through the existing pump station.</p> <p>There is a natural divide in the drainage system along a line running approximately east-west at the southern margin of the</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
			<p>391 Demeter Street property. North of this divide, gravity-driven flows are northwards. Specific Plan Policy UTIL-3.2 states: Ensure that a storm water system for the northern part of the Plan Area, including 391 Demeter and the University Village neighborhood, is designed to provide adequate capacity for peak rain events, and maintain functionality of existing storm water infrastructure.</p> <p>Until the northern part of the plan area including 391 Demeter Street is developed with installation of the requisite utilities, the discharge remains unchanged. Installation of new utilities in areas not covered by the DEPLAN, and their environmental impacts would need CEQA review at a project-specific level.</p>
yes	112	MP-76	<p>The Draft EIR improperly concludes that a reduced density alternative with fewer residents and employees would have an equivalent impact on population and housing</p> <p>The comment states that the Draft EIR improperly concludes that a reduced density alternative with fewer residents and employees would have an equivalent impact on population and housing. The CEQA questions for population and housing are presented on page 4.12-7 of the Draft EIR. The first concerns direct growth in the area and indirect growth by extending infrastructure. It is true that the Reduced Density Alternative would result in less growth in the area. The second relates to displacing existing housing, and the third to displacing people. Both the Proposed Project and the Reduced Density Alternative would displace very little housing, or people, and would replace it with far more than is removed. The commenter is therefore correct in that the Reduced Density Alternative would have reduced impacts compared in Population and Housing compared to the Proposed Project. The text of the Draft EIR is changed through Chapter 3 of this Final EIR. However, the overall conclusions would remain unchanged.</p>
	113	MP-77	<p>The analysis regarding the Housing on 391 Demeter Street Alternative is inadequate. It is unclear to the reader how many additional housing units or residents are added with this alternative and how many fewer</p> <p>The analysis of the Housing on 391 Demeter Street was to the same level of detail as the other alternatives. Table 5-1 estimates the likely development by 2030 in terms of additional housing</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		jobs are created and how much less footage is available for commercial development.	units, residents, and employees. The figures were calculated from a spreadsheet that used the land use areas from a GIS database as portrayed in Figure 5-4.
yes 114	MP-78	Although the Draft EIR provides a discussion of alternatives considered, but rejected, it inappropriately fails to explain why they were rejected.	As indicated on Page 5-32 of the Draft EIR An <i>Alternatives Analysis</i> for the Specific Plan was completed in October, 2010. ⁴ This included the alternative scenarios also described in Table 5-4. Language has been added to Chapter 5 of the Draft EIR through Chapter 3 of this Final EIR to provide a background on the community process that led to the selection and adoption of a Preferred Alternative by City Council. The language explains that no one alternative was rejected, but that a hybrid of the three original alternatives evolved to become the Preferred Alternative.
115	MP-79	While the wetlands setback alternative would not alleviate the significant air quality and traffic impacts generated by the Specific Plan, it would be a substantial improvement to preserving the wetlands habitat and improving flood protection for nearby developments. The Draft EIR states that this alternative would not meet all of the project objectives because the lack of new development opportunities could hinder clean-up of contaminated sites. However, this is not a logical conclusion because it assumes that only through new development opportunities could remediation and restoration of contaminated sites within the wetlands setback area occur, and yet new development within the setback area would in itself adversely impact the wetlands it strives to restore. The Draft EIR further notes that entitlements have already been granted for a project at 151 Tara Road, and that "restoration of this area would be dependent upon large funding sources that have not been identified" as further reasons why the Wetlands Setback Alternative is not the preferred alternative. While there may be limited recourse to influence the already approved	The Wetlands Setback Alternative was one of the "feasible alternatives" chosen to satisfy the requirements of CEQA Section 15126.6. However, although it was acknowledged to be broadly feasible, as described on Page 5-30 of the Draft EIR, if taken further, its feasibility would have to be examined more closely. The Wetlands Setback Alternative was judged to be the next most environmentally superior alternative after the No Project Alternative. The Wetlands Setback Alternative was also the recommended alternative. Restoration could indeed occur through funding sources other than new development. However, new development is the most likely catalyst. In addition any project-specific development of wetland areas would require mitigation for wetland impacts, resulting in a net improvement.

⁴ DC&E, 2010. *Ravenswood/4 Corners Transit Oriented Development Specific Plan. Alternatives Analysis.*

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		project at 151 Tara Road to adhere to a 300-foot wetlands setback (assuming this was not incorporated into the approval), it does not appear that the Draft EIR analysis has made any attempt at exploring the feasibility of funding wetlands clean-up and restoration in the absence of new development-driven clean-up efforts. Funding feasibility for this alternative should be more fully explored, such as federal and state grant and funding opportunities, partnering with other governmental and non- governmental organizations, or requiring a development impact fee to fund wetlands restoration.	
116	MP-80	There is confusion with the current jurisdictional boundary in this area, and the boundary needs to be resolved as part of the Specific Plan. The City of East Palo Alto shall examine and verify the City of Menlo Park City limits at the north and east boundaries.	This comment addresses jurisdiction boundary conflicts which are not relevant to the EIR analysis. However, there is no confusion. The City of East Palo Alto's boundaries extend to the SamTrans Right of Way on the north.
yes 117	MP-82	The growth inducement discussion states that the Specific Plan would induce "the construction of up 591 new housing units by 2035" which is inconsistent with the project description which notes there is an projected increase of up to 835 housing units.	The 591 units reported in Chapter 6 is not correct, as pointed out by the commenter. The correct number is 19 + 572 + 244 = 835 units. This correction is made in Chapter 3 of this Final EIR.
118	MP-83	Due to the fact that the Draft EIR has not provided sufficient analysis on many significant aspects of the project, as enumerated above, should further analysis reveal new or worsened impacts, the CEQA-Required Assessment Conclusions section would need to be revised.	Each of the points made in comments MP-1 through MP-82 has received a separate response. Changes to the Draft EIR are presented in Chapter 3 of this Final EIR. Changes overall are minor and the provision of substantial new information was not required. Modifications to the CEQA-Required Assessment Conclusions section are also minor.
119	MP-84	The Draft EIR is missing the following referenced technical reports in the appendix: a. Air Quality and Greenhouse Gas Emissions report by Illingworth & Rodkin. The air quality _ analysis included in the online Appendix does not appear to be complete as it does not include a description of the study methodology, analysis of the data, or evidence that it was prepared by a qualified expert at Illingworth & Rodkin. b. Biological Resources report by TRA Environmental Sciences,	a. Illingworth & Rodkin, Inc. assisted The Planning Group/DCE in preparing the air quality and greenhouse gas emissions assessments. There was no separate report prepared by Illingworth & Rodkin, Inc. Appendix 2 contains the preliminary draft analysis for Specific Plan risks and hazards that BAAQMD prepared for the City. Appendix 3 of the DEIR includes the greenhouse gas emissions modeling information. The methodology used to conduct that modeling is included in the text of the DEIR. Analysis of the data is provided in Section

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DEIR Change #	Comment No.	Comment	Response	
		<p>October 21, 2009.</p> <p>c. Cultural Resources report by Basin Research Associates, March 2010 (excluding any archaeology reports or information).</p> <p>d. Geology, Soils, and Mineral Resources; Hazards and Hazardous Materials; Hydrology and Water Quality report by ENGeo, November 2009.</p> <p>e. Noise report by Illingworth & Rodkin, November 2009.</p>	<p>4.3 Air Quality and Section 4.7 Greenhouse Gas Emissions. As indicated in Section 7 of the DEIR, the air quality and greenhouse gas emissions portion was prepared by James Reyff at Illingworth & Rodkin who is a qualified expert in these fields. James Reyff has 23 years of experience in preparing Air Quality Technical Reports for over 10 major Caltrans highway projects and conducted over 100 air quality analyses for other land use development projects.</p> <p>b,d,e. The Draft EIR sections on Biological Resources; Noise; Geology, Soils, and Mineral Resources; Hazards and Hazardous Materials; Hydrology and Water Quality sections were based on chapters in the 2009 Existing Conditions Report by TRA, Illingworth & Rodkin, and ENGeo respectively and the Draft EIR sections were updated directly. References were included in the Existing Conditions Report (which is a publicly available document).</p> <p>c. The Existing Conditions report did not contain a chapter on Cultural Resources as it was not available at the time. As stated on Page 4.5-7 of the Draft EIR: "Cultural Resources in the area were investigated in a separate study by Basin Research Associates in March 2010. An edited version of Basin Research's analysis is included directly in this section of the EIR, although precise locations and details of finds have been excluded to preserve the integrity of the sites." A redacted report is available on request. (It includes no spatial information on the finds' precise location.) However, other than slightly more detail on the finds, it contains no significant information that was not included in Section 4.5 Cultural Resources.</p>	
120	Menlo Fire District	MPF-1	<p>The District appreciates the City contacting the District, prior to the public release of the Draft EIR, for information about potential impacts of the Specific Plan on the District The Draft EIR mostly incorporates the information on impacts provided by the District.</p>	<p>The comment is noted. No response is required.</p>

CITY OF EAST PALO ALTO
RAVENSWOOD/4 CORNERS TOD SPECIFIC PLAN FINAL EIR
COMMENTS AND RESPONSES

TABLE 5-1 COMMENT AND RESPONSE MATRIX

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		However, the District has several comments on the Draft EIR. The Fire District will continue to work with the City during the completion of the Final EIR and expects these issues to be addressed. However, since the comment period ends on March 21st, the Fire District is submitting this letter as a placeholder to identify those issues it expects to resolve with the City prior to approval of the Plan.		
121	MPF-2	The Draft EIR states that the impacts of the Plan on the District will be addressed by the estimated additional property tax of \$475,000 annually that the District will receive at full buildout. We believe the estimate of additional property tax is overstated. The District's Finance Director is currently working with the City's financial consultant who worked on the EIR to review assumptions and methodology in this calculation. However, at this point in time, the District does not agree that property tax will be able to fund all the costs of the Plan's impacts. In addition to concerns about the calculated amount, the property tax would only cover operational costs and not capital and other one time costs the District will incur from development. Therefore, the District requests that the City require new development under the Plan to pay its fair share of the costs for the larger fire suppression apparatus (including a ladder truck), new specialized equipment, additional personnel and the rebuild of Fire Station 2 to maintain Fire District standards of service. As stated in the Draft EIR, the large number of new residents and employees resulting from development under the Plan, and the taller buildings, mix of uses and denser development allowed under the Plan would result in these needs. This "fair share" payment can be made through the required payment of an adopted fire services impact fee which the District is developing for review and adoption by the local agencies located within its jurisdictional boundaries (see discussion in Item (2) below).	Policy LU-8.4 has been added to the Specific Plan. This states: East Palo Alto will consider the adoption of a Fire Impact Fee, which is currently being prepared by the Menlo Fire District, assuming that the City reviews the proposed fee in advance; the fee adheres to AB1600; the proposed fee and accompanying capital program plan are equitable in terms of fee amounts and distribution of proposed improvements; and the proposed fee is adopted by the other jurisdictions within the Fire District.	
yes	122	MPF-3	In addition, since the EIR is a Plan-level review, information about the exact nature and timing of development is not available at this time.	The following language has been added to Specific Plan Policy LU-8.3: Continue existing practice of informing the MPFPD of

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		Therefore, the Fire District requests the following be added as a Plan policy or a condition of approval to allow the District to review specific development projects and identify any particular impacts presented by those projects: "At the time of project-level review and approval of new development projects proposed under the Plan consisting of buildings with 3 stories or more, a mixed use project involving multi-unit residential uses, or a residential development project of 30 units or more, the Menlo Park Fire Protection District shall review the proposed project and specifically identify any impacts on the Fire District caused by the Project and any measures needed to address these impacts."	projects and proactively engaging with the MPFPD through the Development Review Committee (DRC) and the plan check process. This would ensure the Fire District is able to review specific development projects and identify any particular impacts presented by those projects.
yes	123	MPF-4 (2) The District does not agree that the Plan's contribution to cumulative impacts on fire services will be less than significant based on the increase in available property tax at buildout. As the EIR states, significant new development will occur in the Fire District boundaries within the Plan timeframe, including, but not limited to, the following projects: Menlo Park Downtown Specific Plan, Facebook campus (Menlo Park), North Fair Oaks Specific Plan (County of San Mateo), and Gateway Project (Menlo Park). The combined impact of these projects will result in a large increase in residents and employees in the Fire District area and result in taller buildings and more dense development. These changes would cause the need for larger fire suppression apparatus, new specialized equipment or more personnel which would require either an expansion or relocation of District Fire Stations in order to maintain Fire District standards of service. Therefore, the cumulative impact of development on the Fire District is significant. The Fire District believes that the Plan's contribution to this cumulative impact would be cumulatively considerable. The Plan	Although financing by itself is not an issue for the EIR, the commenter is directed towards Specific Plan Policy LU-8.4 that is added to the Specific Plan. The policy states: East Palo Alto will consider the adoption of a Fire Impact Fee, which is currently being prepared by the Menlo Park Fire District, assuming that the City reviews the proposed fee in advance; the fee adheres to AB1600; the proposed fee and accompanying capital program plan are equitable in terms of fee amounts and distribution of proposed improvements; and the proposed fee is adopted by the other jurisdictions within the Fire District.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response	
		should include a policy or condition of approval to address the Plan's contribution to cumulative impacts. The Fire District plans to conduct a fire impact fee study to establish a fee to impose on new development throughout the Fire District to address cumulative impacts. The Fee will likely not be adopted before approval of the Plan. Therefore, the Fire District requests that the following be added as a Plan policy or a condition of approval prior to the City approval of the Plan: "Each development project under the Plan shall either (1) pay their 'fair share' of the costs of new facilities, equipment and personnel for which Plan impacts contribute to the need as established by a nexus study which has been provided to the City for review and comment and approved by the Fire District or ; (2) pay any applicable fire impact fee that covers these costs, approved by the Fire District and adopted by the City of East Palo Alto, that is in effect at the time permits are approved for the development project."		
yes	124	MPF-5	(3) The Draft EIR states that, as development occurs over time, there will be significant new traffic impacts on roadways within the City used as primary emergency response routes by the Fire District, including University Avenue and Bay Road. Traffic control devices on these roadways will have to be modified in order to meet Fire District response times. Therefore, signal preemption devices should be specifically included as a Plan policy or condition of approval. The amount and type of development proposed under the Plan is expected to increase traffic in the area and may affect primary response routes used by the Fire District. The Fire District requests that the following policy or condition of approval be added to the Plan approval: "If traffic from a development project under the Plan adversely affects primary response routes used by the Fire District, especially during peak travel times, the project shall contribute to the cost of installation and maintenance of signal preemption devices or other changes to traffic control devices located on the primary response in order to address these impacts."	The comment is noted. Specific Plan Policy UTIL-1.5 has been added to the Specific Plan in accordance with the comment. Changes have been made to the Traffic and Hazards and Hazardous Materials sections to reflect the mitigation provided by this amended policy through Chapter 3 of this Final EIR.

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DEIR Change #	Comment No.	Comment	Response
125 SF Public Utilities Commission	SFPUC-1	The DEIR states that a new park is proposed on the SFPUC's water transmission pipeline right- of-way (ROW) property in the University Village Neighborhood and that a new loop road would be located on an existing SFPUC access road. The SFPUC's highest priority on its ROW lands is to protect the water supply and the transmission pipelines that carry water to our customers. In addition, access to these pipelines for repair, replacement and/or upgrades is critical to our mission of providing a safe, reliable and high quality water supply to customers in the Bay Area counties. Any proposed use on SFPUC ROW lands and access roads must be consistent with the SFPUC's policies and plans. (Our ROW management policies can be found on the following website: http://sfwnter.org/index.aspx?page=183 .)	Please see Response to Comment SFPUC-3 below.
yes 126	SFPUC-2	Under "Existing Conditions" there is a discussion of the role of the Redevelopment Agency and a note that under recent State legislation, the Redevelopment "legal landscape" has been changed. The EIR assumes that the Specific Plan area will remain a Redevelopment Area and Section 10 describes a couple of scenarios depending on the Supreme Court's decision. This important land use distinction needs to be addressed in the Final EIR to the extent that it is known (and certainly in any subsequent project-specific review). Any proposal brought to the SFPUC for review should describe the responsibilities of the project sponsoring agency for the project including securing funding for site remediation (if applicable), proposed improvements, and ongoing maintenance. If Redevelopment funds are not available, then the alternative sources of funding should be described.	The commenter is correct. The demise of the Redevelopment Agency is now recorded in corrections to the Land Use chapter through Chapter 3 of this Final EIR.
127	SFPUC-3	Page 136: The proposed park on SFPUC ROW land is described as follows: <i>"Uses for the park could include a multi-use path, a 40-plot community garden, a dog run, and play areas for two different age groups. A school garden could be located in the portion of the easement south of Purdue Avenue. Finally, each neighborhood access point could be articulated by a</i>	No changes are required to the EIR. However, changes have been made to the Specific Plan to accommodate the SFPUC's requests. The new Specific Plan Policy UTIL-4.3 directs the City to pursue a park on the SFPUC right-of-way. New language has been added to this policy to state that any improvement here will not interrupt the SFPUC's ability to deliver safe, reliable

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
128	SFPUC-4	<p><i>small entry plaza. Because of the easement's location adjacent to single-family homes, a ten foot wide buffer could be located between the site uses and the property lines along both sides of the easement. Any improvement or park uses created at this location would need to be undertaken in coordination with homeowners and residents in this neighborhood to ensure that their vision is taken into account and their needs are addressed Opportunities should also be explored to provide additional access to the site in addition to the two endpoints.</i>"This section should also state that any improvements on SFPUC property must be reviewed and approved by the SFPUC to ensure that water supply, water transmission lines, and other water utility infrastructure are not damaged, adversely impacted or degraded. In addition, the SFPUC's ability to access its property and repair, maintain and upgrade its utility infrastructure cannot be compromised.</p>	<p>and high quality water to its customers. New language also states that new uses on the SFPUC right-of-way shall not hinder the SFPUC's ability to perform replacements and maintenance operations to the system.</p>
		<p>Because the DEIR does not present many details on the projects, we cannot offer more specific comments at this time. We would like to note that the existing access road is critical to our operations and is heavily used by SFPUC staff. As for the proposed park, there are existing and planned appurtenances associated with the SFPUC's new Bay Division Pipeline Number 5 located on the subject parcel. Therefore, even at the conceptual plan level, it is important for the City of East Palo to .submit an application to our Natural Resources and Lands Management Division for Project Review (attached) so we can determine the feasibility of the Specific Plan proposals located on SFPUC property. A separate application to our Real Estate Services Division is also required (attached). Please contact our staff responsible for Project Review, Cynthia Servetnick at (650) 652-3216, cservetnick@sflower.org, at your earliest convenience.</p>	<p>The comment is noted. No response is required.</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
NON-PROFIT AND COMMUNITY-BASED ORGANIZATIONS			
129 Bay Keeper	BK-1	<p>1. The DEIR Must Be Revised to Comprehensively Address Minimizing Impervious Surfaces and Stormwater Runoff Instead of Relying on Indefinite and Unenforceable Policies.</p> <p>Baykeeper is particularly concerned with the Specific Plan's compliance with Provision C.3 of the Regional Municipal NPDES Permit. Provision C.3 compels the City "to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address... pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects."² The provision further specifies "[t]his goal is to be accomplished primarily through the implementation of low impact development (LID) techniques."³ The Specific Plan does not comply with this provision because it does not sufficiently address potential pollutant discharges or ensure that runoff flows will not be increased.</p> <p>² NPDES Permit No. CAS612008, 16. ³ Id.</p>	<p>Policy LU-9.1 requires the City to ensure that new development in the Specific Plan area maximizes the amount of area available for groundwater recharge by requiring features such as roof catchment systems, irrigated landscaping, and permeable pavements (where feasible), or other means to enhance on-site infiltration of stormwater runoff or landscape irrigation water; and that all applicable projects under the Specific Plan comply with Provision C.3 of the Regional Municipal NPDES Permit and incorporate Low Impact Development measures to ensure that runoff is not increased. The policy is written to promote mechanisms that allow water to infiltrate rather than be removed in the stormwater system. Design standards (included in Appendix A to the Specific Plan under Stormwater Management) include additional features that would most likely result in considerably less runoff.</p> <p>This information was noted in the Draft EIR on Page 4.9-28 to 29 which described how Provision C.3. of the San Francisco Bay Region NPDES permit requires each new development or redevelopment creating over 10,000 square feet of impermeable space to capture 100 percent of the drainage water.⁵ As of December 1, 2011, certain types of land uses, including auto service facilities, gas stations, restaurants, and uncovered parking lots, over 5,000 square feet are also subject to the Municipal Regional Permit C.3 requirements.⁶ However, under current</p>

⁵ Conditions in this permit are being contested on a regional basis.

⁶ Contra Costa Clean Water Program, October 20, 2010. *Stormwater C.3 Guidebook*. Online at: http://www.ccleanwater.org/Publications/Guidebook/Stormwater_C3_Guidebook_5th_Edition.pdf, accessed on November 15, 2011.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
130	BK-2	<p>In particular, the Specific Plan, which covers 350 acres, should be classified as a "Regulated Project" under the Municipal Regional NPDES Permit⁴ and therefore, it is required "to implement LID source control, site design, and stormwater treatment onsite or at a joint treatment facility."⁵ Provision C.3.c of the permit defines the minimum requirements for LID in Regulated Projects: the Specific Plan must "[m]inimize impervious surfaces... and [m]inimize stormwater runoff."⁶ In addition, 100% of the project area's stormwater runoff must be treated with on site LID measures, or in a joint stormwater treatment facility.⁷ In each of these areas, the Specific Plan is deficient. Although the Specific Plan does include some references to LID and advocates for its implementation in a number of its policies, it includes insufficient enforceable mechanisms to ensure these policies are achieved, and misses several opportunities to fully implement LID.</p> <p>⁴ <i>Id</i> at 20 (Regulated Projects include: "Redevelopment projects that create and/or replace 10,000 square feet or more of impervious surface (collectively over the entire project site) including commercial, industrial, residential housing subdivisions (i.e., detached single-family home subdivisions, multi-family attached subdivisions (town homes), condominiums, and apartments), mixed-use, and public projects.").</p> <p>⁵ <i>Id</i> at 25.</p> <p>⁶ <i>Id</i> at 26.</p> <p>⁷ <i>Id</i>.</p>	<p>permit conditions, after initial filtering, this water can then be sent off-site in the storm drain and it is lost to the aquifer.⁷ For projects with applications prior to December 1, 2011, water must be treated on-site unless this is determined to be infeasible.</p> <p>See response to BK-1 above.</p>

⁷ California Regional Water Control Board San Francisco Bay Region, 2009. *Municipal Regional Stormwater NPDES Permit. Order R2-2009-0074. NPDES Permit No. CAS612008.* October 14, 2009.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
131	BK-3	<p>The DEIR's reliance on Land Use Policy 9.1 does not adequately ensure compliance with Provision C.3's requirement that the City minimize impervious surfaces and stormwater runoff, and the Specific Plan must be revised to be adequate. The DEIR recognizes that the Specific Plan will result in "[a] substantial increase in impermeable surface area," but claims that with Land Use Policy 9.1 in place, the impact from this increase would be less than significant.⁸ This policy, upon which the finding of no significant impact relies, asserts the City will "requir[e] features such as permeable paving, roof catchment systems, irrigated landscaping, or other means to enhance on-site infiltration or stormwater runoff."⁹ The conclusory statement that "[w]ith this policy in place, the impact from increasing impermeable surface and reducing the area of groundwater recharge would be less than significant" is the only mention of this policy in the DEIR, and no analysis of its enforceability or feasibility is provided.¹⁰ While these are the types of LID strategies necessary to ensure compliance with Provision C.3, this policy is too vague and unenforceable to serve as the basis of a finding of no significant impact.</p> <p>⁸ DEIR, 4.9-29. ⁹ Specific Plan, 70. ¹⁰ DEIR, 4.9-29.</p>	See Response to Comment BK-1.
132	BK-4	<p>The Specific Plan must also be amended in other areas to comply with this part of Provision C.3. For example, in the Development Standards section of the Specific Plan, there is a conspicuous absence of any mention of LID, and these aspects are left to appendices.¹¹ These standards should include requirements for bioswales, permeable pavements, and, where feasible, green roofs.¹² Similarly, when discussing landscaping in the Streetscape Standards section, the Specific Plan merely suggests that the use of planting strips should be considered to help manage and treat stormwater.¹³ This suggestion to consider planting strips should be significantly strengthened to ensure that this important LID strategy is implemented.</p> <p>¹¹ Specific Plan, 116.</p>	See Response to Comment BK-1.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		¹² See NPDES Permit No. CAS612008, 25. ¹³ Specific Plan, 109.	
133	BK-5	While there are some admirable mentions of LID strategies in the design standards outlined in Appendix A of the Specific Plan, these should not be afterthoughts, but should instead be foundational development strategies to ensure compliance with Provision C.3. Furthermore, the LID suggestions contained in Appendix A are insufficient to ensure compliance. While Appendix A mandates "[t]he most restrictive C-3 requirements <i>shall</i> be used for the design of post constructions stormwater management systems for projects... include[ing] employing Best Management Practices (BMPs) for and during construction," ¹⁴ this commitment is not supported by feasible means to ensure that it is fulfilled. In fact, immediately after this ostensible commitment to Provision C.3, the Specific Plan states that LID should be "encouraged" by BMPs. ¹⁵ This should be revised to correspond with the more enforceable language of the preceding commitment to Provision C.3. ¹⁴ DEIR, A-11 (emphasis added). ¹⁵ <i>Id.</i>	See Response to Comment BK-1.
134	BK-6	In addition to lacking enforceability in proposed actions, the Specific Plan also misses several opportunities to minimize impervious surfaces, and more actions should be proposed to minimize impervious surfaces and stormwater runoff. For example, when discussing parking in the Circulation section of the Specific Plan, the City does not encourage or mandate the use of permeable pavement in parking areas to mitigate against polluted runoff. ¹⁶ Additionally, in Appendix A, the encouragement of green roofs in the building design standards is admirable, but does not go far enough and should also be included in the Green Building Components and Stormwater Management sections of Appendix A. Finally, in the Landscape Design of Appendix A, a section should be added to emphasize stormwater implications of landscaping, encouraging bioswales and	See Response to Comment BK-1.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		<p>other landscaping approaches that reduce stormwater runoff. Adding these additional policies will help ensure that the City complies with Provision C.3's requirement that impervious surfaces and stormwater runoff are minimized.</p> <p>¹⁶ Specific Plan, 116. ¹⁷ DEIR, A-8, A-9.</p>	
yes	135	<p>BK-7</p> <p>2. The Specific Plan Must Be Revised to Maintain Consistency with the Recent Amendments to the Bay Plan that Address Climate Change and Sea Level Rise.</p> <p>Section 4.9 of the Specific Plan (Hydrology and Water Quality) addresses various policies and legislation relevant to flood risk and sea level rise. Included is discussion of the recent Bay Plan Amendment No. 1-08 concerning climate change, which was adopted October 6, 2011.¹⁸ Table 4.10-1 later summarizes the Specific Plan's consistency with the Bay Plan, although recent amendments to the Bay Plan do not appear to be reflected. As a result, revisions to the Specific Plan, as well as the Municipal Code, may be required in order to maintain consistency. For example, Policy 4 of the Safety of Fills section, as amended, reads as follows:</p> <p><i>Adequate measures should be provided to prevent damage from sea level rise and storm activity that may occur on fill or near the shoreline over the expected life of a project. The Commission may approve fill that is needed to provide flood protection for existing projects and uses. New projects on fill or near the shoreline should either be set back from the edge of the shore so that the project will not be subject to dynamic wave energy, be built so the bottom floor level of structures will be above a 100-year flood elevation that takes future sea level rise into account for the expected life of the project, be specifically designed to tolerate periodic flooding, or employ other effective means of addressing the impacts of future sea level rise and storm activity. Rights-of-way for levees or other structures protecting inland areas from tidal flooding should be sufficiently wide on the " upland side to allow for future levee</i></p>	<p>Updates to the Bay Plan were included with the text of Chapter 4.9. However, as the commenter notes, policies were not updated in Table 4.10-1. This is corrected in Chapter 3 of this Final EIR.</p> <p>Analysis of consistency with BCDC policies, where they pertain to areas within their jurisdiction, is required. Policy 4 from the Bay Plan Safety of Fills section has been added to the Specific Plan as an additional Specific Plan Policy LU-9.4 with the stipulation that this is applicable to land within the BCDC jurisdiction. The Draft EIR is corrected accordingly through Chapter 3 of this Final EIR.</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response	
		<p><i>widening to support additional levee height so that no fill for levee widening is placed in the Bay.</i></p> <p>¹⁸ BCDC. 2011. Resolution No. 11-08. Adoption of Bay Plan Amendment No. 1-08 Adding New Climate Change Findings and Policies to the Bay Plan; And Revising the Bay Plan Tidal Marsh and Tidal Flats; Safety of Fills; Protection of the Shoreline; and Public Access Findings and Policies. Adopted October 6, 2011.</p>		
yes	136	BK-8	<p>One key portion of this provision is the requirement that bottom floor levels must be above a 100-year flood elevation and take future sea level rise into account for the expected life of the project. Authors of Table 4.10-1 state that structures would be built at elevations above the 100-year flood hazard zone, as determined by FEMA.¹⁹ It is inaccurate to assume, however, that "FEMA is continually updating its FIRM maps and these would factor in the effects of sea level rise," since FEMA has informally rejected this possibility and does not account for sea level rise in current or proposed flood risk maps.</p> <p>¹⁹ DEIR, 4.10-6.</p>	<p>The comment is noted as regards FEMA's informal rejection of the need to update its maps in response to sea level rise. The EIR preparers are not able to comment on whether this is FEMA policy or not. The argument for consistency with Bay Plan Policy No. 4 on the Safety of Fills is amended in Chapter 3 of this Final EIR.</p>
	137	BK-9	<p>Given East Palo Alto's susceptibility to current and future flooding, the City should revise Specific Plan Policy LU-9.2 to maintain consistency with amendments to the Bay Plan. Policy LU-9.2 ensures that each project complies with Chapter 15.52 of the East Palo Alto Municipal Code, which may also require revision, for the purposes of maintaining consistency with the Bay Plan, as well as minimizing threats to property and public safety. Currently, the Municipal Code requires that at the time a project is proposed, each proposed new structure in the 100-year flood plain, as identified in the current Flood Insurance Rate Map, must be elevated so that the bottom of the lowest floor is one foot above the base flood elevation ("1 BFE") for residential structures, flood-proofed to 1 BFE for non-residential structures, or a Variance is granted pursuant to the procedures outlines in Section 15.52080 (a) to (k).</p> <p>Chapter 15.52 of the East Palo Alto Municipal Code fails to account</p>	<p>See Response to Comment BK-7.</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		for sea level rise over the expected life of a proposed project, thereby precluding consistency with the Bay Plan. We urge the City to seek revisions to the Specific Plan and , if necessary, the Municipal Code, to ensure consistency with the Bay Plan, as well as other relevant policies calling for sea level rise adaptation.	
138	Mural Art Project MMAP-1	<p>I am writing to provide comment on the Ravenswood/4 Corners Transit Oriented Development Specific Plan. Specifically, I am writing to share the importance of maintaining zoned space in the plan for community gathering, performance, arts and culture.</p> <p>The James Irvine Foundation's 2011 "Arts, Culture and Californians" report notes that low-income individuals, Latinos, African Americans, and Asian/Pacific Islanders are less likely to participate in the arts than other racial and economic groups. Considering that the community repeatedly stated that the Bay Road should be the heart of East Palo Alto, a space dedicated to the arts presents a perfect opportunity to increase arts engagement among these groups in East Palo Alto. With increased engagement comes benefits for the community. The arts provide crucial support for East Palo Alto youth. In her 2000 report <i>Community Counts: How youth development organizations matter for youth development</i>, Mclaughlin found that the lives of youth in low-income neighborhoods who participated in arts programs were more likely to be high academic achievers, be elected to class office, and participate in a math or science fair.</p> <p>In 1999, Catterall, another researcher who made significant findings on the affects of art, found that students with high involvement in the arts, including minority and low- income students, performed better in school and stayed in school longer than students with low arts involvement. In 2009, Catterall demonstrated that arts-engaged low-income students are more likely than their non-arts-engaged peers to have attended and done well in college, obtained employment with a future, volunteered in their communities and participated in the political process by voting.</p>	The comment is noted. As this pertains to the merits of the project and not to the adequacy of the EIR, no response is required.

CITY OF EAST PALO ALTO
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DEIR Change #	Comment No.	Comment	Response
		<p>Another researcher, Heath, found in her 1998 report <i>Imaginative Actuality</i> that students who participate in arts programs do better at school and in their personal lives than other students, including those who participate only in either sports-academic or community service programs. The reason is that arts organizations give students a sense of agency: they have opportunities to be creative, develop ideas, and critique them. Through explaining their art, they develop their ability to reason and think critically.</p> <p>The Ravenswood/4 Corners redevelopment area should not only be the spine of the community, but a hub for culture and creativity that benefits the youth of our community. A space dedicated for the arts will promote culture, East Palo Alto's identity, and create a zone that unites our community.</p>	
139	John W. Gardener Center	JWGC-1	
		<p>I am writing to provide comment on the Ravenswood /4 Corners Transit Oriented Development Specific Plan draft Environmental Impact Report (Draft EIR) (SCH# 2011052006). Specifically, I am writing to share information from a community based research process that indicates the importance of maintaining zoned space in the plan for community gathering, performance, arts and culture.</p> <p>From 2010 to 2011, a group of youth and adult East Palo Alto residents and non profit leaders conducted over 100 interviews and focus groups, as well as 77 in person surveys to determine if community members want and need a youth arts and music center. The John W. Gardner Center served in a facilitation and coordination role for this process. Key findings related to the Specific Plan include:</p> <ul style="list-style-type: none"> “ Arts, music and culture are important to community development for East Palo Alto. Many interviewees mentioned synergy with the Ravenswood Business District, and discussed an arts and performance space as supporting economic opportunity by enlivening the area, drawing people to local businesses, and 	<p>The comment is noted. As this pertains to the merits of the project and not to the adequacy of the EIR, no response is required.</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response	
		<p>creating jobs for young people.</p> <p>" The "Four Corners" of University and Bay and the Ravenswood Business District (RBD) along Bay Road emerged as the most promising locations for such an arts, music and cultural center.</p> <p>" An arts and music center would focus on youth, but serve the whole community by providing performance venues, classes, events and fostering connections between people of diverse cultures, backgrounds, neighborhoods, and ages.</p> <p>Regardless of whether this particular center is developed as part of the Ravenswood Business District, our planning and research indicate that maintaining space for social, artistic and cultural community building within the RBD area is important to a wide array of community members, and to community development as a whole.</p>		
LOCAL BUSINESSES/ BUSINESS GROUPS				
140	ETB EPA Coalition	ETB-1	<p>1. Sea Level Rise Mitigation: The mitigation measures under 4.9 Hydrology & Water Quality needs to strengthen, Presently, this issue is kicked down the road to individual development proposals. As written, there is no coordination between individual proposals for a unified strategy to create a contiguous barrier around the RBD. Is there an opportunity to coordinate the construction of the Loop Road, Bay Trail and Sea Level Rise Mitigation?</p>	Buildout under the Specific Plan is projected to occur through 2035. Policies in the Specific Plan note that further development would be required to address the need for protection from flooding, and development could not occur until the project-level impacts are addressed and adequate mitigation is provided.
141		ETB-2	<p>Also note that the defining condition is a "100-year flood hazard area," which will become a more frequent occurrence due to Climate Change. This is relevant to the next item (#2) below.</p>	The comment is noted. See Response to Comment BK-7 above.
142		ETB-3	<p>2. Clarification of the O'Conner Storm Drain System: There is a need for a clarification of the City's intent to improve the stormwater system. On DEIR Page 4.15-30, the current "stormwater channel from the end of Runnymede Street to the detention basin on O'Connor Street would be dredged, grade, and culverted next to the</p>	Page 8 of Appendix H of the Wilsey Ham DEPLAN states: Flows in the storm drain system will be developed using the 25-year storm event for pipelines and checked for the 100-year storm for any required pump station.

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DEIR Change #	Comment No.	Comment	Response
		levee to accommodate 100-year flows. A berm would be built along the west side of the length of the detention channel to restrict the main channel overflows and allow water to back up from the pumping station and be held in the channel". On the next DEIR Page 4.15-31, it states that "the system would be designed to cope with largest storm that could realistically be expected once every 25 years {the 25-year storm). This appears to contradict the previous page.	<p>It is standard practice to design open systems (the channel and detention pond) to the 100-year standard, which is the more stringent standard. Furthermore, it is best to be prudent with the downstream section of a gravity system, in particular when it is an open channel and pond and it is designed to serve both conveyance and storage functions.</p> <p>Environmental Review and Permitting for the Runnymede Storm Drain Phase II and Repair of the O'Connor Station Outfall Structure is a separate project now underway. The Project Description includes modifications to the existing stormwater channel and detention basin.</p> <p>The DEPLAN information has been publicly available since late 2008 and the City Resolution of March 17, 2009 to adopt the DEPLAN is available on the City website. For ease of review, the DEPLAN report and plans are included in the appendices of this Final EIR. However, this does not constitute new information and no recirculation of the EIR is required.</p>
143	ETB-4	Regardless, there is no mention of the size and height of this "berm" containing the enlarged stormwater channel. Residents living nearby should be made aware of the consequences of this public utility project, especially in light of the difference between a 25-year and 100-year event. What are the risk factors for those living adjacent to this berm {dam structure)?	Conceptual design of this element was described in the DEPLAN. Schematic design would be undertaken at a later date. Environmental review is now underway.
yes 144	ETB-5	3. Parking: Not sure where this evaluation should be included in the D.E.I.R., but maybe under Aesthetics (Section 4.1.1), but this topic needs to be critiqued further in the Specific Plan Parking Standards and in Project Description,4. Building Forms & Development Standards on DEIR Page 3-17. There needs to be "maximum parking standards" to avoid too many parking lots. Also there needs to be reinforcement of building forms facing onto streets and sidewalks to enhance the	An additional policy Specific Plan Policy LU-4.10 has been added to the Specific Plan that calls for parking to be minimized and for buildings to face streets to enhance the pedestrian environment. This information is also added to the Draft EIR discussion on Aesthetics.

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		pedestrian environment, and to concentrate parking toward the inner core of parcels.		
145	ETB-6	4. Hazardous Site Cleanup: Section 4.8 identifies the hazards located at 2081 Bay Road, the site of the former Romic Facility, as well as the regulatory agencies responsible for the cleanup. There is no analysis of the current process being used to mitigate the contamination. US EPA (United States Environmental Protection Agency) is responsible for the cleanup of this site and are currently using the "Cheese-Whey and Molasses" process and many concerns have arisen that question the success of this process. Youth United for Community Action (YUCA) and the Community Advisory Group (CAG) has reviewed some of the data and did not see much improvement beyond the injection sites. US EPA is responsible for implementing an alternative cleanup process if the Cheese-Whey and Molasses process is unsuccessful. In order to ensure safe development on this site, implementation of a proper mitigation technique is essential. An updated review of this process should be included in the EIR.	The EIR reported the status of the clean-up of the Romic Facility on Page 4.8-21 of the Draft EIR as an open remediation case with reported land use restrictions in place. It reported that Phase 2 would consist of a site-wide investigation of the subsurface contamination and cleanup to be led by US EPA after closure activities of Phase 1. The US EPA is the lead federal agency for the cleanup of this site and is monitoring the techniques being used. Conclusions reached by the US EPA as to the effectiveness of the clean-up do not require oversight by the City.	
yes	146 151 Tara Road	TWC-1	<u>Changes in Redevelopment</u> The recent legislation and judicial ruling regarding the elimination of "Redevelopment" changes dramatically what is reasonably feasible for near term development and how the various \$134 Million of program costs are financed. While clearly new mechanisms to finance community redevelopment may be forthcoming, the reality of limited staff to assist in the implementation and limited resources to finance the proposed specific plan requirements needs to be incorporated into the Specific Plan.	The comment is noted. Elimination of the Redevelopment Agency is not an issue for the EIR and no response is required. However, this is noted in corrections to the Draft EIR through Chapter 3 of this Final EIR. The Specific Plan is amended to reflect this change.
	147	TWC-2	<u>Implementation</u> . The Specific Plan suggests that new development will not start to occur until 2016 within the plan area. Requiring as a "pre-condition" to development the completion of the burdensome area wide backbone infrastructure will in fact condemn this area to no development for years beyond that. As has been advocated by the LLC, we believe this area can readily support somewhere near 600,000	The comment is noted. The comment pertains to the project merits and not to the EIR analysis. No response is required.

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		square feet of new development and suggest that this be incorporated into the implication vision. The site at 151 Tara has already installed a bio-swale to deal with storm water run-off.	
148	TWC-3	<p><u>Infrastructure</u> -The Specific Plan uses as its core assumptions "DEPLAN" for the infrastructure requirements of water, sewer, storm drainage and roads. DEPLAN is based on approximately 6 Million square feet of development versus the 835 residential units and 1.7 Million square feet of retail, office and industrial development proposed in the Specific Plan. While scaling back the infrastructure requirements will not yield a direct prorata reduction in costs, it will Certainly yield some significant savings.</p> <p>On a site-specific basis, I believe that the infrastructure plan still calls for a 17 million gallon storage tank to be located on the 151 Tara road properties. As mentioned in my comments to the Scoping description for the program EIR, there are multiple problems with this current design including the inappropriate nature of a "single" tank in an area with hydrated soils and the undesirable visible nature of a huge tank along the Bay Trail (that I believe will be rejected by BCDC). I suggest alternative to this plan be developed as I believe this solution is not practical.</p>	The comment is noted. The comment pertains to the project merits and not to the EIR analysis. No response is required.
149	TWC-4	<p><u>Hazards & Hazardous Materials</u>- It is my understanding that the 151 Tara Road site has been remediated regarding some minor contamination, however I believe we have a "restriction" regarding usage such that land-uses that would include the possibility of significant soil contact by residents are excluded. This may be an existing "deed restriction" so maybe this isn't an issue or concern but I did want to point this out.</p>	The 151 Tara Road site is shown on Figure 4.8-3 Land Use Restrictions in Section 4.8 Hazards and Hazardous Materials. The site encompasses a small east-west rectangular parcel, and three north-south rectangular parcels. The two southernmost of the rectangular parcels have a hatched ornament indicating site with open/active remediation and/or open case and deed restriction. Page 4.8-22 of the Draft EIR states that the property is an open remediation case with a groundwater cap and containment system, with deed restriction. No additional information is required in this Final EIR.

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150	TWC-5	<u>Hydrology/Water Quality</u> - As you may be aware, we have installed a "bio-swale" to deal with the storm water run-off from our site and the adjacent Touchatt sites on Tara Road.	The installation of a bioswale to filter stormwater from 151 Tara Road and adjacent sites is noted. Bioswales are one of the tools generally included in Best Management Practices required for treating construction and post-construction stormwater runoff.
151	TWC-6	<u>Land Use/Planning/Recreation</u> - I'm sure you are well aware that BCDC has generally required that landowners adjacent to Ravenswood Open Space Preserve to provide trail development and I would expect this will impact the development potential of all sites on the bay front.	Additional trails that may be provided on properties next to Ravenswood Open Space area would be subject to project-level CEQA review and their impacts have not been analyzed in this programmatic EIR.
152	TWC-7	<u>Utilities/Service Svstems</u> . As mentioned above related to the Specific Plan, at one time the 151 Tara Road site was designated for the installation of the emergency water storage tank. I suggest alternative to this plan be developed as I believe this solution is not practical.	The EIR analyzed the presence of an emergency water storage tank at this location. Footnote 11 on Page 4.9-12 noted that the tank was probably within BCDC jurisdiction. As such it would be subject to BCDC permit conditions. The practicality of its construction at this location is not a subject for analysis in the EIR.
153	Ravenswood Business District RBD1-1	<u>Existing Conditions - Infrastructure</u> - The Specific Plan outlines significant limitations to the prospective development imposed by the current level of infrastructure. We understand from discussions with Wilsey Ham that there is sufficient infrastructure capacity for development of up to approximately 600,000 square feet in the RWBD area.	This question pertains to the Project Description, which assumes that the DEPLAN would be in place prior to the planned development. A response is not required under CEQA. However, Policy UTIL-3.7 has been amended to allow limited development in advance of the DEPLAN if sufficient infrastructure is available. The sufficiency of infrastructure would be verified through project-specific CEQA review. Specific Plan Policy UTIL-3.7 reads: In order to streamline new development (or expansion of existing development) consistent with the Specific Plan, the City shall work collaboratively with land owners and developers to address infrastructure issues. Projects and their required infrastructure may be allowed to be phased, pursuant to each project providing adequate infrastructure consistent with DEPLAN and/or paying appropriate impact fees to ensure that adequate infrastructure is

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			available with project construction. Credits shall be provided for new infrastructure that is built to the standards of the DEPLAN. The phasing of any infrastructure and credits provided for infrastructure built shall be consistent with the adopted nexus study and DEPLAN and approved by the City Engineer.
154	RBD1-2	<u>Utility Infrastructure</u> - The Specific Plan uses as its core assumptions "DEPLAN" for the infrastructure requirements of water, sewer, storm drainage and roads. DEPLAN is based on approximately 6 Million square feet of development versus the 835 residential units and 1.7 Million square feet of retail, office and industrial development proposed in the Specific Plan. While scaling back the infrastructure requirements will not yield a direct prorata reduction in costs, it will certainly yield some significant savings.	Cost is not a CEQA issue. No response is required.
155	RBD1-3	<u>Implementation</u> - The Specific Plan suggests that new development will not start to occur until 2016 within the plan area. Requiring as a "pre-condition" to development the completion of the burdensome area wide backbone infrastructure will in fact condemn this area to no development for years beyond that. As addressed above, we believe this area can readily support somewhere near 600,000 square feet of new development and suggest that this be incorporated into the implication vision. We can address many of the problems on a site by site b is and agree to participate in future assessment district formations. To hold off all building will seriously thwart the efforts to get something going and show that progress is really possible.	See Response to Comment RBD1-1
156	RBD1-4	<u>Fiscal Impact</u> - The overall implementation of the Specific Plan outlines costs in the magnitude of \$134 million for infrastructure and community benefits. Obviously in these times where public funds are limited, the overall scope of this plan will result in financing and funding challenges. Doing it "all" will certainly mean that nothing happens. We would suggest that the plan "prioritize" those prospective activities that are most important to "kick starting" the	Cost is not a CEQA issue. No response is required.

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DEIR Change #	Comment No.	Comment	Response
		redevelopment of this area and have the most benefit for the dollars invested.	
157	Ravenswood Business District RBD2-1	<u>Hazardous Waste- Existing Conditions</u> - Both the Specific Plan and the Draft EIR outlines the reputed environmental conditions of the various sites. As you may recall, the RSBD had a major environmental analysis done of the area by Bechtel Corporation around 2000-2002. According to several of our members, this report identifies conditions that are significantly less impacted than the current draft of the Specific Plan and EIR imply. We recommend that the findings of this report be incorporated into the document and that corrections are made accordingly.	The report cited by the Bechtel Corporation dates from 2000-2, which is now 10 years out of date. Information for the Draft EIR used as its main source the DTSC's online Envirostor database that is constantly updated and provides information that is at most a month or so out of date. A large number of sites in the Ravenswood Business District have been investigated under the guidance of regulatory agencies in the past 10 years. Some have been partially remediated. The City and EIR preparers do not consider use of the cited Bechtel report would present an accurate picture of the state of current knowledge regarding conditions in the area. No change to the Draft EIR has been made.
158	RBD2-2	<u>Utility Infrastructure - Stormwater</u> - Both the Specific Plan and Draft EIR identify a "dividing line" in storm water management related to storm water drainage that runs "north" on Demeter, Pulgas and Tara and that which runs south. This line is incorrectly assumed to be much further north than the reality of the current topography. Additionally, most of Tara Street, north of Bay already has stormwater management through the installation of the "bio-swale" that was constructed as part of the 151 Tara Road development. We recommend that these corrections be made to the documents to more accurately reflect the current conditions.	The Draft EIR Page 4.15-30 states that over most of the Plan Area, south of the topographic divide that is <i>approximately</i> at the southern boundary of 391 Demeter Street, stormwater flows southwards into the Runnymede Storm Drain System [emphasis added]. Detailed flow directions in the area around the topographic divide are complex and could change with excavation and the addition of fill material. The feature shown on the DEPLAN map that is included in the appendices of this Final EIR. Policy UTIL-3.2 would ensure that a storm water system for the northern part of the Plan Area, including 391 Demeter and the University Village neighborhood, is designed to provide adequate capacity for peak rain events, and maintain functionality of existing storm water infrastructure. Adequacy of stormwater drainage would need further review at the project level when specific development projects are proposed.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #		Comment No.	Comment	Response
159	S.S. Papadopulos & Assoc.	SSP-1	Underground utility installations are within area of impacted soils. The draft Specific Plan appears to call for significant utility installations within the area with impacted soils. Descriptions of the planned upgrades to water supply pipelines, sanitary sewers and storm water pipelines indicate these upgrades will occur along Bay Road, Weeks Street and Runnymede Street. It is unclear from the information provided in the documents where, precisely, the utility upgrades will occur; however, utility installation routes should consider and avoid the identified areas of impacted soil both beneath the streets and on private property. SLLI has discussed the utility routes with the City and with the East Palo Alto Sanitary District, and would like to reiterate that neither the sanitary sewer main nor any new storm drain facilities should be planned to run in the designated areas with residual subsurface contamination near the levee between Bay and Runnymede. In the past there has been some discussion by City staff of placing a sewer or storm drain main on the SLLI and Wilson properties between Weeks and Runnymede Streets to connect to the existing facilities at the end of Runnymede Street. As previously agreed among SLLI and City and EPASD staff, the sewer and storm drain mains should be routed down Pulgas from Bay to Runnymede and connect to the regional systems at the end of Runnymede.	<p>Draft EIR Project Description Section E.6 Infrastructure Improvements described the streets that would be excavated for the installation of these pipes. The information on the location of the upgrades was taken from plans in the 2009 Draft Engineering Plan (DEPLAN) by Wilsey Ham associates. The DEPLAN is a program-level document. The location of pipes could change due to conditions encountered.</p> <p>The DEPLAN information has been publicly available since late 2008 and the City Resolution of March 17, 2009 to adopt the DEPLAN is available on the City website. For ease of review, the DEPLAN report and plans are included in the appendices of this Final EIR. However, this does not constitute new information and no recirculation of the EIR is required.</p> <p>As shown in Figure 4.8-3, the easternmost area next to the levee, immediately north of Weeks Street, and south (apart from the easternmost portion) are labeled as “site with deed restriction” [due to contamination]. Immediately south of Weeks street next to the levee the area is labeled “site reportedly environmentally impacted but not independently verified.”</p> <p>As per Specific Plan Policy LU-7.1: For all new development, or substantial renovation or redevelopment (greater than 20 percent of assessed valuation) of sites in Subareas II and III (as defined by Figure 4.8-3 in the Specific Plan EIR), in the 4 Corners area, or on the south side of Bay Road, require a Phase I Environmental Site Assessment (ESA), and, if recommended by the Phase I ESA, a Phase II ESA to include soil and groundwater sampling and analysis. Share the results of the Phase I/II ESA with appropriate regulatory agencies to enable an appropriate remediation plan is to be developed. The remediation plan may include soil and groundwater cleanup, engineering controls such as vapor barriers or venting systems, and institutional controls</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
			such as deed restrictions or activity use restrictions. This would provide adequate safeguards to ensure that excavation does not inadvertently spread any residual contamination. The commenter is incorrect that City Staff agreed to route the sewer main on Runnymede.
160	SSP-2	The draft EIR document also discusses new storm drain installation along Bay Road, though it is not clear from the information given where along Bay Road this storm drain is intended to be installed. A storm drain already exists that drains the portion of Bay Road from the 1990 Bay Road property east to the entrance of Cooley Landing.	Plans from the 2008 Draft Engineering Plan by Wilsey Hamm have been included in Chapter 3 of this Final EIR. These demonstrate that a new storm drain of diameters 24 inches to 54 inches would be installed from 100 foot east of the edge of the Plan Area to Pulgas Avenue and from Pulgas Avenue to Demeter Street. The Draft EIR described how the new Ravenswood Storm Water System was in addition to the existing system that has insufficient capacity even for the current level of development.
161	SSP-3	The Plan indicates that Office designation will promote cleanup. The 1990 Bay Road property is designated as Office under the draft Specific Plan. SLLI does not have an objection to this designation. The draft EIR document, however, states, "Redesignating the land closest to the Bay as Office rather than Industrial would re-use some of the previously contaminated land, thus promoting cleanup and reducing the future risk of hazardous chemical release to the surface waters of the Bay. This is a <i>beneficial</i> impact." (Page 4.8-29 of draft EIR) SLLI would like to point out that the remediation on the 1990 Bay Road property is complete and changing designation to office will not result in additional cleanup nor impact the future risk of release from this property.	According to the Draft EIR Page 4.8-20 (which used information available in the online DTSC database ENVIROSTOR), uses of the 1990 Bay Road property are restricted to commercial/industrial use, and residential use is prohibited. There are restrictions on subsurface work and boring/well installation. The frontage road at 1990 Bay Road must remain for roadway use. The Specific Plan proposes to change land uses in the Plan area, which would catalyze new development. Specific Plan Policy LU-7.1 would ensure that a Phase I Environmental Site Assessment (ESA), and possibly a follow-up Phase II ESA are carried out for all new development in Subareas II and III as defined by Figure 4.8-3, in the 4 Corners area, or on the south side of Bay Road. The assessments would include review of the site history through file review, interviews, and possibly additional groundwater and soil sampling and analysis. The Phase I/Phase II ESA would make recommendations for additional cleanup under the guidance of regulatory agencies, if

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DEIR Change #	Comment No.	Comment	Response
			necessary. It is therefore possible that a Phase I/II ESA for the property could reveal hitherto unknown contamination that could require additional cleanup.
162	SSP-4	In addition, a PG&E substation is located within the area designated as office. The designation for the substation property should be changed to reflect its use.	This area is purposefully designated as office in the Specific Plan. Nothing in the Specific Plan disallows this substation to continue as its current use. No change is required to the Draft EIR.
163	SSP-5	The Plan calls for new parks and trails on deed restricted properties. The draft Specific Plan "calls for six smaller pocket parks, including three that would be accessed primarily by car and three that would be accessible primarily to pedestrians...The plan identifies potential amenities for each park, ranging from children's play equipment to viewing platforms facing the San Francisco Bay." (Page 4.13-31 of draft EIR) Two of the six proposed parks are within the 1990 Bay Road site. These include a "new 0.85 acre park off of Weeks Street next to the Palo Alto Baylands Nature Preserve" and the southern location of "a set of two parks, totaling 2.79 acres, across from each other on Bay Road, marking the entry to Cooley Landing." (Pages 3-14 and 4.13-38 of draft EIR). These two proposed park locations are on deed restricted properties. It is unclear what potential uses and amenities are proposed for the parks within the 1990 Bay Road site. While SLLI would support parking facilities and birdwatching/viewing stations at the proposed parks on deed restricted properties, recreational uses and children's play areas would be inappropriate and would be incompatible with the longstanding deed restrictions.	The park sites were shown on Figure 4.13-2 of the Draft EIR. The locations were generalized and representational in showing suggested spatial locations between parks. The actual location of parks and open space areas would be determined at the time specific development projects are proposed and project-level environmental review is conducted. Specific amenities would be determined in part based on the condition of the land and whether or not remediation could reduce contamination to the levels determined safe by the DTSC and SFRWQCB. As the commenter notes, some areas could be appropriate for more passive uses in recognition of residual contamination levels. If a pocket park were built at the entrance to Cooley Landing, it could also function as an overflow parking location for high use days and Cooley Landing. An additional policy has been added to the Specific Plan to state the City's intention to verify that the chosen park sites are suitable. Specific Plan Policy LU-6.7 states: For any new park or trail, the City shall coordinate to ensure that land is safe for recreational park and trail facilities and no potential dangers from current or previous contamination exist.
164	SSP-6	The draft Specific Plan also includes "plans to extend the Bay Trail between Weeks Street and Bay Road." (Page 4.13-37 of draft EIR) The proposed extension runs through deed restricted areas of the 1990 Bay	See Response to Comment SSP-5.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		Road Site. SLLI is on record as being opposed to the route and still believes alternate routes along Bay Road and Weeks Street are safer and more appropriate considering the remediation in place at the site.	
165	SSP-7	<p>The Plan calls for deep foundation systems.</p> <p>The draft EIR indicates that deep foundation systems should be considered in the area of the 1990 Bay Road site "where significant liquefaction-induced settlement is anticipated, unless the soil is mitigated, a deep foundation system should be considered." (Page 4.6-11 of draft EIR) In order to minimize disturbance to treated soil, spread footings or mat foundations may be more appropriate for office or light industrial buildings located in areas with treated soil.</p>	<p>Page 4.6-19 noted that the effects of liquefaction could be mitigated with design of (shallow) foundations that are sufficiently rigid to withstand the soil movement, replacement of underlying fills or soil with engineered fill, and/or compacting the soil/fill. Another possibility for certain zones is use of a deeper foundation. The choice of foundations would be made with project-specific design when disturbance to treated soil would be a factor in the decision.</p> <p>As per Mitigation Measure GEO-2: Foundations shall be designed to compensate for effects of liquefaction, differential settlement, and lateral spreading due to earthquakes. Foundations shall be designed by a qualified structural engineer using soil design parameters developed by qualified geotechnical consultants and verified by the City Building Department.</p>
166	SSP-8	<p>The draft EIR includes an alternative described as a Wetlands Setback Alternative. One alternative described in the draft EIR is the "Wetlands Setback Alternative." This alternative has identified a large portion of the 1990 Bay Road site to be restored as upland plant and wildlife habitat. The draft EIR indicates that "with this alternative, a 300-foot buffer zone would be drawn around the existing wetland edge, and new development would be prohibited in this zone. The buffer zone would be restored as upland plant and wildlife habitat that would also serve to absorb flood waters." (Page 5-1 of draft EIR) The majority of the 1990 Bay Road Site shown in the area of this wetland setback has been remediated, but elevated levels of arsenic remain in the soil and groundwater in these areas. The soil has been treated by means of fixation technology and asphalt caps have been installed to minimize water infiltration. The plan to restore these remediated areas into upland plant and wildlife habitat is inappropriate and</p>	<p>The comment notes that the remediation system for the 1990 Bay Road site has involved installation of an asphalt cap to minimize water infiltration and this is incompatible with restoration efforts. The comment is noted. The feasibility of removing the cap and alternative methods of contamination containment or removal would be need to be assessed if this alternative were taken forward.</p>

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DEIR Change #	Comment No.	Comment	Response
		incompatible with the approved remedy for the 1990 Bay Road Site.	
yes 167	SSP-9	<p>In addition to the above comments, we have the following editorial comments on the draft EIR Hazardous Materials Section, Section 4.8.</p> <p>On page 4.8-20: 1990 Bay Road This federal Superfund site <u>The 1990 Bay Road Site is a 26-acre active remediation site comprised of several individual properties. Remediation at the site is performed under RWQCB and USEPA oversight pursuant to agency-approved final cleanup plans.</u></p> <p><u>The 1990 Bay Road property was the location of the former operating facility. This property</u> is currently vacant except for one warehouse. The property was historically used for pesticide formulations for over 70 years. The property was purchased by Rhone- Poulenc in 1994 and leased to Catalytica Energy Systems. Catalytica reportedly manufactured chemicals and pharmaceuticals prior to ceasing operations in 2001. <u>In 2004 a 3-acre portion of an adjacent PG&E property was added to the 1990 Bay Road property by lot-line adjustment.</u></p> <p>Significant concentrations of arsenic and other heavy metals were detected in soils and groundwater <u>at the 1990 Bay Road Site.</u> Remediation operations have been underway since 1981. The complex remediation plan includes removal of impacted soil, capping of soil, and the use of deed restrictions. Several deed restrictions have been filed for the <u>1990 Bay Road</u> property as well as nearby <u>other properties within the site, including:</u></p> <ul style="list-style-type: none"> • <u>1990 Bay Road, 2470 Pulgas Avenue, 1992 Bay Road</u> (the PG&E poleyard). <u>1980 Bay Road, 1175 Weeks Street Avenue, 1250 Weeks Street and 1200 Weeks Street Avenue</u>—restrictions to commercial/industrial use, no residential use, restrictions on subsurface work and boring/well installation (the frontage road at 1990 Bay Road must remain for roadway use) 	<p>The changes are accepted in Chapter 3 of this Final EIR with minor modifications for clarity to explain that although the remediation site is known as 1990 Bay Road Site by regulatory agencies, it is in fact composed of several sites with different street addresses.</p>

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		<ul style="list-style-type: none"> " 2017 Bay Road – required notification to on-site workers " 1275 Runnymede Street Avenue – restrictions on subsurface work <p>Additionally, for groundwater protection, the installation of a 1,275-footlong subsurface barrier wall to a depth of approximately 20 feet has been completed, and an extensive monitoring program remains ongoing. The site remains an open case.</p>	
yes	168	SSP-10	The changes are made in Chapter 3 of this Final EIR.
		<p>"...several properties have deed restriction or land use covenants that have been filed or will be filed..." "The following properties are affected:</p> <ul style="list-style-type: none"> " 2519 Pulgas Avenue " 2555/2565 Pulgas Avenue " 2477/2485/2470 Pulgas Avenue " 965 Weeks Street " 1060 Weeks Street " 1175 Weeks Street " 1200 Weeks Street " <u>1250 Weeks Street</u> " 1802-04 Bay Road " 1860/1950 Bay Road " <u>1980 Bay Road</u> " 1985 Bay Road " 990 Bay Road " <u>1992 Bay Road, PG&E Poleyard Yard, Bay Road</u> " 2017 Bay Road " 151 Tara Road " 1275 Runnymede Street 	

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
INDIVIDUALS			
169	Robert Facciola RF-1	<p>As a follow up to your Notice of Availability memo of January 17, 2012; the follow letter addresses some of the comments and concerns regarding the Ravenswood/4 Corners TOD Specific Plan and EIR both of which are dated January 16,2012. As you know, my family owns the property at 391 Demeter as typically identified in the draft Specific Plan and EIR documents.</p> <p>As you are well aware, I have requested that this property be zoned residential for several compelling reasons.</p> <ul style="list-style-type: none"> “ Residential development will meet a Market Demand- “ Residential development on the 391 Demeter could be a catalyst for development in this area. “ Residential development is compatible with the adjacent land uses and has beneficial environmental impacts versus office/industrial development “ Residential development can significantly reduce the costs associated with the implementation of the Specific Plan. <p>In previous correspondence to the City Council, Planning Commission and the Redevelopment Agency, I (and others) have identified the facts that support these conclusions.</p>	<p>The commenter notes that his family owns the 391 Demeter Street Property and that he requested it be zoned residential. The comment pertains to the Specific Plan land use designations and therefore project merits and not to the adequacy of the EIR. No response is required.</p>
170	RF-2	<p>Pursuant to the City Council meeting of March 1, 2011, specific direction was provided to Redevelopment Staff to review BOTH residential uses and office/industrial uses for this site in the Four Corners- RWBD TOD Specific Plan and EIR. This was done solely in the Draft EIR by considering a "Housing on 391 Demeter Street Alternative" in the options reviewed in Chapter 5 of the draft.</p> <p>In this analysis, it was noted that impacts of Housing on 391 Demeter on Aesthetics, Biological Resources, Geology, Soils and Mineral Resources were superior to that of the proposed usage as Office/Industrial. The impacts on Agriculture and Forestry</p>	<p>The commenter notes that “Housing on 391 Demeter Street Alternative” was analyzed in Chapter 5 of the Draft EIR and summarizes why he thinks the conclusions reached in the Draft EIR are incorrect. This comment summarizes the conclusions elaborated in the proceeding text and therefore no response is given.</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		Resources, Cultural Resources, Land Use Planning were found to be generally equivalent and I generally concur with that conclusion. However, I believe that the conclusion that the impacts on Noise, and Population and Housing is equivalent to Office/Industrial development is clearly in error as Housing on 391 Demeter would certainly have an superior environmental impacts versus office/industrial development in these areas. I also dispute the conclusions that the impacts on Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Public Services and Recreation, Transportation and Traffic and Utility services are more significant that office industrial development. Specifically, the EIR has failed to adequately consider the following:	
171	RF-3	<p>Air Quality/ Greenhouse Gas Emissions/Transportation - generally the air quality/greenhouse gas emissions /transportation conclusions are based solely on the assumption that given a higher citywide population versus the office/industrial alternative, more traffic trips are generated. However, this review fails to analyze:</p> <ul style="list-style-type: none"> ” if this assumption is true ” the differences between residential energy consumption and office/industrial energy consumption as it impacts air quality ” cumulative impacts of housing demand from the Facebook Campus on air quality. 	<p>East Palo Alto suffers from a jobs/housing imbalance, with far more employed residents than jobs. The surrounding jurisdictions have more jobs than employed residents. East Palo Alto is the opposite, with an estimated 2,300 total jobs and 11,150 employed residents – or a ratio 0.21 jobs for each employed resident (in 2010). The imbalance in the jobs/housing ratio causes people to drive farther.</p> <p>As per Page 40 of the Specific Plan, with implementation of the Specific Plan, by 2035 the ratio would be improved to 0.42 by the addition of more jobs than housing. If housing were placed at 391 Demeter Street, the ratio would not be improved to the same degree, and this would cause people to drive farther, with corresponding increases in GHG emissions and deterioration in air quality. Even if all of the 5,800 new jobs at Facebook were considered to be in East Palo Alto (for the purposes of numerical calculations), the city still would have more employed residents than jobs. Therefore, to improve the jobs-housing ratio and to reduce vehicle miles traveled and greenhouse gases, East Palo Alto needs to add jobs to a greater degree than adding</p>

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DEIR Change #	Comment No.	Comment	Response
			housing. No change is required to the Draft EIR analysis.
yes 172	RF-4	<p>Hazards and Hazardous Materials – residential development would have two clear benefits versus office development</p> <ul style="list-style-type: none"> “ Higher clean up standards for any environmental contamination would improve overall environmental characteristics by reducing overall. hazardous material levels “ Residential development will support less environmentally hazardous materials storage, usage and consumption than office or industrial. 	<p>The points made by the commenter are noted. It is also true that more residents would be brought into contact with potential hazardous materials usage in the industrial areas with this alternative. The conclusion is changed to state that the Housing on 391 Demeter Street would result in equivalent impacts to hazards and hazardous materials. This change is incorporated in Chapter 3 of this Final EIR. There would be no changes to the conclusions to this chapter as regards which alternative is the most and least environmentally superior.</p>
173	RF-5	<p>Hydrology and Water Quality – the conclusion that residential development is inferior to office/industrial is based on the assumption that greater population in the 100-year flood plan is an environmental detriment. This analysis fails to consider:</p> <ul style="list-style-type: none"> “ Given the fill it is likely that residential development will be above the 100-year flood plain “ The fact that residential development will support more open space, less parking, reduce storm water run off, as well as provide greater opportunities for storm water mitigation alternatives. 	<p>There is always a risk to people living or working within the existing 100-year flood plain as currently mapped by FEMA, whether or not the buildings have been raised by the addition of fill. The Draft EIR stated that the Housing on 391 Demeter Street Alternative would bring more residents in the 100-year flood hazard zone in the Plan Area. These effects were described in the Draft EIR in Chapter 4.9 Hydrology. Residents are assumed to be in that environment for 24 hours a day, 7 days a week, while employees are there for fewer hours and only during working days. For this reason alone, residents would be at greater risk from the effects of flooding than would employees. The Housing at 391 Demeter Street Alternative was therefore considered to result in greater impacts from Hydrology than the Proposed Project which would place non-residential uses at that location.</p>
174	RF-6	<p>Noise – The analysis acknowledges that residential is less likely to impact the adjacent residential neighborhood with adverse noise than the industrial/R&D alternative however the "conclusion" is that this is then equivalent.</p>	<p>The noise analysis for this alternative on Page 5-23 reads as follows: “The slightly higher number of residents and employees, and therefore vehicle miles traveled, would produce more vehicle noise along busy streets. However, because of the smaller footprints and lower building heights of single-family residential</p>

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			development, construction noise would be slightly less than under the Plan. Overall, this alternative would be <i>equivalent</i> to the proposed project.” A greater operational impact would result from the increase in traffic. A reduced operational impact would result from the lower density of development; and there would be a reduced construction impact. Overall, the impact would be approximately equivalent.
175	RF-7	Population/Housing – residential development addresses the immediate known housing demand issues for the City. As such this is clearly an "improvement" and not equivalent to office/industrial.	The CEQA questions for population and housing are presented on page 4.12-7 of the Draft EIR. The first concerns direct growth in the area and indirect growth by extending infrastructure. Both the Proposed Project and Housing on 391 Demeter Street Alternative would induce population growth. The second relates to displacing existing housing, and the third to displacing people. As there is no housing, and no people on the property, there would be no difference between the Proposed Project and this alternative for the latter two questions. The Proposed Project and this Alternative are therefore approximately equivalent for their growth-inducing potentials.
176	RF-8	Public Services and Recreation – With residential zoning, a community center and park area on the site is more feasible because of possible contributions from the site owner and as this development can happen sooner (as there is existing demand for housing versus no demand for office or retail in this area currently) the park and associated trails can benefit the community sooner.	The comment pertains to the merits of the Specific Plan and not to the Draft EIR. No response is required.
yes 177	RF-9	Utilities/Service Systems – Previously, I had been lead to understand that utilities sufficient to service the needs of a residential development are at the property line of the site. This appears to have changed. The Specific Plan and EIR appear to require that additional water capacity be provided by any new development. As such, with this as a "requirement" there is no increased impact versus office/industrial	As stated on Page 3-22 of the Draft EIR, the southern part of the Specific Plan Area generally slopes south, and the gravity-driven drainage for water, wastewater, and storm water pipes flows south for most of the area that would be developed under the Plan. There is a divide in the drainage system along a line running approximately east-west at the southern margin of the

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		development.	<p>391 Demeter Street property.⁸ North of this divide, gravity-driven flows are northwards.</p> <p>Even though utilities exist at the southern property margin, they could not be extended northwards unless the stormwater and wastewater were pumped upward, which would be highly expensive.</p> <p>As regards the sanitary sewer system, the Draft EIR Page 3-23 stated:</p> <p>“Note that 391 Demeter Street and the northernmost part of the industrial area are served by the West Bay Sanitation District (WBSD). There is an existing WBSD pumping station on the property. No upgrades are included in the DEPLAN, and therefore in the Specific Plan, for 391 Demeter Street. A system would be needed if the property were to be developed.” This requirement was included in Specific Plan Policy UTIL-3.2.</p> <p>As regards the stormwater system, the Draft EIR Page 3-24 stated:</p> <p>“Note that no upgrades are planned for the northern portion of the Specific Plan Area north of the terminations of the storm drain force mains on Pulgas Avenue and Tara Street south of the east-west connector road.”</p> <p>The information for the Infrastructure section of the Specific Plan and for the Draft EIR came from the 2008 Draft Engineering Plan (DEPLAN) for the Ravenswood Business District by Wilsey Ham Engineers.</p> <p>The Draft EIR acknowledged that the water supply is not</p>

⁸ The 391 Demeter Street property has a triangular-shaped portion, which would be designated as Industrial/Office Flex under the Plan and an area with wetlands that would be designated as Resource Management. The triangular shaped portion has also been referred to as the “Stanford Fill” area.

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DEIR Change #	Comment No.	Comment	Response
178	RF-10	<p>An environmental impact analysis that correctly incorporates these considerations undertaken on the site considering residential development versus office or light industrial/R&D development will demonstrate that residential development has fewer adverse environmental impacts than that of office/industrial development and is a superior usage of the site. I anticipate that these concerns and consideration will be addressed in the final report and that the residential zoning will be found to be the more appropriate zoning.</p> <p>In closing, I want to note several important cost considerations. The specific plan identifies four important community benefits are proposed for my property</p> <ol style="list-style-type: none"> 1) The community park at the intersection of Purdue and Demeter 2) The Loop road along the border of my property and the 	<p>sufficient to allow development under the Specific Plan and included in Specific Plan Policy UTIL-2.2 which prevents development under the Specific Plan from occurring until new water supplies have been obtained. This is a requirement for office/industrial and for residential development. Table 4-5, Page 19 of the 2011 Water Supply Assessment for the Project Area notes that Residential Uses have a water demand between 9.33 (Single-Family) and 16.02 (Mixed-Use) acre feet per acre, compared to a demand of 7.99 acre feet per acre for Commercial Uses (which include Office). The Housing on 391 Demeter Street Alternative would therefore be expected to have a higher water demand than the Proposed Project.</p> <p>Overall, as new infrastructure would be required for either type of development, the impact from the Housing on 391 Demeter Street Alternative is equivalent to the Proposed Project. Overall the Housing on 391 Demeter Street is still the least environmentally superior and no changes are required to the EIR conclusions. However, the discussion is amended through Chapter 3 of this Final EIR.</p> <p>Responses to the commenter, above, have concluded that only one of the relative impacts – that from hazards and hazardous materials – should change. Overall, environmental impacts are still greater from the Housing on 391 Demeter Street Alternative than from the Proposed Project. Although the Proposed Project has significant and unavoidable impacts in air quality and traffic, this would also be the case with the Housing at 391 Demeter Street Alternative.</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response	
		<p>University Park community</p> <p>3) A "spur trail" along the loop road</p> <p>4) Bay Trail connection boardwalk.</p> <p>This implementation of this plan is estimated to cost \$134 million and this estimate does not appear to include the acquisition of all the property necessary to undertake these community benefits. If the City does in fact desire these community benefits, and would like the benefits sooner rather than later, I believe that residential development on my site can provide the economic means to reduce the City's burden of the cost of these community benefits.</p>		
179	Adina Levin	AL-1	<p>The East Palo Alto community is already heavily impacted by automobile traffic, making the streets less safe for residents, and harming health by polluting the air and reducing opportunities for healthy exercise in daily life.</p> <p>The Ravenswood Business District provides an important foundation for needed economic development. The Specific Plan includes a number of positive features to mitigate the impact of vehicle traffic, and there are some additional opportunities to make these features more effective.</p> <p>As an advocate for healthy active transportation, I would like to strongly commend the plan's inclusion of sidewalk improvements, multi-purpose trails, and bike lanes throughout the area to make it easier and safer to get around without an automobile. The plan to complete the sidewalk network will increase safety and encourage walking. The multi-purpose trails help foster a "park once" approach for people who drive, and will help people who come to the district without a car.</p> <p>The proposed completion of the current gap in the Bay Trail will enable tee continuous miles of trail connecting East Palo Alto to locations on the Peninsula/South Bay and East Bay. In addition to providing recreational benefits for residents and employees, the trail</p>	<p>The comment suggests consideration of a bike sharing program, which would be compatible with the Specific Plan. The comment is addressing the merits of the Specific Plan and does not concern the adequacy of the Draft EIR. It therefore does not require a response under CEQA.</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		<p>completion is likely to increase the amount of bike commuting for the Ravenswood Business District area as well as nearby the Menlo Park developed areas. The expected increase in bike commuting is based on experience with the recent completion of a Bay Trail segment near Moffett Field in Mountain View. Also note that Facebook has announced its intention to build the component of the missing Bay Trail segment that parallel's University Ave in East Palo Alto.</p> <p>To take advantage of the connectivity in the plan area, it would be beneficial for the plan to contain participation in a bicycle sharing program. Bike sharing programs enable people to run short errands without a vehicle. The Bay Area is starting a bike sharing pilot program in 2012, following successful programs in Washington DC, Boston, and other cities. Experience in other cities shows that bike share programs are typically used by local people for practical purposes rather than by tourists. Pilot cities on the Peninsula include Redwood City and Palo Alto. If the program goes forward past the pilot stage, the Ravenswood Business District would be a good candidate for participation in an ongoing program.</p> <p>Another positive element is that the plan explicitly considers the impact of adding vehicle lanes on pedestrian safety, and recommends adding pedestrian safety features when vehicle lanes are added.</p>	
180	AL-2	<p>However, the plan predicts that the mode split for bicycling will remain at the 1-2% level that has been historically observed in East Palo Alto. With improved infrastructure, there is reason to expect that the share will increase. The neighboring communities of Menlo Park and Palo Alto with similar weather, flat terrain, and better conditions for cycling observe bicycle mode split of 9% and 8% respectively.</p>	<p>The plan does not predict only a 1-2 percent mode split for bicycling. That was simply the number used for the DEIR to yield a conservative (high) estimate of potential traffic impacts. The Specific Plan could very well result in much higher bicycle usage. In that case, the traffic volumes estimated for the project would be lower than described in the DEIR.</p>
181	AL-3	<p>Another positive element is the call for shared parking, unbundled parking, and pricing parking. These measures help to improve the efficiency of parking resources and encourage economic choices regarding parking and driving that reflect the impact of auto traffic.</p>	<p>The Specific Plan encourages TDM measures, which could result in trip reductions. However, actual TDM programs and their effectiveness will be evaluated at the time of specific project proposals. The DEIR takes a conservative approach and does not assume TDM reductions.</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		The plan recommends Transportation Demand Management in the Specific Plan Area to help reduce the demand for vehicle trips. TDM can be extremely effective. For example, driving alone to work at Stanford University dropped from 72% to 52% between 2002 and 2007 as a result of a robust TDM program including transit passes, expanded transit service, car sharing, hourly car rentals, bike parking and storage, parking permits, and parking cashout.	
182	AL-4	However, the analysis makes pessimistic assumptions that TDM will not impact the amount of vehicle traffic. For example on page 4-14.40the, draft EIR states “Thus, in order to be conservative, no trip reductions were assumed for increased transit usage or the effect of possible TDM measures. This assumption is more conservative than is reasonable, given the many examples of successful TDM programs in the region. The plan should make reasonable assumptions about the role of TDM in reducing traffic.	The potential effectiveness of actual TDM programs would be assessed at the time they are proposed as part of specific development proposals.
183	AL-5	Also, the TDM provision as written applies only to larger businesses. There is an opportunity to enable smaller businesses to participate in the traffic reduction benefits of TDM by creating a Transportation Management Association (TMA). Area businesses contribute to the TMA, which makes investments for the group in shuttle, carpool/carshare transit pass and other programs to reduce auto congestion. An example of a successful TMA is Moffett Business Park in Sunnyvale, with 15 000 employees among multiple companies. The TMA approach is also currently being proposed in the North Bayshore Precise Plan for the City of Mountain View.	Depending on the type of specific development applications that come in to East Palo Alto in the Specific Plan area, the City may wish to encourage or facilitate the formation of a TMA. However, the DEIR does not assume that a TMA would be formed, nor does it rely on TDM trip reductions to mitigate traffic impacts.
184	AL-6	Given the potential for greater TDM results, the plan would also benefit from taking an incremental approach to vehicle lane additions, and to the buildout of the proposed Loop Road. Travel mode share and vehicle travel should be surveyed on a regular basis and vehicle capacity should be added only if there is a demonstrated need, and vehicle capacity is analyzed at that time to be more effective then expanded investments in vehicle traffic reduction.	As required by CEQA, the DEIR identifies physical improvements to the street system that would mitigate project traffic impacts. The DEIR also acknowledges that TDM programs would be required of new development in the Specific Plan area. The DEIR states that trip reductions of over 50 percent would be required to mitigate project impacts without physical improvements. This level of trip reduction typically has

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
yes	185	Bernardo Huerta BH-1	<p>1.) The aesthetics, noise, and air quality in the University Village Neighborhood involved with the "elevated above grade" Loop Road connecting to Demeter St. It affects the vistas from these homes, and sound wall is not aesthetically pleasing. Noise and air quality impacts added to the current impact of the University Ave. with 29,000 plus vehicles to this neighborhood was not included as I asked for this during the scoping for the EIR.</p> <p>In the Draft EIR Project Description, Pages 17-18, it was stated that for the sake of this analysis, it is assumed that the loop road would have a buffer of roughly 20 feet from adjacent residential uses, and that it would be at grade or only minimally elevated above grade. Figure 7-3, Page 99 of the Specific Plan also shows the Loop Road running at grade. Page 4.9-33 in the Hydrology and Water Quality section of the Draft EIR also reported that the loop road would largely be in the current 100-year flood plain. However, Page 4.11-12 in the Noise section assumed that the new roadway would either be at the current grade or above the current grade on a levee structure. As the latter description is inconsistent with the rest of the Draft EIR, it is removed in Chapter 3 of this Final EIR. However, it makes no difference to the outcome of the noise analysis.</p> <p>Although placing the Loop Road on a levee was discussed during the Specific Plan process, the analysis in the Draft EIR assumed that did not take place. The at-grade road would not result in blockage of views.</p> <p>Comments of the project merits or process are outside the scope of CEQA and will be addressed during the public hearings on the Specific Plan adoption.</p>
	186	BH-2	<p>2.) Aesthetic, noise, air quality, and traffic impacts to the Weeks Neighborhood and Gardens Neighborhood due to pass-through traffic using the Loop Road to connect traffic from the Bayfront Expressway and University Ave. to Embarcadero Road and US101 in Palo Alto. This Loop Road connection will become a natural magnet for commuters between US101 and the Dumbarton Bridge and its impact</p> <p>The Loop road would function to reduce some traffic to and from the Specific Plan area that would otherwise use the intersection of University Avenue and Bay Road. The Loop road is not expected to result in significant travel time savings for any through traffic. The possibility of cut-through traffic would be analyzed as part of any Loop road design and</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		have not been calculated.	implementation when traffic-calming solutions would also be investigated. Specific Plan Policy TRA-2.5 has been added to the Plan. This states: As part of the design and implementation of the Loop Road, study the potential for cut-through traffic in the Weeks Neighborhood and the Gardens Neighborhood and the effectiveness of traffic-calming measures. Furthermore, study the effects of cut-through traffic on Pulgas Avenue two years after completion of the Loop Road.
187	BH-3	3.) The connection of Purdue Ave. and Demeter St. impact to the University Village Neighborhood. This connection was not made by residents during the resident engagement process and was added by staff after the resident engagement, therefore how could anyone have commented on this new intersection during the scoping for the EIR? During the resident engagement 391 Demeter St. was designated park space and community center. This should not have been changed by staff to Ravenswood Flex Overlay with obscured building heights.	This comment pertains to the merits of the Specific Plan and the Specific Plan process, not to the adequacy of the Draft EIR. No response is required under CEQA. However, the preferred alternative was fully reviewed and then accepted by both Planning Commission and City Council.
188	BH-4	4.) Vistas of the Bay are calculated by three narrow corridors in the EIR. I asked in the scoping of the EIR to study the Bay vistas currently enjoyed by all residents in the Gardens, Weeks and Village Neighborhoods from their homes. During the resident engagement, residents did not okay 8 stories of building for the Water Front Office in the RBD or 6 stories of building in the 4Corners Gateway nor 5 stories of building in the Urban Residential in the RBD. This change by staff again leaves a topic unable to be included in the EIR scoping by residents.	CEQA requires analysis of scenic views from public places. Private views, although not definitively excluded by the statute, are in general not taken into account in analysis of aesthetics impacts in CEQA documents. Public views of the Baylands, which are considered scenic, are very limited as noted on Page 4.1-18 of the Draft EIR. As the land is broadly, flat, with a very gentle slope to the Bay, views from existing streets are mostly blocked by existing development. As noted in the Draft EIR, the University Village neighborhood has limited views of the Baylands due to the narrow side yards between homes. View corridors would maintain eastwards the views that exist. Specific Plan Policy LU-4.4 states: "Ensure that new development respects existing public view corridors within the Plan Area and also allows for the proposed east-west view corridor through Ravenswood

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
			north of Bay Road.” Also, see Specific Plan Figure 6-2, page 93. The EIR has analyzed the project proposed. The Notice of Preparation (NOP) for the Specific Plan and EIR was issued on May 3, 2011. Heights were not specified in the NOP. However, the preferred alternative which forms the basis for the project description was fully reviewed and adopted by the Community Advisory Committee, the Planning Commission, and the City Council.
189	BH-5	5.) The UP Rail Spur easement as a non-motorized trail was at first found during the resident engagement period of the Specific Plan and later removed by the residents and community groups. This trail configuration should not have been changed by staff as it affects the scoping of the EIR by residents since residents had no idea staff would make this addition.	The Draft EIR has analyzed the project as presented in the Specific Plan. Comments on the project merits do not require a response under CEQA. However, the Spur Easement was included in the Draft Specific Plan, which was available for comment for 64 days.
190	Andrew Boone	AB-1 The Draft EIR violates CEQA by ignoring some potential for vehicle trip reductions because it underestimates the most likely levels of transit, bicycling, and walking. The Draft EIR used the <i>Institute of Transportation Engineers (ITE)'s Trip Generation, Eighth Edition, 2008</i> and the <i>ITE Trip Generation Handbook, 2nd Edition</i> to estimate the number of vehicle trips that will be generated by the plan development, accounting for <i>Mixed-Use Reductions</i> and <i>Pass-By Reductions</i> . These documents assume certain percentages for the number of commuters that will arrive using transit, bicycling, and walking consistent with similar developments in other areas. These levels are stated in the Draft EIR to be 3 - 5% for transit, and 1 - 2% for bicycling. (The assumed levels for walking are not stated). However, U.S. Census Bureau data shows higher levels for transit, bicycling, and walking in East Palo Alto. The 2006-2010 American Community Survey (the most recently available data) show that 5.2%	The DEIR uses an inherently conservative approach to make sure potential traffic impacts are not underestimated. If greater numbers of people use modes other than the automobile, the project traffic volume could be less than described in the DEIR. However, a difference of 5 percent transit versus 3 percent or 8 percent bicycling versus 2 percent would not result in enough of a traffic reduction to change the DEIR conclusions on significant impacts or mitigation.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		of East Palo Alto residents used transit to get to work, 3.3% bicycled, and 3.2% walked. In neighboring Palo Alto and Menlo Park, where many of the Ravenswood Business District workers are expected to live, levels of transit usage, bicycling, and walking to work are even higher. The 2008 - 2010 American Community Suvey (ACS) showed that in Palo Alto, 4.7% of residents used transit, 8.6% bicycled, and 5.8% walked to work. In Menlo Park, 6.8% used transit, 8.8% bicycled, and 2.5% walked to work.	
191	AB-2	<p>CEQA demands that project impacts be evaluated against a backdrop of <i>actual</i> environmental conditions, not hypothetical conditions. CEQA Guidelines section 15126.2 describes the proper method for analyzing a project's impacts against this environmental baseline as follows: "In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced."</p> <p>Not only do the Draft EIR's assumed levels for transit usage of 3 - 5% and 1 - 2% underestimate <i>current</i> levels in East Palo Alto and the surrounding region, they also do not account for the probable improvement in both transit service and bicycle network connectivity to the Ravenswood Business District (RBD) in the future. The RBD Plan calls for improved Transit Service with on-street bus bays, wider sidewalks, bus shelters, public restrooms, and transit information kiosks. The RBD Plan calls for improved bicycle facilites with a series of Class I off-street bike paths, in the project area, provisions to require bicycle parking and showers, and locker rooms as part of new development.</p> <p>To expect that these improvements to transit and bicycling will <i>reduce</i> the current levels of transit usage and bicycling is a violation of CEQA</p>	<p>The traffic analysis is based on current traffic counts. To the extent that people bicycle, walk, or take transit instead of driving, that is reflected in the existing traffic counts. Assumptions must be made about future trip generation for the project. As described in Response AB-1, conservative assumptions were made. Traffic impacts, as defined by CEQA, are generally based on automobile usage. Therefore, traffic analyses are careful to not underestimate automobile usage and to not underestimate potential traffic impacts. Pedestrian and bicycle facilities and transit services typically have plenty of capacity and do not act as a constraint on mobility. Therefore, underestimating the use of modes other than the automobile would not result in potential transportation impacts under CEQA.</p>

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #		Comment No.	Comment	Response
			because environmental impacts must be quantified based on <i>actual</i> environmental conditions. Underestimating the expected future levels of transit usage, bicycle, and walking and not accounting for them with vehicle trip reductions in the Transportation/Traffic Analysis fails to meet this requirement of CEQA.	
Public Hearings				
193	Feb 28	PH1-1a	<i>Jorge Prado</i> What percentage of traffic does the SP bring to the City?	<i>Gary Black</i> [Response provided at the meeting] This depends on the road and intersection being considered. In general 55% comes from outside the City, and 45% from EPA. <i>Sean Charpentier</i> [Response provided at the meeting] See staff report for the average wait at Bay and University.
194	Feb 28	PH1-1b	<i>Bernardo Huerta</i> Will it take more time to cross University Avenue?	<i>Sean Charpentier</i> [Response provided at the meeting] Yes <i>Bruce Brubaker</i> [Response provided at the meeting] The Plan emphasizes getting people out of their cars.
195	Feb 28	PH1-1b	<i>Renee Glover Chantler</i> There is nothing in the SP about using existing mass transit. Many places will become unlivable due to traffic. Several intersections (those parallel to University Ave.) were not analyzed in the EIR. For example Euclid and Donohue is becoming increasingly non-functional.	[Additional response provided in this Final EIR] The potential for increased use of the existing mass transit service was analyzed in the Draft EIR on Page 4.14-64 to 65, and the effects of a Dumbarton Rail service on Pages 4.14-66 to 67. As regards the Euclid and Donohue intersection, the City is currently preparing a multi-direction stop warrant at this intersection.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
yes 196	PH1-2	<i>Nancy Edelson</i> Do the social and economic benefits outweigh problems with traffic that result in poor air quality and poor health of EPA residents?	<i>Sean Charpentier</i> [Response provided at the meeting] Having a job is strongly correlated with health. Programs reduce unemployment. Community facilities include health center, rec. center, library, open space, and trails. Economic development will generate general fund revenue so City can provide better services. <i>Bruce Brubaker</i> [Response provided at the meeting] The EIR looked at AQ and provided mitigations and regulations. [Additional response provided in this Final EIR] The social and economic benefits of the Specific Plan are outside the scope of CEQA review. Information on additional measures to reduce traffic and therefore improve air quality are included in the Final Specific Plan and described in Chapter 3 of this Final EIR. According to the Specific Plan, Appendix B, a TDM program is required for businesses with 50 employees or more. In addition, as included above under Section A Regulatory Framework, the C/CAG of San Mateo County has a policy in the Congestion Management Program that requires projects that generate more than 100 net peak hour trips on the CMP roadway network to mitigate the effects of the project on the CMP roadwork network.
197	PH1-3a	<i>Betsy Yanez</i> Would EPA residents really benefit from this project? EPA residents didn't get many jobs from Four Seasons and IKEA projects.	<i>Sean Charpentier</i> [Response provided at the meeting] City has a first-source hiring program for projects with City subsidies. Employers have to make a good faith effort to hire 30% of EPA residents. This policy is still in effect but it is hard for the City to guarantee. It depends on the project and labor market at that time.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
			[Additional response provided in this Final EIR]
198	PH1-3b	<i>Renee Glover Chantler</i> There have been problems with EPA residents that just have a High School Diploma being hired in offices such as Four Seasons. The City will have less control on this now there is no Redevelopment Agency.	The project merits and economic implications are outside the scope of CEQA review. No response is required under CEQA. <i>Sean Charpentier</i> [Response provided at the meeting] Offices generate more jobs and value per square foot. Industrial developments don't bring in as much revenue. The SP has been structured to bring in a mixture of jobs. <i>Bruce Brubaker</i> [Response provided at the meeting] R&D/Industrial covers a greater footprint in the SP, but the Office square footage is larger because the use is more intensive. <i>Sean Charpentier</i> [Response provided at the meeting]
199	PH1-4	<i>Andrew Boone</i> Which projects were used for the cumulative analysis? Where is this listed in the EIR? Was TDM assumed in the analysis?	The analysis included Stanford [Medical Center] and Facebook. <i>Gary Black</i> [Response provided at the meeting] The Facebook EIR assumed a trip cap. [Additional response provided in this Final EIR] This information is contained in Section 4.0 Environmental Evaluation. TDM was not assumed in the analysis for purposes of determining future traffic counts. To the extent that TDM measures are implemented, future traffic counts may be reduced, but the EIR provides a conservative estimate. <i>Gary Black</i> [Response provided at the meeting]
200	PH1-5	<i>Carlos Romero</i> Wouldn't the trips be reduced if there was local hiring?	<i>Gary Black</i> [Response provided at the meeting] Yes

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
201	PH1-6a	<i>Carlos Romero</i> There is a jobs/housing imbalance. There is (currently) lots of housing and not lots of jobs and this is the inverse of Menlo Park.	<i>Gary Black</i> [Response provided at the meeting] The EIR did take this into account. If jobs go into a community with lots of housing, there will be some reorienting of commute patterns.
202	PH1-6b	<i>Carlos Romero</i> If we moved to more dense housing with the same amount of land use, we would push up peak hour travel.	<i>Gary Black</i> [Response provided at the meeting and since edited for clarity] Higher densities tend to reduce trip lengths, which means more trips would stay within East Palo Alto. Regarding the jobs-housing balance, trip making can be minimized if the number of jobs in the community matches the number of employed residents. The Specific Plan includes about 800 new homes, which means 1,300 new employed residents, using the typical ratio of 1.6 employed residents per household. The Specific Plan includes commercial development that would create about 4,850 jobs. Therefore, the Specific Plan would improve the jobs-housing balance in East Palo Alto. <i>Sean Charpentier</i> [Response provided at the meeting] The SP represents a 10% city-wide increase in housing, which is significant.
203	PH1-7	<i>Carlos Romero</i> If a reasonable reduction was included for TDM, what effect would there be on peak hour traffic reductions?	<i>Sean Charpentier</i> [Response provided at the meeting] Shuttles have a large effect but they are suitable only for larger employers. <i>Gary Black</i> [Response provided at the meeting] 15 to 25% reduction is the goal for a TDM program. [Additional response provided in this Final EIR]
204	PH1-8	<i>David Woods</i> Intersections such as University and Bayfront would be affected more than others by Facebook.	The Facebook DEIR identifies a significant impact at the University/Bayfront intersection.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
205	PH1-9	<i>Melvin Gaines</i> With 70% of EPA workers having no more than a High School Diploma, the new R&D development would not be suitable for them. Also, is it likely that people will walk?	<i>Sean Charpentier</i> I would [also] caution against [assuming that] 30% of employees would live locally. That is a higher percentage than most communities have. [Additional response provided in this Final EIR] The C/CAG model indicates that about 27% of employees would live locally. Some would live close enough to work to walk, some would not. Even if they drive to work, their trips would have less impact on the transportation system than trips from out of town.
206	PH1-10	<i>Melvin Gaines</i> Re: Policy UTIL-6.4. It's a great goal to find new places for community organizations but the description of civic/community space is very grand. Is this policy realistic?	<i>Sean Charpentier</i> It's less feasible without the Redevelopment Agency. But, many parcels are already owned by organizations. Zoning or land uses do not represent an impediment. These community organizations could also go into office or mixed use which is a lot of the Plan Area. Organizations would need to work with developers and impact fees. We will try. [Additional response provided in this Final EIR] This comment pertains to the Specific Plan not the adequacy of the Draft EIR. No response is required under CEQA.
207	PH1-11a	<i>Robert Allen</i> The SP identified the challenge of the lack of an identified water supply for the new development.	<i>Sean Charpentier</i> There are several options: purchase of water rights from another holder, or use of groundwater. Cities don't usually like to give up water rights. We are studying the feasibility of using the Gloria Bay well and other groundwater.

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
208	PH1-11b	<i>Annie Loya (sp?)</i> What about potable water?	<i>Sean Charpentier</i> We are anticipating a phased process. People can drink the water from the Gloria Bay well but they don't like the taste. Over time we can work to treat it better.
209	PH1-11c	<i>Annie Loya (sp?)</i> What space do we have for water storage? Groundwater looks like a plausible option but which areas look promising – where are we looking for sources?	<i>Sean Charpentier</i> The City needs 3 water storage tanks for fire suppression and one of these would be in the RBD [Ravenswood Business District]. The draft scenario is Tara Road. We would avoid areas with contamination and areas where we would pull in saline water. We are looking throughout the City.
210	PH1-12a	<i>Carlos Martinez</i> We belong to BAWCA, a regional agency. We are negotiating for a water transfer. We are exploring the possibility of desalinization. We are identifying potential sellers of water rights.	[Additional response provided in this Final EIR] The comment is noted.
yes 211	PH1-12b	<i>Carlos Romero</i> We want to use greywater. We need development standards to have new developments use greywater. See suggestions from the Pacific Institute about water conservation. Let's make sure everyone in the RBD puts in the "purple pipe."	[Additional response provided in this Final EIR] A new policy has been added to the Specific Plan, Policy UTIL-3.8 to explore options for including a "purple pipe" system alongside a potable water system. Installation of a dual piping system would not change the environmental impacts. The Draft EIR Project Description and Section 4.15 Utilities – Water Supply are changed to acknowledge this through Chapter 3 of this Final EIR.
212	PH1-13	<i>Annie Loya (sp?)</i> What alternatives are there for water conservation? There is a nexus with the Climate Action Plan. <i>Carlos Romero</i> We should force people to put in the purple pipe. <i>Betsy Yanez</i>	[Additional response provided in this Final EIR] See Response to Comment PH1-12.

CITY OF EAST PALO ALTO
RAVENSWOOD/4 CORNERS TOD SPECIFIC PLAN FINAL EIR
COMMENTS AND RESPONSES

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		We should enforce the building code and we must build double pipes, one with greywater. That is the solution.	
213	PH1-14	<i>David Chang</i> We need to make our own jobs. The problem is not traffic and pollution; it's people and guns.	[Additional response provided in this Final EIR] The comment is noted. No response is required under CEQA.
214	PH1-15	<i>Jeff Paige (sp?)</i> I represent the owner of 151 Tara Road and a large industrial land owner. We are enthusiastic about the land uses but concerned about the costs. The community facilities will be very expensive. Costs should be prioritized and some may be inaccurate. I am concerned that the implementation plan says to do the infrastructure first. You should ensure that some small development can happen in the industrial area first.	[Additional response provided in this Final EIR] The costs of implementation are not an issue for the EIR and do not require a response under CEQA.
215	PH1-16	<i>Bob Facciola</i> My family owns 391 Demeter Street. We have requested that the land is designated for residential uses. Housing on 391 Demeter Street was analyzed in the alternatives chapter which was inadequate. It was wrong in saying that the population and housing impact would be equivalent and that there would be more impacts from residential development rather than industrial development in air quality, greenhouse gases, hazards, hydrology, public services and recreation, transportation, and utilities. We note the cost of implementation doesn't include the costs of property acquisition.	[Additional response provided in this Final EIR] Please refer to Responses to Comments RF-2 to RF-10. The analysis of this alternative has not been shown to be inadequate. Responses to the commenter have concluded that only one of the relative impacts – that from hazards and hazardous materials – should change, and this does not affect the overall conclusion. Costs are not an issue for the EIR.
216	PH1-17	<i>Leland Fracnois</i> (Ravenswood Garden-Kissed Products). We are a survivor of other projects. Our industry supports agriculture. People here want jobs in manufacturing and service industries. You should re-establish the business district that has been wiped out and belongs to the people here before the City.	[Additional response provided in this Final EIR] The comment refers to project merits and does not require a response under CEQA.
217	PH1-18	<i>Lorraine Holmes</i> 4 intersections before University would have problems. People would go up Pulgas to get to Bay. Other intersections would be impacted on	[Additional response provided in this Final EIR] The intersections along Pulgas Avenue were evaluated in the DEIR for potential project impacts. Significant impacts were

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		the way to and from work.	identified at the intersections of Pulgas Avenue/E. Bayshore Road (no feasible mitigation) and Pulgas Avenue/Bay Road (mitigation is installation of a traffic signal.) The impact at Pulgas Avenue/E. Bayshore Road is identified as significant and unavoidable.
218	PH1-19	<i>George Hardy</i> I grew up in EPA and have a business here. Traffic is so bad I can't get out of my house after 7.30. With more traffic, I couldn't even get to 101.	[Additional response provided in this Final EIR] The DEIR includes a complete traffic analysis of the key intersections in East Palo Alto that would be affected by project traffic. Mitigation measures are identified for locations where there would be significant impacts. Under Existing + Project conditions the project impacts could be mitigated except at the intersection of University Avenue and Bayfront Expressway.
219	PH1-20	<i>Bernardo Huerta</i> Re: Loop Road and Ravenswood connector. Is there any way to stop the traffic getting on to Pulgas and making the southern connection off the Dumbarton Bridge. This would burden other neighborhoods. In the Climate Action Plan, it said that half the jobs would come from EPA. Why is the Loop Road proposed? People have always taken the [shortcut] route through Pulgas. It just gives people access to our residential streets.	<i>Bruce Brubaker</i> There may be mitigations that could control traffic in that neighborhood. [Additional response provided in this Final EIR] The Loop road is not expected to increase the amount of traffic using Pulgas Avenue. The effect of the loop road was investigated using the C/CAG travel demand model. Table 4.14-9 shows the intersections that would be affected by the loop road. None are along Pulgas Avenue. Page 4.14-60 of the DEIR states that any other intersection, not in Table 4.14-9, would not be affected by the loop road. The purpose of the loop road is to provide alternative access into the northern part of the Specific Plan area without using the University Avenue & Bay Road intersection.
220	PH1-22	<i>Carlos Romero</i> The next time, you should talk about the BAAQMD regulations.	[Additional response provided in this Final EIR] Although this is not directly a comment on the Draft EIR, the commenter is requesting clarification on the status of the Bay

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
			Area Air Quality Management District thresholds of significance that are used in the Draft EIR. These have been suspended pending review CEQA. The City has decided to use these thresholds as they are based on sound scientific principles.
221	March 12	PH2-1a	<i>Bernardo Huerta</i> I had asked about impacts to the Gardens and Weeks Neighborhoods and requested that they be analyzed. Why was the impact of bringing more traffic onto Pulgas not analyzed?
			<i>Sean Charpentier</i> The EIR studied 24 intersections. 4 of those were on Pulgas.
222	March 12	PH2-1b	<i>Bernardo Huerta</i> Please include the impacts from traffic on the loop road bringing traffic into these 3 [?] neighborhoods.
			[Additional response provided in this Final EIR] Please see Response to Comment PH1-20.
223		PH2-2a	<i>Robert Sherrard</i> Can you elaborate on “catalyst development?” Do you mean “loss leader?”
			<i>Sean Charpentier</i> We certainly don’t mean loss leader. We mean development of any size or significance that would draw positive attention or investment. To implement the Specific Plan will attract lots of public and private investment. Some sites would have immediate impact and become a catalyst. [Additional response provided in this Final EIR] The economics of implementation of the Plan is not a subject for the EIR and no response is required under CEQA.
224		PH2-2b	<i>Robert Sherrard</i> Wouldn’t that be just the first development?
			<i>Sean Charpentier</i> ~ yes. Development would need to be of a certain size, or importance, to act as a catalyst. [Additional response provided in this Final EIR] See also Response to Comment PH2-2a.
225		PH2-2c	<i>Robert Sherrard</i> In lieu of a loss leader, would there be concessions to fire up development?
			<i>Sean Charpentier</i> It’s our job to implement the Specific Plan. With a serious

CITY OF EAST PALO ALTO
RAVENSWOOD/4 CORNERS TOD SPECIFIC PLAN FINAL EIR
COMMENTS AND RESPONSES

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
			proposal, it's our job to implement it. <i>Bruce Brubaker</i> The Plan does not have specific policies to say which are the areas that would be developed first. [Additional response provided in this Final EIR] See also Response to Comment PH2-2a.
226	PH2-3a	<i>Bernardo Huerta</i> Regarding the drainage plan that was described in the Engineering Plan for 2009, the runoff would be moved to a pump station in Gardens. Most flows are [now] towards Purdue but in the Plan they are going the other way. We're causing more drying of wetlands when you change the way the drainage is going.	<i>Sean Charpentier</i> There is a [natural] divide in the drainage. In the first plan, we needed to pump the water. In the adopted Draft Engineering Plan, we used gravity. North of the divide, drainage is still to the north and the drainage problem has to be solved [by the developer]. [Additional response provided in this Final EIR] The existing storm drain system that drains the University Village neighborhood would stay in place and continue to serve its existing function. See: Specific Plan Policy UTIL 3.2. .. The new storm drain system would redirect a relatively small water flow that would otherwise have flowed north from the storm drain on Demeter Street. This amount of flow is low compared to the runoff from the University Village neighborhood. As a consequence, the storm drain flows would remain largely unchanged.
227	PH2-3b	<i>Bernardo Huerta</i> On Demeter Street, when it rains, it goes to the end of Purdue. This would be changed with the Specific Plan.	[Additional response provided in this Final EIR] See Response to Comment PH2-3a, above. Currently a small portion of northern Demeter Street drains to the north. To avoid the expensive capital and operating costs of a pump station, the DEPLAN is designed to drain Demeter Street to the

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
			south. The DEPLAN is a supplementary infrastructure system and it assumes that the existing storm drain infrastructure would be maintained in its current capacity. This is stated in the DEPLAN and in the Draft EIR Page 3-24: The southern portion of the Specific Plan Area is currently served by the Runnymede storm drain system. An additional new Ravenswood system would be built and would join the Runnymede system at the point of discharge into the existing surface channel at the end of Runnymede Street.
228	PH2-4	<i>Bernardo Huerta</i> Regarding the easement for the UP railway: We helped people get their easement back. They should be able to keep it.	[Additional response provided in this Final EIR] The comment refers to project merits and does not require a response under CEQA.
229	PH2-5	<i>Karen Nuñez</i> We feel that the language could be stronger about the Loop Road. We want language like “designate” and “implement.” We support the Loop Road to mitigate traffic. We suggest [installation of] speed-reducing devices on residential streets, especially given the Facebook traffic. We want a Downtown that brings people together.	[Additional response provided in this Final EIR] The comment pertains to the Specific Plan and Project Description not the EIR analysis. However, traffic calming measures are identified in the Specific Plan for Fordham Street and all streetscape standards include traffic calming measures.
230	PH2-6	<i>Bob Gomez</i> Have they talked to Facebook about the traffic? How are companies going to be delivering their goods? It will ruin the air. How will the Creek work affect East Palo Alto? There should be some kind of study. After construction, will there be a phase when they will want to buy land around?	[Additional response provided in this Final EIR] The cumulative traffic analysis in the DEIR includes Facebook. Trucks to and from the Specific Plan area would use University Avenue and Bay Road.
231	PH2-7	<i>Leland François</i> Leland François with Ravenswood Garden Products. A lot of the comment activity has been online. Let’s meet face-to-face. We are questioning culture: African-American culture. The area that supported the Nairobi Community is sensitive. African-American culture has been displaced immensely. My concern is that everything	[Additional response provided in this Final EIR] No written comments were received from Mr. François. The Draft EIR Page 4.5-15 mentioned four dwellings that were located north of Bay Street in the Plan Area. An 1878 lithograph shows the Cooley property with a gabled farmhouse and

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
		remains equitable. I will provide written comments.	<p>agricultural buildings on the "...site of what is now the University Village subdivision, not far from where the Nairobi Village shopping center once stood at the corner of University Avenue." No change is required to the Draft EIR.</p> <p>However, Specific Plan Policy LU-4.8 is amended to include the provision: As part of any library expansion or new community center, consider including historic resource materials highlighting the relevant historical information and materials pertaining to African American history in East Palo Alto.</p>
yes 232	PH2-8	<p><i>Kathleen Baker</i></p> <p>I work with County Public Health. I appreciate the heightened TDM threshold of 50. This is appropriate. I would like them to adopt a Statement of Overriding Considerations. Re: Traffic mitigation measures 4-10,. Signals are mandated by the use of "shall." But [it says that] bicycle and pedestrian infrastructure "should" be improved. I request this be changed to "shall" or "must."</p>	<p>[Additional response provided in this Final EIR]</p> <p>For additional information the TDM programs, see Response to Comment PH1-2.</p> <p>The commenter states that bicycle and pedestrian infrastructure should be mandated by the use of "shall", similar to the actual traffic signal. To address this, Mitigation Measures MM TRA-3, TRA-6, TRA-7, TRA-8, and CUM TRA-3, TRA-8, TRA-9, and TRA-10 are revised to state that bicycle and pedestrian infrastructure "shall" be included with the installation of new traffic signals, through Chapter 3 of this Final EIR.</p> <p>A Statement of Overriding Considerations will be necessary to certify the Final EIR with Significant and Unavoidable traffic and air quality impacts. .</p>
233	PH2-9	<p><i>Kathleen Baker</i></p> <p>Regarding mitigating noise from the Loop Road. This should be done anyway for projects over a certain size. But be careful of sealing the windows or there are indoor air quality impacts. I encourage a Statement of Overriding Considerations for air quality impacts. Development should be done with planting of greenery and phasing. Can this extend to existing sensitive receptors?</p>	<p>[Additional response provided in this Final EIR]</p> <p>The Draft EIR, Page 4.11-13, Mitigation Measure NOI-1 suggested that site design, sound-rated windows, and providing mechanical ventilation so that windows could remain closed, were three possible options to reduce noise. In addition, Policy LU-4.6 mandates use of Green Building standards for every development. Specific Plan policies and mitigation measures</p>

CITY OF EAST PALO ALTO
RAVENSWOOD/4 CORNERS TOD SPECIFIC PLAN FINAL EIR
COMMENTS AND RESPONSES

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
			apply to all new development around existing sensitive receptors, but not to existing development. Specifications in NOI-1 come from the requirements of State Building Code Standards/Green Building Standards and would not be causing new air quality impacts.
234	PH2-10	<i>Isiah Phillips</i> Regarding the importance of keeping a youth arts, music, and culture center in East Palo Alto. This would also serve the entire community. Arts, etc. are important for community development and jobs. The 4 Corners and Bay Road corridor were promising sites. The City lacks community space.	[Additional response provided in this Final EIR] The comment refers to the project description and does not require a response under CEQA.
235	PH2-11	<i>Sean Charpentier</i> An email was received from the SFPUC requesting a week's extension. Public written comments are therefore extended a week as well to March 21 st , 5 p.m.	[Additional response provided in this Final EIR] The comment is noted for the record. The public comment period was extended to March 21 st 2012, 5 p.m.
236	PH2-12	<i>Courtland Skinner</i> Regarding Menlo Park comments. <i>Robert Sherrard</i> Regarding Statement of Overriding Considerations and Findings. How can we know the future? Is there is an environmental issue that will trump the economics? Are there any guiding principles that enable you to play the trump card? <i>John Dougherty</i> There will never be a definitive answer. It will depend on 1. what the community wants; 2. public policy; 3. case law. We will help you to get an answer. You will make a recommendation to the City Council.	<i>Sean Charpentier</i> We will be able to answer that question when we have the complete comments and analysis of our complete team. [Additional response provided in this Final EIR] The decision on whether or not to adopting a Statement of Overriding Considerations is made by the City through a vote of its City Council.

CITY OF EAST PALO ALTO
 RAVENSWOOD/4 CORNERS TOD SPECIFIC PLAN FINAL EIR
 COMMENTS AND RESPONSES

TABLE 5-1 COMMENT AND RESPONSE MATRIX

DEIR Change #	Comment No.	Comment	Response
237	PH2-13	<i>Courtland Skinner</i> Every specific plan project would also have another CEQA routine to go through.	<i>Sean Charpentier</i> Every project that is determined to be a project under CEQA, will have CEQA review. The length of it depends on many factors. [Additional response provided in this Final EIR] Every project that is determined to be a project under CEQA, will have CEQA review. The length of it depends on many factors.

CITY OF EAST PALO ALTO
RAVENSWOOD/4 CORNERS TOD SPECIFIC PLAN
FINAL EIR
COMMENTS AND RESPONSES

TABLE 5-2 COMPARISON OF 2009 AND 2010 PEAK-HOUR COUNT VOLUMES

Node #	Intersection Name	Count Date	AM Peak Hour		PM Peak Hour	
			Total Volume	Increase (2009-2010)	Total Volume	Increase (2009-2010)
9	University Avenue & Bay Road	Oct-09	2717	1%	3245	4%
		Nov-10	2755		3359	
15	Capitol Avenue & Donohoe Street	Oct-09	1973	-3%	2833	-6%
		Nov-10	1914		2662	
16	University Avenue & Donohoe Street	Oct-09	3670	1%	4577	-6%
		Nov-10	3719		4322	
21	University Avenue & US 101 SB Off-ramp	Oct-09	3971	2%	4128	-5%
		Nov-10	4069		3937	
1003	University Avenue & Woodland Avenue	Oct-09	3310	11%	3439	-1%
		Nov-10	3674		3389	
1072	Willow Road & Newbridge Street	Oct-09	3839	-10%	4281	-4%
		Nov-10	3469		4105	
1073	University Avenue & Bayfront Expressway	Oct-09	6251	-2%	6269	7%
		Nov-10	6103		6687	
1074	Willow Road & Bayfront Expressway	Oct-09	4540	-2%	4645	7%
		Nov-10	4441		4964	
Average				-0.1%		-0.6%
Number of intersections increasing in volume				4	3	
Number of intersections decreasing in volume				4	5	

B. Original Comment Letters and Hearing Transcripts

Original comment letters with annotations are included in this section. Comments from the public hearing are only included in Table 5-1 in Section A.

State

COMMENT LETTER # CTrans

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711



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March 14, 2012

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SM101467
SM-101-1.751
SCH# 2011052006

Mr. Sean Charpentier
City of East Palo Alto
1960 Tate Street
East Palo Alto, CA 94303

PLANNING DIVISION

Dear Mr. Charpentier:

Ravenswood/4 Corners Transit Oriented Development Specific Plan – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the Ravenswood/4 Corners Transit Oriented Development (TOD) Specific Plan. The following comments are based on the Draft Environmental Impact Report (DEIR).

Traffic/Transportation

1. The Department concurs with the findings in the Specific Plan and DEIR. We are looking forward to working with the cities of East Palo Alto and Menlo Park on proposed mitigation measures at the intersections where the state facilities are affected; Intersection #1. Willow Road (State Route [SR] 114)/Bayfront Expressway (SR 84), #2. University Avenue (SR 109)/Runnymede Street, #5. Willow Road/Newbridge Street, #6. University Avenue/Donohoe Street, and #9. University Avenue/Bayfront Expressway.
2. Please provide a discussion on how the City of East Palo Alto will coordinate with the City of Menlo Park concerning the proposed improvements to Intersections #1 and #9. The Menlo Park campus of Facebook also proposes improvements to these intersections as mitigation for their traffic impacts.
3. Also, discuss fair share fees for the improvements to study intersections #1 and #9, Bayfront Expressway/ Willow Road and Bayfront Expressway/University Avenue, respectively.
4. Two new traffic signals are proposed for the intersections of University Avenue at Purdue Avenue and the proposed Loop Road. We recommend interconnecting all the traffic signals on University Avenue from Bayfront Expressway south through Notre Dame Avenue.
5. Please provide geometric plans for the proposed Loop Road.

CTrans-1

CTrans-2

CTrans-3

CTrans-4

CTrans-5

Cultural Resources

There is a known archaeological site (P-41-000233/CA-SMA-235) that is both within the Plan

CTrans-6

Area/Specific Plan boundary and within the state right of way (ROW) for the Ravenswood 4 Corners TOD Specific Plan. The Office of Cultural Resource Studies (OCRS) is in general agreement with the mitigation measures/plan policies outlined in the Cultural Resources Section of the Specific Plan DEIR; however, OCRS requires the following additional provision to be added to the plan policies that relate to cultural resources: If a development project that involves construction activities is proposed as a result of this Specific Plan and said specific project involves the use of the state ROW, in keeping with Specific Plan Policy CUL-1.3 and pursuant to California Environmental Quality Act (CEQA) and Public Resources Code (PRC) 5024, the Department requires a cultural resources study to be prepared by a qualified, professional archaeologist. Such study requires approval by the Department's OCRS before an encroachment permit can be issued. The study must include at a minimum the following:

**CTrans-6
cont.**

1. An effects evaluation of potential project impacts to the archaeological site
2. A mitigation plan per CEQA Guidelines 15126.4(b)(3)
3. Evidence of consultation with the territorial Native American group for the area pursuant to PRC 5097.

Avoidance is the preferred mitigation for archaeological sites under CEQA; however, CEQA Guidelines 15126.4(b)(3) provides discussion of archaeological mitigation. Archaeological monitoring is not appropriate mitigation prior to evaluation of a resource. If a cultural resource evaluation results in the finding of a historically or culturally significant resource, and based on the project impacts to this resource, a Data Recovery Plan may be necessary. The Data Recovery Plan, like any other cultural resources study that includes the state ROW requires approval by the Department's OCRS before an encroachment permit can be issued.

CTrans-7

Encroachment Permit

Work that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to the following address Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

CTrans-8

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,



for GARY ARNOLD
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

March 14, 2012

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PLANNING DIVISION

Sean Charpentier
City of East Palo Alto
1960 Tate Street
East Palo Alto, CA 94303

Subject: Ravenswood/4 Corners Transit Oriented Development Specific Plan
SCH#: 2011052006

Dear Sean Charpentier:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on March 2, 2012. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2011052006) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

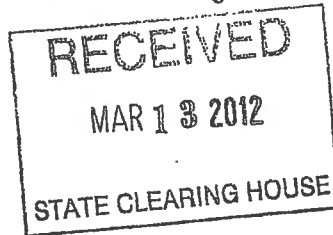
EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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SM101467
SM-101-1.751
SCH# 2011052006

Mr. Sean Charpentier
City of East Palo Alto
1960 Tate Street
East Palo Alto, CA 94303

Dear Mr. Charpentier:

**Ravenswood/4 Corners Transit Oriented Development Specific Plan - Draft
Environmental Impact Report**

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the Ravenswood/4 Corners Transit Oriented Development (TOD) Specific Plan. The following comments are based on the Draft Environmental Impact Report (DEIR).

Traffic/Transportation:

1. The Department concurs with the findings in the Specific Plan and DEIR. We are looking forward to working with the cities of East Palo Alto and Menlo Park on proposed mitigation measures at the intersections where the state facilities are affected; Intersection #1. Willow Road (State Route [SR] 114)/Bayfront Expressway (SR 84), #2. University Avenue (SR 109)/Runnymede Street, #5. Willow Road/Newbridge Street, #6. University Avenue/Donohoe Street, and #9. University Avenue/Bayfront Expressway.
2. Please provide a discussion on how the City of East Palo Alto will coordinate with the City of Menlo Park concerning the proposed improvements to Intersections #1 and #9. The Menlo Park campus of Facebook also proposes improvements to these intersections as mitigation for their traffic impacts.
3. Also, discuss fair share fees for the improvements to study intersections #1 and #9, Bayfront Expressway/ Willow Road and Bayfront Expressway/University Avenue, respectively.
4. Two new traffic signals are proposed for the intersections of University Avenue at Purdue Avenue and the proposed Loop Road. We recommend interconnecting all the traffic signals on University Avenue from Bayfront Expressway south through Notre Dame Avenue.
5. Please provide geometric plans for the proposed Loop Road.

Cultural Resources

There is a known archaeological site (P-41-000233/CA-SMA-235) that is both within the Plan

Mr. Sean Charpentier/City of East Palo Alto
March 14, 2012
Page 2

Area/Specific Plan boundary and within the state right of way (ROW) for the Ravenswood 4 Corners TOD Specific Plan. The Office of Cultural Resource Studies (OCRS) is in general agreement with the mitigation measures/plan policies outlined in the Cultural Resources Section of the Specific Plan DEIR; however, OCRS requires the following additional provision to be added to the plan policies that relate to cultural resources: If a development project that involves construction activities is proposed as a result of this Specific Plan and said specific project involves the use of the state ROW, in keeping with Specific Plan Policy CUL-1.3 and pursuant to California Environmental Quality Act (CEQA) and Public Resources Code (PRC) 5024, the Department requires a cultural resources study to be prepared by a qualified, professional archaeologist. Such study requires approval by the Department's OCRS before an encroachment permit can be issued. The study must include at a minimum the following:

1. An effects evaluation of potential project impacts to the archaeological site
2. A mitigation plan per CEQA Guidelines 15126.4(b)(3)
3. Evidence of consultation with the territorial Native American group for the area pursuant to PRC 5097.

Avoidance is the preferred mitigation for archaeological sites under CEQA; however, CEQA Guidelines 15126.4(b)(3) provides discussion of archaeological mitigation. Archaeological monitoring is not appropriate mitigation prior to evaluation of a resource. If a cultural resource evaluation results in the finding of a historically or culturally significant resource, and based on the project impacts to this resource, a Data Recovery Plan may be necessary. The Data Recovery Plan, like any other cultural resources study that includes the state ROW requires approval by the Department's OCRS before an encroachment permit can be issued.

Encroachment Permit

Work that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to the following address Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,



for GARY ARNOLD
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Regional/County

COMMENT LETTER # SMDPW

Department of Public Works

BOARD OF SUPERVISORS
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March 14, 2012

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PLANNING DIVISION

Mr. Sean Charpentier, Project Coordinator
Attn: Specific Plan/Program EIR
City of East Palo Alto
1960 Tate Street
East Palo Alto, CA 94303

Dear Mr. Charpentier:

RE: Notice of Availability, Draft Environmental Impact Report (DEIR) for the Ravenswood/4 Corners Transit Oriented Development Specific Plan, City of East Palo Alto

The San Mateo County Department of Public Works, in its capacity as the Administrator of the San Mateo County Flood Control District (District), which includes the San Francisquito Creek Flood Control Zone, has reviewed the Draft Environmental Impact Report (DEIR) for the above-mentioned project and offers the following comments:

- The DEIR states that storm water upgrades would be included as part of the Specific Plan in order to address the flooding issues within the project limits. These upgrades include a new system, identified as the Ravenswood System, which will be a supplement to the existing Runnymede System and a new force main system for the 391 Demeter Street development which would redirect runoff to the south towards Runnymede. In conjunction with these improvements, the DEIR states that the existing stormwater channel would be dredged, graded, and culverted from Runnymede to the detention basin near O'Connor Street to accommodate 100-year flows. Dredging of the O'Connor Street detention basin would also be performed to add additional storage, and a berm would be built along the west side of the detention channel to restrict channel overflows. According to the DEIR, the O'Connor Pump Station has a capacity of 234 cubic feet per second (cfs). However, it does not state whether the capacity of the O'Connor Pump Station would be increased to accommodate the amount of additional discharge that the new drainage systems will contribute into the detention basin. Storm runoff from developments which ultimately drain into the San Francisquito Creek shall not exceed the existing discharge rate prior to development. The District requests that the final EIR should include discussions on design modifications to the existing stormwater channel

SMDPW-1

SMDPW-2

SMDPW-3

Mr. Sean Charpentier, City of East Palo Alto, Planning Division

Subject: Notice of Availability, Draft Environmental Impact Report (DEIR) for the Ravenswood/4 Corners Transit Oriented Development Specific Plan, City of East Palo Alto

March 14, 2012

Page 2

and detention basin to confirm that the modifications can accommodate the additional runoff as the pump station maintains its current discharge rate.

SMDPW-3
cont.

- Table 2-1, "Summary of Impacts and Mitigation Measures," on page 2-15 of the DEIR states that the "project would not result in significant project or cumulative impacts related to the hydrology and water quality; therefore, no mitigation measures are required." The DEIR also states on page 2-2, "The Project Description of the EIR presents an abbreviated version of the Specific Plan, which itself describes development on a general level, and the land uses that would be permitted in the future. Development will occur on a project-by-project basis, at which time further details will be presented. Each of these projects (unless exempt) will undergo CEQA review." It seems these statements are contradictory. The District is unclear on how the conclusion can be derived that the project would not result in significant or cumulative impacts if development details have not been defined.

SMDPW-4

- The District advocates that trash management measures be incorporated into the design elements of the storm drainage systems and appurtenances of the development.

SMDPW-5

If you have any questions, please contact Edelzar Garcia or me at (650) 363-4100.

Very truly yours,



Mark Chow, P.E.
Principal Civil Engineer
Utilities-Flood Control-Watershed Protection

MC:EVG

G:\users\utility\San Francisquito Creek\External Project Review\EPA Ravenswood 4 Corner TOD Specific Plan - DEIR Review.doc

cc: Ann Stillman, P.E., Deputy Director, Engineering and Resource Protection Division
Edelzar Garcia, P.E., Sr. Civil Engineer, Utilities-Flood Control-Watershed Protection

COMMENT LETTER # CTrain

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PLANNING DIVISION

March 2, 2012

Mr. Sean Charpentier
Project Coordinator II
Attn: Specific Plan/Program EIR
City of East Palo Alto
1960 Tate Street
East Palo Alto, CA 94303

RE: Comments- Draft Environmental Impact Report for the Ravenswood/4-Corners Transit Oriented Development Specific Plan

Dear Mr. Charpentier:

Thank you for the opportunity to submit comments on the Draft Environmental Impact Report (EIR) for the Ravenswood/4-Corners Transit Oriented Development (TOD) Specific Plan. The Joint Powers Board (JPB) as the lead agency for the Dumbarton Rail Corridor (DRC) Project, has reviewed the Draft EIR primarily with respect to its characterization of the DRC project as part of the environmental analysis for the TOD Specific Plan. These comments are specifically directed towards the inclusion of the DRC project in the transportation impact analysis.

In Section 3(i), *Dumbarton Rail Service*, of the Impact Discussion of the Transportation/Traffic section of the DEIR (page 4.14-66), it is stated that the enhanced bus service alternative (now known as the Transportation System Management [TSM] Alternative) that is being evaluated as part of the DRC project would include a Bus Rapid Transit (BRT) route that would run down University Avenue through East Palo Alto. This is not correct. While the TSM Alternative includes three routes, none of these routes are planned to use University Avenue. Two of the routes would use Willow Road and would have stops along Willow Road. The third route called the BRT shuttle, would run from the Union City BART station to the Redwood City Caltrain Station, and would not run down University Avenue through East Palo Alto as described in the DEIR. While a stop at University Avenue and Bay Road may be logical, as suggested in the DEIR,

CTrain-1

there are no plans to operate one at that location. The analysis in the DEIR should be updated to reflect this.

Thank you for the opportunity to provide comments on the above referenced project. Should you have any questions, please do not hesitate to contact me at 650-622-7842 or lafebreh@samtrans.com.

Sincerely,

A handwritten signature in blue ink that reads "Hilda Lafebre". The signature is written in a cursive style with a horizontal line underneath the name.

Hilda Lafebre, DBIA
Manager, Capital Projects and Environmental Planning

cc: Aidan Hughes (JPB)
Chris Jones, AICP (JPB)

**CTrain-1
cont.**



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PLANNING DIVISION

March 2, 2012

Mr. Sean Charpentier
Project Coordinator II
Attn: Specific Plan/Program EIR
City of East Palo Alto
1960 Tate Street
East Palo Alto, CA 94303

RE: Comments- Draft Environmental Impact Report for the Ravenswood/4-Corners Transit Oriented Development Specific Plan

Dear Mr. Charpentier:

Thank you for the opportunity to submit comments on the Draft Environmental Impact Report (EIR) for the Ravenswood/4-Corners Transit Oriented Development (TOD) Specific Plan. The San Mateo County Transit District (SamTrans) is primarily concerned with transportation improvements included in the project description, the potential impacts of the proposed project on bus service operations, and proposed improvements to bus facilities described in the Transportation/Traffic section of the Draft EIR. Each of these concerns is discussed in greater detail below.

1. On Page 3-21 of the Draft EIR, the project description states that the project envisions re-routed or new bus routes within the project area, including development of a Bus Rapid Transit (BRT) line down University Avenue in response to project development. SamTrans acknowledges that these projects are not included in the analyses prepared for the Draft EIR, but are included as a part of the Specific Plan. We support your efforts to encourage increased use of public transit as part of the TOD; however, SamTrans does not have any plans at this time to introduce new fixed route bus service, such as BRT to the project area (e.g., along University Avenue). Once project development commences and any need for transit improvements are identified, we would be happy to coordinate with you to further discuss these improvements.

STrans-1

2. As discussed in Section 4.14, *Transportation/Traffic*, significant impacts were identified at the following intersections through which SamTrans bus lines currently operate:

- o University Avenue and Bay Road
- o University Avenue and Donohoe Street
- o Clarke Avenue and Bay Road
- o Demeter Street and Bay Road
- o Pulgas Avenue and Bay Road

The impact analysis should consider that increased congestion and driving time on area roadways and intersections has the potential to directly impact SamTrans buses operating on these facilities by increasing transit service times in this area.

3. On page 4.14-65 of the Draft EIR, it is stated that the Specific Plan should include a program to enhance transit facilities near the intersection of University Avenue and Bay Road. The suggested enhancements include the development of on-street bus bays, new bus shelters, and transit information kiosks, including potential electronic bus arrival information. SamTrans welcomes the opportunity to work with the project sponsor to identify the best way to facilitate greater access and use of transit, including identifying external funding sources as SamTrans does not have available funding for amenities at this time.

STrans-2

STrans-3

Thank you for the opportunity to provide comments on the above referenced project. Should you have any questions, please do not hesitate to contact me at 650-622-7842 or lafebreh@samtrans.com.

Sincerely,



FOR Hilda Lafebre, DBIA
Manager, Capital Projects and Environmental Planning

cc: Marisa Espinosa (SamTrans)
Chris Jones, AICP (SamTrans)

COMMENT LETTER # BAAQMD

Sean Charpentier

From: Jaclyn Winkel [jwinkel@baaqmd.gov]
Sent: Thursday, March 22, 2012 5:02 PM
To: Sean Charpentier
Subject: Comments re: Ravenswood/4 Corners TOD Specific Plan DEIR
Attachments: City of East Palo Alto_Ravenswood 4 Corners TOD Specific Plan DEIR.pdf

Dear Mr. Charpentier:

Bay Area Air Quality Management District (District) staff has reviewed your agency's Draft Environmental Impact Report (DEIR) for the Draft Ravenswood/4 Corners TOD Plan (Plan) located in the City of East Palo Alto. Attached are District staff's specific comments on the environmental analysis in the DEIR.

Please let me know if you have any questions.

Thank you,

Jackie Winkel
Bay Area Air Quality Management District | Environmental Planner
939 Ellis Street, San Francisco, CA 94109
T: 415.749.4933 F: 415.749.4741
jwinkel@baaqmd.gov | www.baaqmd.gov

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**BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT**

March 22, 2012

Sean Charpentier
Project Coordinator II
Attn: Plan/Program EIR
City of East Palo Alto
1960 Tate Street
East Palo Alto, CA 94303

**RECEIVED
MAR 22 2012
PLANNING DIVISION**

Subject: The Ravenswood / 4 Corners TOD Plan DEIR

Dear Mr. Charpentier:

Bay Area Air Quality Management District (District) staff has reviewed your agency's Draft Environmental Impact Report (DEIR) for the Draft Ravenswood/4 Corners TOD Plan (Plan) located in the City of East Palo Alto. We commend a number of features of the Plan, including a mix of land uses, a network of off-street pedestrian and bicycle facilities, and enhancement of public spaces, which will aid in decreasing vehicle miles traveled, thereby helping to improve air quality and public health.

BAAQMD-1

District staff has the following specific comments on the environmental analysis in the DEIR.

Risks and Hazards: New Sources and New Receptors

We commend the City for the risk and hazard analysis in the DEIR and for including mitigation measure **AQ-2**, which requires site-specific analysis for all development that includes sensitive receptors within 60 feet of University Avenue. Measure **AQ-2** also requires that additional measures be employed to reduce the impacts from significant exposures (if applicable), and if this is not possible, to relocate sensitive receptors.

However, **AQ-2** does not address the potential impacts from future development which could generate new sources of toxic air contaminants (TACs) and/or fine particulate matter (PM2.5) concentrations in proximity to existing or new sensitive receptors within the Plan area. According to the DEIR, there is potential for new sources to enter the Plan area that would not be evaluated through CEQA or District permit processes, including truck loading docks, truck parking, etc. (pg. 4.3-40). In addition, the DEIR states (on pg. 3-21) that commuter rail service is currently being planned for the existing (now unused) rail line that passes adjacent to the north of the Plan area. The Plan also calls for the City to pursue a rail station for the proposed commuter rail service, which would be located adjacent to the Plan area.

BAAQMD-2

Accordingly, we recommend that the City modify **MM AQ-2** to require that measures shall be utilized in the site planning and building designs to reduce TAC and PM2.5 exposure where new sensitive receptors are located within 60 feet of University Avenue, *as well as* in proximity to new, future sources of TACs and/or PM2.5 concentrations.

- ALAMEDA COUNTY**
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Scott Haggerty
Jennifer Hosterman
Nate Miley
(Secretary)
- CONTRA COSTA COUNTY**
John Gioia
(Chairperson)
David Hudson
Mary Piepho
Mark Ross
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Carol Klatt
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(Vice-Chair)
Liz Kniss
Ken Yeager
- SOLANO COUNTY**
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- SONOMA COUNTY**
Susan Gorin
Shirlee Zane

Jack P. Broadbent
EXECUTIVE OFFICER/APCO

In addition, we encourage the City to incorporate additional policy measures related to truck parking and goods movement which will help to address future potential impacts from TAC emissions and/or PM2.5 concentrations, such as the following examples:

- Require projects generating significant heavy duty truck traffic to designate truck routes that minimize exposure of sensitive receptors to TACs and PM;
- For new projects that generate truck traffic, require signage which reminds drivers that State law limits idling to five minutes;
- Require the electrification of all loading docks and require that all trucks plug into grid power and shut off their main engines to the greatest extent feasible;
- Require operators of trucks delivering refrigerated goods to utilize a CARB-approved Transportation Refrigeration Unit (TRU) in lieu of utilizing the main engine;
- Prohibit truck parking in residential neighborhoods, or areas with other sensitive land uses.

BAAQMD-3

Greenhouse Gas (GHG) Emissions Analysis

According to pg. 4.7-18 of the DEIR, the Plan tiers off of the City’s Climate Action Plan (CAP) which was adopted on September 20, 2011, and therefore, GHG emissions from implementation of the Plan would be *less than significant*. We understand that the City adopted a GHG reduction goal of reducing GHG emissions 15% below “current” levels by 2020, which will help to enable the State to meet its GHG reduction goals pursuant to AB 32 and beyond. However, District staff recommends that environmental documents which rely on a GHG reduction plan for a cumulative impacts analysis identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as binding mitigation measures applicable to the project (State CEQA Guidelines Section 15183.5).

BAAQMD-4

District staff recommends that the DEIR assess the consistency of the Plan with *all* of the relevant measures in the City’s CAP. We understand that several of the goals and policies in the Plan are consistent with the measures laid out in the CAP; however, a number of policies in the CAP (for example, E-1.3: Promote water efficiency; E-2.1: Participate in/promote PACE program; W-2.2: Institute a mandatory requirement for businesses to recycle; etc.) were not included in the Plan nor assessed in the DEIR. Therefore, the DEIR does not provide a comprehensive analysis of all of the measures in the City’s CAP to determine if the Plan is consistent with the CAP. Staff recommends including a “compliance checklist” in the FEIR similar to what is utilized in other jurisdictions, for example, the City/County of San Francisco’s “Compliance Checklist for Private Development Projects” (http://sfmea.sfpplanning.org/GHG_Checklist_T1.doc).

BAAQMD-5

Additionally, a number of the GHG reduction policies and measures in both the Plan and the CAP are not mandatory. As mentioned above, policies and/or measures in the CAP that are not binding and enforceable must still be included as mitigation measures in order for the Plan to tier off of the CAP. For example, the DEIR states on pg. 4.7-19, “the goals and standards in this section require the City to establish a mandatory green building checklist and ordinances on new commercial and residential construction and retrofit projects”. However, the DEIR does not include this “requirement” as a mitigation measure and it is not included as a mandatory policy in the Plan, and therefore implementation of the measure cannot be assured. We recommend including all of the non-mandatory measures in the CAP as mitigation measures in the Plan.

BAAQMD-6

District staff is available to assist City staff in addressing these comments. If you have any questions, please contact Jackie Winkel, Environmental Planner, (415) 749-4933.

Sincerely,

A handwritten signature in black ink, appearing to read "Jean Roggenkamp". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jean Roggenkamp
Deputy Air Pollution Control Officer

cc: BAAQMD Director Carole Groom
BAAQMD Director Carol Klatt

COMMENT LETTER # BCDC



Making San Francisco Bay Better

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PLANNING DIVISION

March 13, 2012

Sean Charpentier
City of East Palo Alto Redevelopment Agency
1960 Tate Street
East Palo Alto, CA, 94303

SUBJECT: BCDC Inquiry File SM.MP.7232.2, Draft EIR for the Ravenswood/Four Corners Transit Oriented Development Specific Plan (SCH #2011052006).

Dear Mr. Charpentier:

Thank you for the opportunity to comment on the Ravenswood/Four Corners TOD Draft Environmental Impact Report (DEIR) dated January 16, 2012, and received in our office on January 19, 2012. These staff comments are based on the San Francisco Bay Conservation and Development Commission (BCDC) laws and policies, the McAteer-Petris Act, and the provisions of the *San Francisco Bay Plan* (Bay Plan). The policies of the Bay Plan recognize that the Commission should continue to take an active role in Bay Area regional transportation and land use planning. The general goals described for the area defined in the DEIR are goals that, if met in a way that protects the coastal resources along the shoreline, BCDC supports. In particular, these comments are related to BCDC jurisdiction, bay fill, public access, fish, other organisms and wildlife, dredging, transportation, shoreline protection and climate change.

BCDC-1

Jurisdiction and Authority. BCDC is responsible for granting or denying permits for any proposed fill (earth or any other substance or material, including pilings or structures placed on pilings, and floating structures moored for extended periods), extraction of materials or change in use of any water, land or structure within the Commission's jurisdiction. Generally, BCDC's jurisdiction over San Francisco Bay includes tidal areas up to the mean high tide level, including all sloughs, and in marshlands up to five feet above mean sea level; a shoreline band consisting of territory located between the shoreline of the Bay and 100 feet landward and parallel to the shoreline; salt ponds; managed wetlands (areas diked from the Bay and managed as duck clubs); and certain waterways tributary to the Bay.

The Commission can grant a permit for a project if it finds that the project is either (1) necessary to the health, safety or welfare of the public in the entire Bay Area, or (2) is consistent with the provisions of the McAteer-Petris Act and the Bay Plan. The McAteer-Petris Act provides for fill in the Bay for water-oriented uses where there is no alternative upland location and requires that any fill that is placed in the Bay is the minimum that is necessary for the project. The McAteer-Petris Act also requires that proposed projects include the maximum feasible public access consistent with the project to the Bay and its shoreline.

BCDC-2

Projects approved by BCDC must also be consistent with the Bay Plan. The Bay Plan includes priority land use designations to ensure that sufficient lands around the Bay shoreline are reserved for important water-oriented uses such as ports, airports, water-related industry, parks, and wildlife areas. The Bay Plan also includes policies that address protecting the Bay as a resource, and provide for the wise use and development of the Bay and its shoreline.

BCDC staff is working with staff from the City of East Palo Alto and from Midpeninsula Open Space District to determine whether it is appropriate to expand the existing Palo Alto Baylands priority use area designation in the Bay Plan to include Cooley Landing. The Specific Plan Land Use Diagram (Fig 3-4) designates Cooley Landing as Community Open Space Conservation, which is consistent with the potential waterfront park and beach designation. The attached Bay Plan Map 7 depicts the Palo Alto Baylands designation and the adjacent South San Francisco wildlife designation.

BCDC-3

Finally, the DEIR incorrectly states on page 4.10-2 that the California Coastal Commission carries out its mandate through BCDC. While BCDC and the Coastal Commission both manage coastal resources, their jurisdictions do not overlap and they have distinct policies, plans and legislative mandates.

BCDC-4

Public Access and Bay Fill. Section 66602 of the McAteer-Petris Act states, in part, that “existing public access to the shoreline and waters of the San Francisco Bay is inadequate and that maximum feasible public access, consistent with a proposed project, should be provided.”

Bay Plan policies require that public access be designed and maintained to avoid flood damage due to sea level rise and storms. Any public access provided as a condition of development must either remain viable in the event of future sea level rise or flooding, or equivalent access consistent with the project must be provided nearby. As there are significant biological resources along the shoreline of the Plan Area, the Final EIR should also consider the Bay Plan policies that aim to maximize public access opportunities while minimizing significant adverse impacts upon wildlife.

BCDC-5

If any projects identified in the Final EIR may require bay fill or new shoreline development within BCDC’s jurisdiction, then the Final EIR should consider that BCDC policies on filling allow for fill to be placed in the Bay to protect existing and planned development from flooding as well as erosion. However, new projects on fill that are likely to be affected by future sea level rise and storm activity during the life of the project must: be set back from the shoreline to avoid flooding; be elevated above expected flood elevations; be designed to tolerate flooding or employ other means of addressing flood risks.

Fish, Other Aquatic Organisms and Wildlife. There appear to be biological resources along the shoreline of the Plan Area especially in the Northwest corner of the Plan area. If the Project would have impacts upon these resources, then the Final EIR should discuss the relevant policies on Fish, Other Aquatic Organisms and Wildlife which state, in part, “To assure the benefits of fish, other aquatic organisms and wildlife for future generations, to the greatest extent feasible, the Bay’s tidal marshes, tidal flats, and subtidal habitat should be conserved, restored and increased.” It also appears there are species, such as the Clapper Rail and the Salt Marsh Harvest Mouse which are listed under the California Endangered Species Act. It should be noted that there are specific Bay Plan policies dealing with listed species that state, in part, “the commission should not authorize projects that would result in the ‘taking’ of any plant, fish, other aquatic organism, or wildlife species listed as endangered or threatened pursuant to the state or federal endangered species acts, ..., unless the project applicant has obtained the appropriate ‘take’ authorizations...” Project elements that could impact biological resources could include elements that entail bay filling with BCDC jurisdiction.

BCDC-6

Dredging. The DEIR states that some dredging may result from the development under the Specific Plan. Therefore, the Final EIR should discuss the relevant Bay Plan dredging policies. The Bay Plan policies on dredging state, in part, that “Dredging should be authorized when the Commission can find: (a) the applicant has demonstrated that the dredging is needed to serve a water-oriented use or other important public purpose, such as navigational safety; (b) the materials to be dredged

BCDC-7

meet the water quality requirements of the San Francisco Bay Regional Water Quality Control Board; (c) important fisheries and Bay natural resources would be protected through seasonal restrictions established by the California Department of Fish and Game, the U.S. Fish and Wildlife Service and/or the National Marine Fisheries Service, or through other appropriate measures; (d) the siting and design of the project will result in the minimum dredging volume necessary for the project; and (e) the materials would be disposed of in accordance with Policy 3."

BCDC-7
cont.

Transportation and Land Use. Because of the continuing vulnerability of the Bay to filling for transportation and development projects, the transportation findings of the Bay Plan state, in part, "pressure to fill the Bay for surface transportation projects can be reduced by improving the efficiency and increasing the capacity of existing transportation facilities and services, increasing access to public transit, providing safe and convenient public pathways for non-motorized forms of travel (e.g. bicycles, pedestrian)" and "transportation projects should be designed to maintain and enhance visual and physical access to the Bay and along the Bay shoreline." Furthermore, Bay Plan policies state, in part, "Transportation projects along the Bay shoreline and bridges over the Bay or certain waterways should include pedestrian and bicycle paths that will either be a part of the Bay Trail or connect the Bay Trail with other regional and community trails.

BCDC-8

Climate Change, Shoreline Protection and Safety of Fills. The City of East Palo Alto should be applauded for evaluating potential flood risks. Policies, such as Specific Plan Policy LU-9.2, aim to reduce the risk of impacts associated with flood events, which are likely to increase with future sea level rise. However, the plan also calls for the placement of office buildings, industrial facilities and mixed use development within the 100-year floodplain which could lead to significant impacts upon public health and safety and the environment.

BCDC-9

The Commission recently amended the Bay Plan Tidal Marsh and Tidal Flats, Shoreline Protection, Public Access, Safety of Fills policies and added a new Climate Change policy section. As this project appears to be an infill project, it would be exempt from a requirement to conduct a sea level rise risk assessment. Sea level risk assessments are required when planning shoreline areas or designing larger shoreline projects.

BCDC-10

If the Plan envisions the needs for shoreline protection then the Final EIR should consider the Bay Plan policies that require shoreline protection, such as levees and seawalls, to be designed to withstand the effects of projected sea level rise and to be integrated with adjacent shoreline protection. Whenever feasible, projects must integrate hard shoreline protection structures with natural features that enhance the Bay ecosystem, e.g., by including marsh or upland vegetation in the design. Where it is feasible, ecosystem restoration projects must be designed to provide space for marsh migration as sea level rises.

BCDC-11

The Bay Plan policies on Safety of Fills state, in part, "rights-of-way for levees or other structures protecting inland areas from tidal flooding should be sufficiently wide on the upland side to allow for future levee widening to support additional levee height so that no fill for levee widening is placed in the Bay."

BCDC-12

Sean Charpentier
March 13, 2012
Page 4

Finally, Table 4.10-1 of the DEIR contains proposed Bay Plan policies and findings related to the recent Bay Plan Amendment. As the language that the Commission adopted is different from what is found in the table, I have mailed an updated Bay Plan, which should be used to correct Table 4.10-1.

BCDC-13

Thank you for the opportunity to comment on the DEIR. If you have any questions regarding this letter please contact me directly at (415) 352-3667 or by e-mail at timd@bcdc.ca.gov.

Sincerely,



TIMOTHY DOHERTY
Coastal Program Analyst

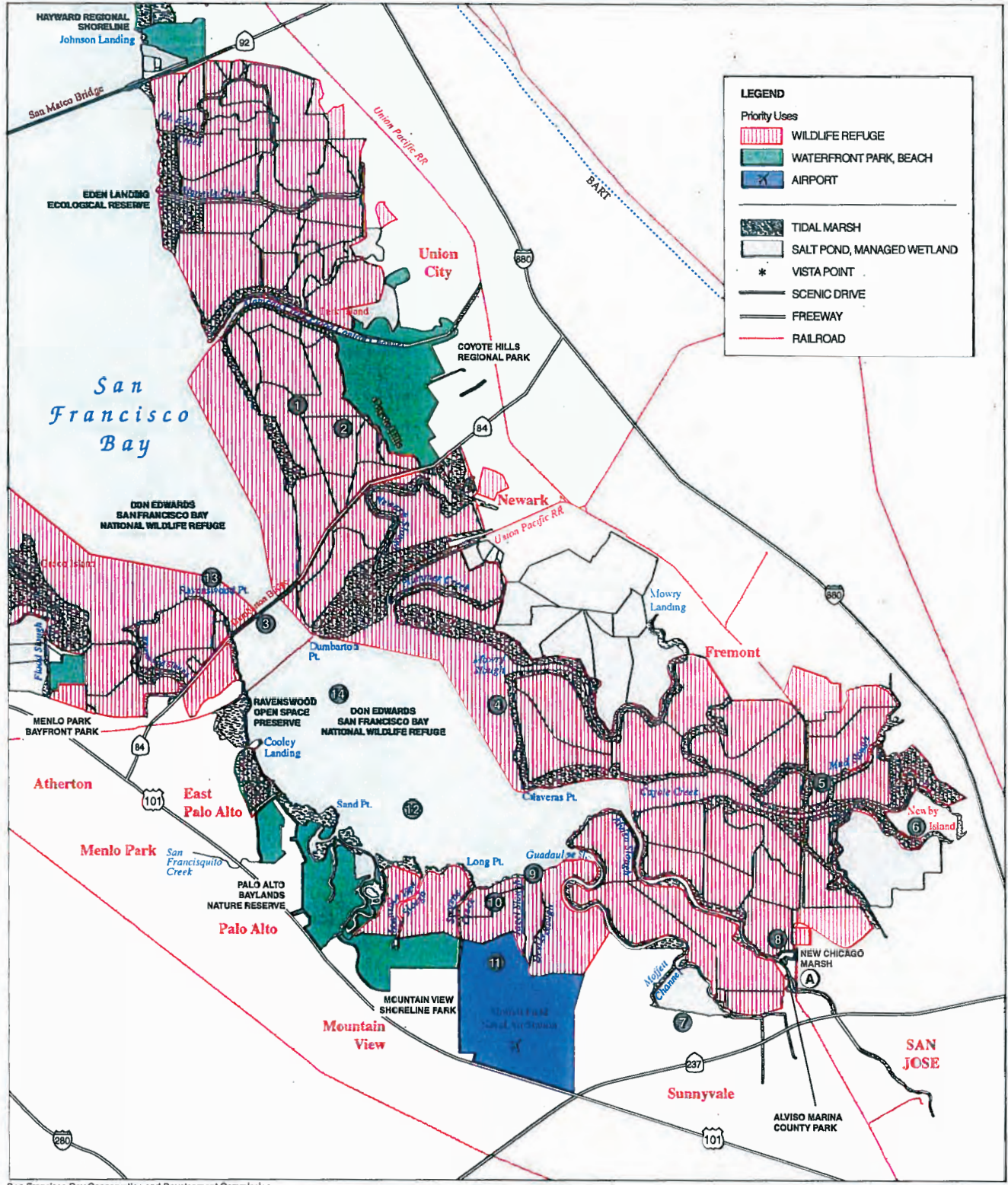
Enc.

TD/gg

cc: Shannon Alford, City of East Palo Alto

Plan Map 7

South Bay



Regional/City

Sean Charpentier

From: Melgar, Nancy M [nmmelgar@menlopark.org]
Sent: Wednesday, March 21, 2012 3:59 PM
To: Sean Charpentier
Cc: Patel, Atul I; Roberts, Margaret S
Subject: City of Menlo Park - Draft Environmental Impact Report for Ravenswood/4 Corners Transit Oriented Development Specific Plan
Attachments: City of Menlo Park - Draft Environmental Impact Report for Ravenswood4 Corners Transit Oriented Development Specific Plan 3.21.12.pdf
Importance: High

Hello,
Please find attached Draft Environmental Impact Report for Ravenswood/4 Corners Transit Oriented Development Specific Plan from the City of Menlo Park.

Hardcopy will be hand delivered.

Thank you.

Nancy Melgar
701 Laurel Street
Menlo Park, CA 94025
Phone: 650.330.6776
Fax : 650.327.5497

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MAR 21 2012
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KIRSTEN KEITH
MAYOR

PETER OHTAKI
MAYOR PRO TEM

ANDREW COHEN
COUNCIL MEMBER

RICHARD CLINE
COUNCIL MEMBER

KELLY FERGUSSON
COUNCIL MEMBER

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701 LAUREL STREET, MENLO PARK, CA 94025-3483
www.menlopark.org

March 20, 2012

Sean Charpentier
Project Coordinator II
Attn: Specific Plan
City of East Palo Alto Redevelopment Agency
1960 Tate Street
East Palo Alto, CA 94303

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MAR 21 2012
PLANNING DIVISION

**Re: Draft Environmental Impact Report for Ravenswood/4 Corners
Transit Oriented Development Specific Plan**

Dear Mr. Charpentier:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (Draft EIR) for the Ravenswood/4 Corners Transit Oriented Development Specific Plan (Specific Plan). The City of Menlo Park appreciates its working relationship with the City of East Palo Alto regarding this and other projects that impact both cities. The City of Menlo Park supports the economic vitality of the City of East Palo Alto and the potential for the creation of additional jobs in the area as a result of the Specific Plan. The following comments are provided by the City of Menlo Park regarding the Draft EIR for the Specific Plan:

General Comment

The Draft EIR appears to be missing data, either in the sections themselves or in technical appendices, to support the conclusions. An EIR is above all else an informational document and this Draft EIR appears to lack data in sufficient quantity to provide adequate information. Adequate supporting data and information should be provided.

Traffic

1. The traffic analysis is missing critical intersections in Menlo Park that should be included in the Draft EIR. Trips from the Belle Haven

MP-1

neighborhood would take the shortest route to the Specific Plan area using Ivy Drive, Hamilton Avenue to Willow Road at O'Brien Drive, Bay Road, and Bayfront Expressway.

The following is a list of intersections typically traveled by Menlo Park residents to East Palo Alto, which are likely to see traffic impacts from the Specific Plan and should be analyzed:

- a. Willow Road at Hamilton Avenue
 - b. Willow Road at Ivy Drive
 - c. Willow Road at O'Brien Drive
 - d. Willow Road at Bay Road
 - e. Willow Road at Durham/Veteran's Hospital
 - f. Willow Road at Gilbert Avenue
 - g. Willow Road at Coleman Avenue
 - h. Willow Road at Middlefield Road
2. The Draft EIR did not include analysis of some signalized intersections in East Palo Alto along University Avenue. These are all within the Specific Plan area. Intersections not included in the traffic analysis which are expected to be impacted include:
 - a. University Avenue at O'Brien Drive
 - b. University Avenue at Kavanaugh Drive
 - c. University Avenue at Bell Street
 3. The Draft EIR uses traffic counts from October 2009 and June 2011. Counts from 2009 are outdated and should be updated. Counts taken in June do not reflect Stanford related traffic as classes were not in session. Traffic counts should be taken when Ravenswood and Menlo Park City School Districts and Stanford are all in session.
 4. Figure 4.14-2: Intersection 6, the eastbound right turn is not striped as a right turn lane. Please revise the lane geometry in the analysis to an eastbound shared thru/right turn lane.
 5. Pursuant to more recent counts conducted for Menlo Park, the LOS at intersections 5, 6, and 9 has deteriorated from what the Draft EIR is shown on Table 4.14-3. Please contact the City of Menlo Park for detailed count information.
 6. The second paragraph on page 4.14-20 discusses traffic conditions in and around the Specific Plan area; however, the intersections on Bayfront Expressway at Willow Road and University Avenue in Menlo Park, which are significantly impacted, were not discussed.
 7. The Draft EIR is missing discussion about State Route (SR) 109 and SR 114 in the Congestion Management Plan (CMP) Monitoring Reports.
 8. Figure 4.41.1 is missing the Ringwood Overcrossing at US 101, the Class 2 and 3 bike lanes in Menlo Park, and the pedestrian/bicycle undercrossing improvements at Willow/Bayfront Expressway. The Bay Trail is not mentioned in the discussion of existing bike facilities. A "bike path" is described as paralleling Bayfront Expressway, but a gap is not described. The Draft EIR is also missing a discussion regarding the existing pedestrian/bicycle bridge overcrossing at

MP-1
cont.

MP-2

MP-3

MP-4

MP-5

MP-6

MP-7

MP-8

- Ringwood/US 101 and there is no mention of East Palo Alto's plans for 101 pedestrian/bicycle overcrossing
9. The Draft EIR at page 4.14-25 is missing text regarding the existing Menlo Park Shuttle service on Willow Road and in the Belle Haven Neighborhood.
 10. The trip distribution methodology in the Draft EIR at page 4-14-29 is flawed. For trips originating in Menlo Park, east of US 101, the model should use the trip distribution from the Menlo Park's Circulation System Assessment document.
 11. On Table 4.14-5 there is not sufficient data to support the basis for the internal trips for office/industrial/R&D and civic uses.
 12. Clarify/provide the basis for the reduction in size for the post office and subsequent reduction in daily and am/pm peak trips. Also clarify if the post office is being reduced in size and why the Civic Center internal trips are being added instead of being reduced.
 13. The health clinic is being analyzed using the Institute of Traffic Engineers (ITE) trip generation rate for medical office building, which is not similar in nature to the daily, or peak hour, traffic patterns of a health clinic. Conduct a trip generation survey of a similar health clinic of similar size to the one proposed.
 14. The charter high school is being analyzed using the ITE trip generation rate for a public high school, which is not similar in nature to the daily, or peak hour, traffic patterns of a charter high school. Conduct a trip generation survey of a similar charter high school similar in size to the one proposed. Explain the basis for the reduction in trips for the charter high school.
 15. The Draft EIR traffic analysis is using the ITE Trip Generation, 2nd edition, chapter 7 for internal trip percentages. Research whether there are any recent Transportation Research Board (TRB) documents with more updated data than the 2nd edition, which is now over 20 years old.
 16. The first paragraph on page 4.14-40 is erroneous because there are retail uses that generate a considerable amount of AM peak hour traffic, such as convenience stores, coffee shops, and fast-food restaurants.
 17. Menlo Park has approved the location of the Dumbarton Rail station at Willow Road Business Park. Revise the text in the last paragraph on page 4.14-40 accordingly.
 18. On page 4.14-41, the trip distribution model estimates that approximately 21% of the residential trips and about 27% of the non-residential trips generated by the project would remain within East Palo Alto or Menlo Park, east of Highway 101. Given the close proximity of the Belle Haven neighborhood to the Specific Plan area, there may be additional impacts at intersections that were not analyzed.
 19. Figure 4.14.7 and 8 are missing the percentage of trips coming from the Belle Haven neighborhood.
 20. Project Trip Assignment Figure: Willow Road/SR 84 is missing trips from Willow Road to Bayfront Expressway that would be generated from the Belle Haven neighborhood. The same is true for the Newbridge Street/Willow Road intersection.
 21. On page 51 consider adaptive signalization as a partial mitigation for Willow Road/SR 84.

MP-8
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 MP-21

- | | | |
|---|--|-------|
| 22. University Avenue/Donohoe Street mitigation measure is missing discussion of a right turn overlap phase. | | MP-22 |
| 23. Cumulative Traffic Volume Forecasts are missing from the Menlo-Gateway Project in the analysis. | | MP-23 |
| 24. P.4.14-77: The mitigation measure at Willow Road/Bayfront Expressway still causes the intersection to remain at LOS F. Consider other widening improvements, TDM measures, or adaptive signals. | | MP-24 |
| 25. The Draft EIR is missing analysis of the Willow Road/US 101 interchange as well as the Willow Road/Middlefield Road intersection. | | MP-25 |
| 26. Given the large amount of trips anticipated to travel along University Avenue and the anticipated congestion, traffic could divert through East Palo Alto neighborhoods and into Menlo Park via Willow Road. The Draft EIR underestimates the percentage of trips along Willow Road and thus, underestimates the impacts associated with the traffic along Willow Road at the signalized intersections. | | MP-26 |
| 27. Page 4.14-7, 8: The LOS threshold section has no mention of state-controlled intersection LOS thresholds. | | MP-27 |
| 28. Page 4.14-1: The regulatory framework section has no mention of Menlo Park General Plan or City/County Association of Governments (C/CAG) study on Willow Road and University Avenue, Gateway Study. | | MP-28 |
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| 34. Page 4.14-41: It is unclear which version of the C/CAG model was used to determine the internalization of trips to East Palo Alto. The most current version should be used. | | MP-34 |
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MP-36
cont.

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MP-37

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1. A health risk assessment was not and should be included.
2. The Draft EIR concludes that traffic will increase at a greater rate than the residential or employee population with the implementation of the Specific Plan. How this conclusion was reached was not adequately explained in this section to allow the reader to understand that statement or its impact on air quality. Furthermore, as will be discussed in the comments on population and housing below, it appears the residential population may be underestimated and the impacts to air quality may be more significant than identified in the Draft EIR.
3. Although the Draft EIR states that the impacts of increased traffic on air quality will be mitigated by requiring large employers to participate in a TDM program, there is little or no information in the Draft EIR regarding what is considered a large employer and what specific TDM measures will be required.
4. There would be considerable construction activity from implementation of the Specific Plan that would affect the air quality. Discussion of post-construction operational impacts to air quality is also absent. These impacts need to be addressed in the Final EIR.
5. It is unclear what is meant by the "X" s and "-" in Table 4.3-3: Summary of Measured Air Quality Exceedances.
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10. The cumulative impact analysis should not be limited to inconsistencies with applicable air quality plans, but should incorporate all other thresholds listed in the standards of significance. Whenever possible, all feasible mitigation measures should be included.

MP-38

MP-39

MP-40

MP-41

MP-42

MP-43

MP-44

MP-45

MP-46

MP-47

Greenhouse Gas Emissions

1. The Draft EIR fails to include the 1,100 MT of CO2 equivalents per year standard as a threshold of significance to be considered. This efficiency threshold should be considered and if not utilized, an explanation should be provided as to why the use of this threshold may show significant impacts.
2. Please explain how emissions can be predicted in the absence of a predictable fleet mix and unknown TDM requirements that will be imposed on large employers of undefined size.
3. It appears there may be a typographical error on page 4.7-16, second paragraph from the bottom, where it states that the Specific Plan is estimated to produce "2,766 new residences."

MP-48

MP-49

MP-50

Hazards and Hazardous Materials

1. In light of the fact that a number of sites in the Specific Plan area require remediation, it should be clarified whether there will be any additional environmental analysis and oversight by Department of Toxic Substance Control (DTSC) of clean-up activities.
2. The discussion for criteria b. and d. under the Standards of Significance section references Specific Plan Policy LU-7.2 which is absent from the Specific Plan document.
3. The Draft EIR cites Specific Plan Policies LU-7.1 and LU-7.2 to mitigate impacts to a less than significant level, but does not provide an explanation of how implementation of these policies will ensure that exposure is reduced. Policy LU-7.1 only requires studies and analysis to determine the extent of contamination, but does not appear to have any binding and enforceable measures to ensure remediation or to limit exposure. Policy LU-7.2 does not exist.
4. Future site-specific analysis will likely be more limited in scope and may not extensively evaluate the cumulative impacts of exposure to hazards and hazardous substances to all the proposed land uses and increased population in the area. This EIR must therefore fulfill the obligation to fully analyze and address the cumulative impacts that would otherwise not be captured in a site-specific environmental analysis.

MP-51

MP-52

MP-53

MP-54

Noise

1. The baseline noise measurements were taken from a noise study conducted in November 2009, which is over two years prior to the release of the Draft EIR; these measurements should be updated.
2. In the noise analysis, there is mention of the Union Pacific Railway tracks located along the northern boundary of the proposed Specific Plan area that were no longer in regular use as of the date of the study, and that Union Pacific continues to reserve the right to run freight operations on these tracks. It is unclear whether the noise measured during November 2009 data collection dates captured any noise from freight operations on these tracks, as there is no further mention of this in the section.

MP-55

MP-56

Population and Housing

- | | |
|---|-------|
| 1. The list of consultants on the title page does not match the list of preparers at the end of the document. For example, Keyser Marston Associates (KMA) is listed at the front, but not the back with the list of preparers. It is unclear what KMA's role was in preparing the document. No report from KMA was available on East Palo Alto's web page related to this project. | MP-57 |
| 2. Clarify the use of 3.39 persons per household as opposed to the current 4.2 persons per household. To the extent there is any change in the Final EIR regarding the number of persons per household, consider whether the analyses in any other sections such as transportation, air quality, noise and public services would be more significant. | MP-58 |
| 3. It is unclear whether the four housing unit threshold relates to a gross (total/absolute number of housing units removed) or net loss (housing units removed subtracted from new housing units built) of four housing units. The Draft EIR needs to clarify this threshold. | MP-59 |
| 4. The Draft EIR states that the "Specific Plan implementation could result in the displacement of existing residents and dwelling units" which is inconsistent with the previous determination that there will be no impact on the displacement of substantial numbers of people. | MP-60 |
| 5. The Draft EIR underestimates the potential population growth from implementation of the Specific Plan, and any analysis based upon this erroneous data is therefore flawed by not accounting for the full extent of the potential impacts. | MP-61 |

Public Services

- | | |
|---|-------|
| 1. The analysis is based on a flawed number of additional residents (see above). | MP-62 |
| 2. The analysis fails to take into consideration the impact that the worker population will have on the provision of public services. For example, a certain portion of employees will use the library or the parks or increase the number of emergency calls during the daytime. These additional impacts need to be considered. | MP-63 |
| 3. The Draft EIR indicates that motor vehicle thefts are on the rise. With the implementation of the Specific Plan additional motor vehicles would be in the area due to increased residents and employees, increasing the opportunities for such crime. This is not considered in the analysis of whether there is adequate law enforcement available. | MP-64 |
| 4. The impact discussion section states that existing fire protection services, including a physical expansion of Fire Station #2, would be required. The groundbreaking ceremony for the reconstruction of Fire Station #2 occurred on March 1, 2012, and the new building is scheduled to be completed in December 2013. There should be a discussion of the potential physical impacts of the future expansion of this new building, including identification of whether the expansion is needed for personnel, equipment and/or both. | MP-65 |
| 5. The Draft EIR identifies that an approximately 10% citywide increase in population may result in a proportional need for additional law enforcement personnel, equipment, and/or police facilities, but defers the analysis of the | MP-66 |

potential impacts of service increases to future project-specific environmental analysis. This is a foreseeable physical impact that must be addressed in the Final EIR, particularly as expansion of law enforcement services may contribute to cumulative impacts in air quality (construction and post-construction operational impacts).

MP-66
cont.

6. The Draft EIR states that the Ravenswood City School District "would not be able to accommodate the additional 418 students generated by the Specific Plan" and that expansions or new school construction may be necessary in order to accommodate the projected new students. The Draft EIR defers any analysis of the potential impacts of school expansion for later project-level environmental review. The EIR fails to justify why this is considered a less than significant impact, and provides no mitigation measures for the identified need to expand school facilities.

MP-67

7. The Specific Plan includes buildings of four to eight stories in height, but there is no analysis of whether the Menlo Park Fire Protection District has adequate equipment (e.g. a ladder truck in close proximity) to adequately serve these taller structures. The Draft EIR should reference the Fire District's current Fire Impact Fee Study that is scheduled to be completed by July 2012. With the the Fire Impact Fee Study as a basis, the four communities served by the Fire District (i.e., Atherton, East Palo Alto, Menlo Park, and portions of Unincorporated San Mateo County) could consider adoption a Fire Impact Fee in order to cover additional expenses associated with certain types of new development to minimize impacts to the Fire District's overall service area.

MP-68

Utilities and Service Systems

1. The Draft EIR concludes that given current population projections there is sufficient landfill capacity. However, this project and other reasonably foreseeable probable future projects are increasing population projections and therefore, this conclusion is not adequately supported.

MP-69

2. The Draft EIR indicates that domestic water use would increase by 41% over the current demand, despite the fact that East Palo Alto is currently exceeding or near their supply from San Francisco Public Utilities Commission (SFPUC). This is a significant impact associated with the Specific Plan and needs to be addressed. Additionally, the Draft EIR states that development would not occur until new water supplies have been obtained, any of which must be considered under a separate CEQA document. In order to allow any development related to the Specific Plan, a complete groundwater analysis should be completed as part of this Draft EIR in order to understand aquifer demands and identify if it is feasible to extract a volume of water within the City of East Palo Alto.

MP-70

3. The San Franciscquito Creek Aquifer extends from the foothills of the coast range to the San Francisco Bay. Due to the soil geology in the East Palo Alto area, augmenting the water system with groundwater could prove difficult with the clayey soils and increased potential for saltwater intrusion. As a result, additional analysis is needed on alternative water sources, outside of groundwater that could augment the water supply without overdrawing the Hetch Hetchy system.

MP-71

4. Analysis of groundwater hydrogeology is needed in order to make an assertion that additional water supply can be garnered from utilizing existing wells or adding new wells.

MP-72

5. In addition to water supply concerns, there are concerns about the aging water main infrastructure and problems that have historically arisen from the fragility of this system. The DEIR does not address replacement of water mains nor does it include an analysis of the City's ability to deliver water in the Specific Plan area.

MP-73

Hydrology

1. The Draft EIR identifies that new development must be in compliance with the National Pollutant Discharge Elimination System (NPDES) Permit, as put forth by the Regional Water Quality Control Board (RWQCB), which was adopted in 2009. All development that takes place under the Specific Plan must conform to the current NPDES regulations as administered by the RWQCB at the time of building permit issuance for any project.

MP-74

2. The Draft EIR indicates that there are approximately 59 acres of vacant land that would be developed under the proposed plan at various locations. While compliance with the NPDES permit is identified, there is inadequate discussion of how the new stormwater will be discharged.

MP-75

Alternatives

1. The Draft EIR improperly concludes that a reduced density alternative with fewer residents and employees would have an equivalent impact on population and housing.

MP-76

2. The analysis regarding the Housing on 391 Demeter Street Alternative is inadequate. It is unclear to the reader how many additional housing units or residents are added with this alternative and how many fewer jobs are created and how much less footage is available for commercial development.

MP-77

3. Although the Draft EIR provides a discussion of alternatives considered, but rejected, it inappropriately fails to explain why they were rejected.

MP-78

4. While the wetlands setback alternative would not alleviate the significant air quality and traffic impacts generated by the Specific Plan, it would be a substantial improvement to preserving the wetlands habitat and improving flood protection for nearby developments. The Draft EIR states that this alternative would not meet all of the project objectives because the lack of new development opportunities could hinder clean-up of contaminated sites. However, this is not a logical conclusion because it assumes that only through new development opportunities could remediation and restoration of contaminated sites within the wetlands setback area occur, and yet new development within the setback area would in itself adversely impact the wetlands it strives to restore. The Draft EIR further notes that entitlements have already been granted for a project at 151 Tara Road, and that "restoration of this area would be dependent upon large funding sources that have not been identified" as further reasons why the

MP-79

Wetlands Setback Alternative is not the preferred alternative. While there may be limited recourse to influence the already approved project at 151 Tara Road to adhere to a 300-foot wetlands setback (assuming this was not incorporated into the approval), it does not appear that the Draft EIR analysis has made any attempt at exploring the feasibility of funding wetlands clean-up and restoration in the absence of new development-driven clean-up efforts. Funding feasibility for this alternative should be more fully explored, such as federal and state grant and funding opportunities, partnering with other governmental and non-governmental organizations, or requiring a development impact fee to fund wetlands restoration.

MP-79
cont.

5. There is confusion with the current jurisdictional boundary in this area, and the boundary needs to be resolved as part of the Specific Plan. The City of East Palo Alto shall examine and verify the City of Menlo Park City limits at the north and east boundaries.

MP-80

Assessment Conclusions

1. The growth inducement discussion states that the Specific Plan would induce "the construction of up to 591 new housing units by 2035" which is inconsistent with the project description which notes there is an projected increase of up to 835 housing units.
2. Due to the fact that the Draft EIR has not provided sufficient analysis on many significant aspects of the project, as enumerated above, should further analysis reveal new or worsened impacts, the CEQA-Required Assessment Conclusions section would need to be revised.

MP-81

MP-82

Appendix

1. The Draft EIR is missing the following referenced technical reports in the appendix:
 - a. Air Quality and Greenhouse Gas Emissions report by Illingworth & Rodkin. The air quality analysis included in the online Appendix does not appear to be complete as it does not include a description of the study methodology, analysis of the data, or evidence that it was prepared by a qualified expert at Illingworth & Rodkin.
 - b. Biological Resources report by TRA Environmental Sciences, October 21, 2009.
 - c. Cultural Resources report by Basin Research Associates, March 2010 (excluding any archaeology reports or information).
 - d. Geology, Soils, and Mineral Resources; Hazards and Hazardous Materials; Hydrology and Water Quality report by ENGEO, November 2009.
 - e. Noise report by Illingworth & Rodkin, November 2009.

MP-83

As the substance of the Specific Plan is a policy issue for the City of East Palo Alto, the comments in this letter are not intended to address the substance of the Specific Plan.

Instead, the City of Menlo Park has focused its attention on the adequacy of the environmental review in the Draft EIR as that is an important issue to the City of Menlo Park, which will be impacted by this project, and the community at large.

We appreciate the opportunity to review the Draft EIR. The City will continue to participate in the process to review any impacts and proposed mitigation measures within the City of Menlo Park.

Sincerely,



Kirsten Keith, Mayor

On behalf of the entire Menlo Park City Council

MP-83
cont.

KIRSTEN KEITH
MAYOR

PETER OHTAKI
MAYOR PRO TEM

ANDREW COHEN
COUNCIL MEMBER

RICHARD CLINE
COUNCIL MEMBER

KELLY FERGUSSON
COUNCIL MEMBER



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March 20, 2012

Sean Charpentier
Project Coordinator II
Attn: Specific Plan
City of East Palo Alto Redevelopment Agency
1960 Tate Street
East Palo Alto, CA 94303

RECEIVED
MAR 21 2012
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TEL 650.330.6704
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City Clerk
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City Council
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FAX 650.328.7935

City Manager's Office
TEL 650.330.6610
FAX 650.328.7935

Community Services
TEL 650.330.2200
FAX 650.324.1721

Engineering
TEL 650.330.6740
FAX 650.327.5497

Environmental
TEL 650.330.6763
FAX 650.327.5497

Finance
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FAX 650.327.5391

Housing & Redevelopment
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Maintenance
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TEL 650.330.6670
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Planning
TEL 650.330.6702
FAX 650.327.1653

Police
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Transportation
TEL 650.330.6770
FAX 650.327.5497

**Re: Draft Environmental Impact Report for Ravenswood/4 Corners
Transit Oriented Development Specific Plan**

Dear Mr. Charpentier:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (Draft EIR) for the Ravenswood/4 Corners Transit Oriented Development Specific Plan (Specific Plan). The City of Menlo Park appreciates its working relationship with the City of East Palo Alto regarding this and other projects that impact both cities. The City of Menlo Park supports the economic vitality of the City of East Palo Alto and the potential for the creation of additional jobs in the area as a result of the Specific Plan. The following comments are provided by the City of Menlo Park regarding the Draft EIR for the Specific Plan:

General Comment

The Draft EIR appears to be missing data, either in the sections themselves or in technical appendices, to support the conclusions. An EIR is above all else an informational document and this Draft EIR appears to lack data in sufficient quantity to provide adequate information. Adequate supporting data and information should be provided.

Traffic

1. The traffic analysis is missing critical intersections in Menlo Park that should be included in the Draft EIR. Trips from the Belle Haven

neighborhood would take the shortest route to the Specific Plan area using Ivy Drive, Hamilton Avenue to Willow Road at O'Brien Drive, Bay Road, and Bayfront Expressway.

The following is a list of intersections typically traveled by Menlo Park residents to East Palo Alto, which are likely to see traffic impacts from the Specific Plan and should be analyzed:

- a. Willow Road at Hamilton Avenue
 - b. Willow Road at Ivy Drive
 - c. Willow Road at O'Brien Drive
 - d. Willow Road at Bay Road
 - e. Willow Road at Durham/Veteran's Hospital
 - f. Willow Road at Gilbert Avenue
 - g. Willow Road at Coleman Avenue
 - h. Willow Road at Middlefield Road
2. The Draft EIR did not include analysis of some signalized intersections in East Palo Alto along University Avenue. These are all within the Specific Plan area. Intersections not included in the traffic analysis which are expected to be impacted include:
 - a. University Avenue at O'Brien Drive
 - b. University Avenue at Kavanaugh Drive
 - c. University Avenue at Bell Street
 3. The Draft EIR uses traffic counts from October 2009 and June 2011. Counts from 2009 are outdated and should be updated. Counts taken in June do not reflect Stanford related traffic as classes were not in session. Traffic counts should be taken when Ravenswood and Menlo Park City School Districts and Stanford are all in session.
 4. Figure 4.14-2: Intersection 6, the eastbound right turn is not striped as a right turn lane. Please revise the lane geometry in the analysis to an eastbound shared thru/right turn lane.
 5. Pursuant to more recent counts conducted for Menlo Park, the LOS at intersections 5, 6, and 9 has deteriorated from what the Draft EIR is shown on Table 4.14-3. Please contact the City of Menlo Park for detailed count information.
 6. The second paragraph on page 4.14-20 discusses traffic conditions in and around the Specific Plan area; however, the intersections on Bayfront Expressway at Willow Road and University Avenue in Menlo Park, which are significantly impacted, were not discussed.
 7. The Draft EIR is missing discussion about State Route (SR) 109 and SR 114 in the Congestion Management Plan (CMP) Monitoring Reports.
 8. Figure 4.41.1 is missing the Ringwood Overcrossing at US 101, the Class 2 and 3 bike lanes in Menlo Park, and the pedestrian/bicycle undercrossing improvements at Willow/Bayfront Expressway. The Bay Trail is not mentioned in the discussion of existing bike facilities. A "bike path" is described as paralleling Bayfront Expressway, but a gap is not described. The Draft EIR is also missing a discussion regarding the existing pedestrian/bicycle bridge overcrossing at

Ringwood/US 101 and there is no mention of East Palo Alto's plans for 101 pedestrian/bicycle overcrossing

9. The Draft EIR at page 4.14-25 is missing text regarding the existing Menlo Park Shuttle service on Willow Road and in the Belle Haven Neighborhood.
10. The trip distribution methodology in the Draft EIR at page 4-14-29 is flawed. For trips originating in Menlo Park, east of US 101, the model should use the trip distribution from the Menlo Park's Circulation System Assessment document.
11. On Table 4.14-5 there is not sufficient data to support the basis for the internal trips for office/industrial/R&D and civic uses.
12. Clarify/provide the basis for the reduction in size for the post office and subsequent reduction in daily and am/pm peak trips. Also clarify if the post office is being reduced in size and why the Civic Center internal trips are being added instead of being reduced.
13. The health clinic is being analyzed using the Institute of Traffic Engineers (ITE) trip generation rate for medical office building, which is not similar in nature to the daily, or peak hour, traffic patterns of a health clinic. Conduct a trip generation survey of a similar health clinic of similar size to the one proposed.
14. The charter high school is being analyzed using the ITE trip generation rate for a public high school, which is not similar in nature to the daily, or peak hour, traffic patterns of a charter high school. Conduct a trip generation survey of a similar charter high school similar in size to the one proposed. Explain the basis for the reduction in trips for the charter high school.
15. The Draft EIR traffic analysis is using the ITE Trip Generation, 2nd edition, chapter 7 for internal trip percentages. Research whether there are any recent Transportation Research Board (TRB) documents with more updated data than the 2nd edition, which is now over 20 years old.
16. The first paragraph on page 4.14-40 is erroneous because there are retail uses that generate a considerable amount of AM peak hour traffic, such as convenience stores, coffee shops, and fast-food restaurants.
17. Menlo Park has approved the location of the Dumbarton Rail station at Willow Road Business Park. Revise the text in the last paragraph on page 4.14-40 accordingly.
18. On page 4.14-41, the trip distribution model estimates that approximately 21% of the residential trips and about 27% of the non-residential trips generated by the project would remain within East Palo Alto or Menlo Park, east of Highway 101. Given the close proximity of the Belle Haven neighborhood to the Specific Plan area, there may be additional impacts at intersections that were not analyzed.
19. Figure 4.14.7 and 8 are missing the percentage of trips coming from the Belle Haven neighborhood.
20. Project Trip Assignment Figure: Willow Road/SR 84 is missing trips from Willow Road to Bayfront Expressway that would be generated from the Belle Haven neighborhood. The same is true for the Newbridge Street/Willow Road intersection.
21. On page 51 consider adaptive signalization as a partial mitigation for Willow Road/SR 84.

22. University Avenue/Donohoe Street mitigation measure is missing discussion of a right turn overlap phase.
23. Cumulative Traffic Volume Forecasts are missing from the Menlo-Gateway Project in the analysis.
24. P.4.14-77: The mitigation measure at Willow Road/Bayfront Expressway still causes the intersection to remain at LOS F. Consider other widening improvements, TDM measures, or adaptive signals.
25. The Draft EIR is missing analysis of the Willow Road/US 101 interchange as well as the Willow Road/Middlefield Road intersection.
26. Given the large amount of trips anticipated to travel along University Avenue and the anticipated congestion, traffic could divert through East Palo Alto neighborhoods and into Menlo Park via Willow Road. The Draft EIR underestimates the percentage of trips along Willow Road and thus, underestimates the impacts associated with the traffic along Willow Road at the signalized intersections.
27. Page 4.14-7, 8: The LOS threshold section has no mention of state-controlled intersection LOS thresholds.
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1. In light of the fact that a number of sites in the Specific Plan area require remediation, it should be clarified whether there will be any additional environmental analysis and oversight by Department of Toxic Substance Control (DTSC) of clean-up activities.
2. The discussion for criteria b. and d. under the Standards of Significance section references Specific Plan Policy LU-7.2 which is absent from the Specific Plan document.
3. The Draft EIR cites Specific Plan Policies LU-7.1 and LU-7.2 to mitigate impacts to a less than significant level, but does not provide an explanation of how implementation of these policies will ensure that exposure is reduced. Policy LU-7.1 only requires studies and analysis to determine the extent of contamination, but does not appear to have any binding and enforceable measures to ensure remediation or to limit exposure. Policy LU-7.2 does not exist.
4. Future site-specific analysis will likely be more limited in scope and may not extensively evaluate the cumulative impacts of exposure to hazards and hazardous substances to all the proposed land uses and increased population in the area. This EIR must therefore fulfill the obligation to fully analyze and address the cumulative impacts that would otherwise not be captured in a site-specific environmental analysis.

Noise

1. The baseline noise measurements were taken from a noise study conducted in November 2009, which is over two years prior to the release of the Draft EIR; these measurements should be updated.
2. In the noise analysis, there is mention of the Union Pacific Railway tracks located along the northern boundary of the proposed Specific Plan area that were no longer in regular use as of the date of the study, and that Union Pacific continues to reserve the right to run freight operations on these tracks. It is unclear whether the noise measured during November 2009 data collection dates captured any noise from freight operations on these tracks, as there is no further mention of this in the section.

Population and Housing

1. The list of consultants on the title page does not match the list of preparers at the end of the document. For example, Keyser Marston Associates (KMA) is listed at the front, but not the back with the list of preparers. It is unclear what KMA's role was in preparing the document. No report from KMA was available on East Palo Alto's web page related to this project.
2. Clarify the use of 3.39 persons per household as opposed to the current 4.2 persons per household. To the extent there is any change in the Final EIR regarding the number of persons per household, consider whether the analyses in any other sections such as transportation, air quality, noise and public services would be more significant.
3. It is unclear whether the four housing unit threshold relates to a gross (total/absolute number of housing units removed) or net loss (housing units removed subtracted from new housing units built) of four housing units. The Draft EIR needs to clarify this threshold.
4. The Draft EIR states that the "Specific Plan implementation could result in the displacement of existing residents and dwelling units" which is inconsistent with the previous determination that there will be no impact on the displacement of substantial numbers of people.
5. The Draft EIR underestimates the potential population growth from implementation of the Specific Plan, and any analysis based upon this erroneous data is therefore flawed by not accounting for the full extent of the potential impacts.

Public Services

1. The analysis is based on a flawed number of additional residents (see above).
2. The analysis fails to take into consideration the impact that the worker population will have on the provision of public services. For example, a certain portion of employees will use the library or the parks or increase the number of emergency calls during the daytime. These additional impacts need to be considered.
3. The Draft EIR indicates that motor vehicle thefts are on the rise. With the implementation of the Specific Plan additional motor vehicles would be in the area due to increased residents and employees, increasing the opportunities for such crime. This is not considered in the analysis of whether there is adequate law enforcement available.
4. The impact discussion section states that existing fire protection services, including a physical expansion of Fire Station #2, would be required. The groundbreaking ceremony for the reconstruction of Fire Station #2 occurred on March 1, 2012, and the new building is scheduled to be completed in December 2013. There should be a discussion of the potential physical impacts of the future expansion of this new building, including identification of whether the expansion is needed for personnel, equipment and/or both.
5. The Draft EIR identifies that an approximately 10% citywide increase in population may result in a proportional need for additional law enforcement personnel, equipment, and/or police facilities, but defers the analysis of the

potential impacts of service increases to future project-specific environmental analysis. This is a foreseeable physical impact that must be addressed in the Final EIR, particularly as expansion of law enforcement services may contribute to cumulative impacts in air quality (construction and post-construction operational impacts).

6. The Draft EIR states that the Ravenswood City School District “would not be able to accommodate the additional 418 students generated by the Specific Plan” and that expansions or new school construction may be necessary in order to accommodate the projected new students. The Draft EIR defers any analysis of the potential impacts of school expansion for later project-level environmental review. The EIR fails to justify why this is considered a less than significant impact, and provides no mitigation measures for the identified need to expand school facilities.
7. The Specific Plan includes buildings of four to eight stories in height, but there is no analysis of whether the Menlo Park Fire Protection District has adequate equipment (e.g. a ladder truck in close proximity) to adequately serve these taller structures. The Draft EIR should reference the Fire District’s current Fire Impact Fee Study that is scheduled to be completed by July 2012. With the the Fire Impact Fee Study as a basis, the four communities served by the Fire District (i.e., Atherton, East Palo Alto, Menlo Park, and portions of Unincorporated San Mateo County) could consider adoption a Fire Impact Fee in order to cover additional expenses associated with certain types of new development to minimize impacts to the Fire District’s overall service area.

Utilities and Service Systems

1. The Draft EIR concludes that given current population projections there is sufficient landfill capacity. However, this project and other reasonably foreseeable probable future projects are increasing population projections and therefore, this conclusion is not adequately supported.
2. The Draft EIR indicates that domestic water use would increase by 41% over the current demand, despite the fact that East Palo Alto is currently exceeding or near their supply from San Francisco Public Utilities Commission (SFPUC). This is a significant impact associated with the Specific Plan and needs to be addressed. Additionally, the Draft EIR states that development would not occur until new water supplies have been obtained, any of which must be considered under a separate CEQA document. In order to allow any development related to the Specific Plan, a complete groundwater analysis should be completed as part of this Draft EIR in order to understand aquifer demands and identify if it is feasible to extract a volume of water within the City of East Palo Alto.
3. The San Franciscoquito Creek Aquifer extends from the foothills of the coast range to the San Francisco Bay. Due to the soil geology in the East Palo Alto area, augmenting the water system with groundwater could prove difficult with the clayey soils and increased potential for saltwater intrusion. As a result, additional analysis is needed on alternative water sources, outside of groundwater that could augment the water supply without overdrawing the Hetch Hetchy system.

4. Analysis of groundwater hydrogeology is needed in order to make an assertion that additional water supply can be garnered from utilizing existing wells or adding new wells.
5. In addition to water supply concerns, there are concerns about the aging water main infrastructure and problems that have historically arisen from the fragility of this system. The DEIR does not address replacement of water mains nor does it include an analysis of the City's ability to deliver water in the Specific Plan area.

Hydrology

1. The Draft EIR identifies that new development must be in compliance with the National Pollutant Discharge Elimination System (NPDES) Permit, as put forth by the Regional Water Quality Control Board (RWQCB), which was adopted in 2009. All development that takes place under the Specific Plan must conform to the current NPDES regulations as administered by the RWQCB at the time of building permit issuance for any project.
2. The Draft EIR indicates that there are approximately 59 acres of vacant land that would be developed under the proposed plan at various locations. While compliance with the NPDES permit is identified, there is inadequate discussion of how the new stormwater will be discharged.

Alternatives

1. The Draft EIR improperly concludes that a reduced density alternative with fewer residents and employees would have an equivalent impact on population and housing.
2. The analysis regarding the Housing on 391 Demeter Street Alternative is inadequate. It is unclear to the reader how many additional housing units or residents are added with this alternative and how many fewer jobs are created and how much less footage is available for commercial development.
3. Although the Draft EIR provides a discussion of alternatives considered, but rejected, it inappropriately fails to explain why they were rejected.
4. While the wetlands setback alternative would not alleviate the significant air quality and traffic impacts generated by the Specific Plan, it would be a substantial improvement to preserving the wetlands habitat and improving flood protection for nearby developments. The Draft EIR states that this alternative would not meet all of the project objectives because the lack of new development opportunities could hinder clean-up of contaminated sites. However, this is not a logical conclusion because it assumes that only through new development opportunities could remediation and restoration of contaminated sites within the wetlands setback area occur, and yet new development within the setback area would in itself adversely impact the wetlands it strives to restore. The Draft EIR further notes that entitlements have already been granted for a project at 151 Tara Road, and that "restoration of this area would be dependent upon large funding sources that have not been identified" as further reasons why the

Wetlands Setback Alternative is not the preferred alternative. While there may be limited recourse to influence the already approved project at 151 Tara Road to adhere to a 300-foot wetlands setback (assuming this was not incorporated into the approval), it does not appear that the Draft EIR analysis has made any attempt at exploring the feasibility of funding wetlands clean-up and restoration in the absence of new development-driven clean-up efforts. Funding feasibility for this alternative should be more fully explored, such as federal and state grant and funding opportunities, partnering with other governmental and non-governmental organizations, or requiring a development impact fee to fund wetlands restoration.

5. There is confusion with the current jurisdictional boundary in this area, and the boundary needs to be resolved as part of the Specific Plan. The City of East Palo Alto shall examine and verify the City of Menlo Park City limits at the north and east boundaries.

Assessment Conclusions

1. The growth inducement discussion states that the Specific Plan would induce “the construction of up to 591 new housing units by 2035” which is inconsistent with the project description which notes there is an projected increase of up to 835 housing units.
2. Due to the fact that the Draft EIR has not provided sufficient analysis on many significant aspects of the project, as enumerated above, should further analysis reveal new or worsened impacts, the CEQA-Required Assessment Conclusions section would need to be revised.

Appendix

1. The Draft EIR is missing the following referenced technical reports in the appendix:
 - a. Air Quality and Greenhouse Gas Emissions report by Illingworth & Rodkin. The air quality analysis included in the online Appendix does not appear to be complete as it does not include a description of the study methodology, analysis of the data, or evidence that it was prepared by a qualified expert at Illingworth & Rodkin.
 - b. Biological Resources report by TRA Environmental Sciences, October 21, 2009.
 - c. Cultural Resources report by Basin Research Associates, March 2010 (excluding any archaeology reports or information).
 - d. Geology, Soils, and Mineral Resources; Hazards and Hazardous Materials; Hydrology and Water Quality report by ENGEQ, November 2009.
 - e. Noise report by Illingworth & Rodkin, November 2009.

As the substance of the Specific Plan is a policy issue for the City of East Palo Alto, the comments in this letter are not intended to address the substance of the Specific Plan.

Instead, the City of Menlo Park has focused its attention on the adequacy of the environmental review in the Draft EIR as that is an important issue to the City of Menlo Park, which will be impacted by this project, and the community at large.

We appreciate the opportunity to review the Draft EIR. The City will continue to participate in the process to review any impacts and proposed mitigation measures within the City of Menlo Park.

Sincerely,



Kirsten Keith, Mayor
On behalf of the entire Menlo Park City Council

COMMENT LETTER # MPF

Sean Charpentier

From: Cremin, Tim [tcremin@meyersnave.com]
Sent: Wednesday, March 21, 2012 1:31 PM
To: Sean Charpentier
Cc: 'Schapelhouman, Harold'; Meyers, Steven
Subject: Ravenswood Specific Plan EIR Comment Letter
Attachments: Ravenswood Specific Plan EIR Comment Letter.pdf

Please see attached EIR comment letter submitted on behalf of Menlo Park Fire Protection District.

Tim Cremin
Principal
MEYERS NAVE
555 12th Street, Suite 1500
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Attorney at Law
tcremin@meyersnave.com

VIA E-MAIL AND US MAIL

March 21, 2012

Sean Charpentier
Project Coordinator II
Attn: Specific Plan/Program EIR
City of East Palo Alto
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scharpentier@cityofepa.org

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Re: ***Ravenswood/4 Corners TOD Specific Plan Draft EIR
Menlo Park Fire Protection District Comment Letter on Draft EIR***

Dear Mr. Charpentier:

This letter is submitted on behalf of the Menlo Park Fire Protection District (Fire District or District) and sets forth its comments on the Draft Environmental Impact Report (EIR) for the Ravenswood/4 Corners TOD Specific Plan (Plan). The Fire District appreciates the opportunity to review and comment on the Draft EIR. The Fire District wants to ensure that it can provide high quality emergency services and response to the new development authorized under the Plan.

The District appreciates the City contacting the District, prior to the public release of the Draft EIR, for information about potential impacts of the Specific Plan on the District. The Draft EIR mostly incorporates the information on impacts provided by the District. However, the District has several comments on the Draft EIR. The Fire District will continue to work with the City during the completion of the Final EIR and expects these issues to be addressed. However, since the comment period ends on March 21st, the Fire District is submitting this letter as a placeholder to identify those issues it expects to resolve with the City prior to approval of the Plan.

MPF-1

(1) The Draft EIR states that the impacts of the Plan on the District will be addressed by the estimated additional property tax of \$475,000 annually that the District will receive at full buildout. We believe the estimate of additional property tax is overstated. The District's Finance Director is currently working with the City's financial consultant who worked on the EIR to review assumptions and methodology in this calculation. However, at this point in time, the District does not agree that property tax will be able to fund all the costs of the Plan's impacts. In addition to concerns about the calculated amount, the property tax would

MPF-2

only cover operational costs and not capital and other one-time costs the District will incur from development. Therefore, the District requests that the City require new development under the Plan to pay its fair share of the costs for the larger fire suppression apparatus (including a ladder truck), new specialized equipment, additional personnel and the rebuild of Fire Station 2 to maintain Fire District standards of service. As stated in the Draft EIR, the large number of new residents and employees resulting from development under the Plan, and the taller buildings, mix of uses and denser development allowed under the Plan would result in these needs. This "fair share" payment can be made through the required payment of an adopted fire services impact fee which the District is developing for review and adoption by the local agencies located within its jurisdictional boundaries (see discussion in Item (2) below).

MPF-2
cont.

In addition, since the EIR is a Plan-level review, information about the exact nature and timing of development is not available at this time. Therefore, the Fire District requests the following be added as a Plan policy or a condition of approval to allow the District to review specific development projects and identify any particular impacts presented by those projects:

"At the time of project-level review and approval of new development projects proposed under the Plan consisting of buildings with 3 stories or more, a mixed use project involving multi-unit residential uses, or a residential development project of 30 units or more, the Menlo Park Fire Protection District shall review the proposed project and specifically identify any impacts on the Fire District caused by the Project and any measures needed to address these impacts."

MPF-3

(2) The District does not agree that the Plan's contribution to cumulative impacts on fire services will be less than significant based on the increase in available property tax at buildout. As the EIR states, significant new development will occur in the Fire District boundaries within the Plan timeframe, including, but not limited to, the following projects: Menlo Park Downtown Specific Plan, Facebook campus (Menlo Park), North Fair Oaks Specific Plan (County of San Mateo), and Gateway Project (Menlo Park). The combined impact of these projects will result in a large increase in residents and employees in the Fire District area and result in taller buildings and more dense development. These changes would cause the need for larger fire suppression apparatus, new specialized equipment or more personnel which would require either an expansion or relocation of District Fire Stations in order to maintain Fire District standards of service. Therefore, the cumulative impact of development on the Fire District is significant.

MPF-4

The Fire District believes that the Plan's contribution to this cumulative impact would be cumulatively considerable. The Plan should include a policy or condition of approval to address the Plan's contribution to cumulative impacts. The Fire District plans to conduct a fire impact fee study to establish a fee to impose on new development throughout the Fire District to address cumulative impacts. The Fee will likely not be adopted before approval of the Plan. Therefore, the Fire District requests that the following be added as a Plan policy

or a condition of approval prior to the City approval of the Plan: "Each development project under the Plan shall either (1) pay their "fair share" of the costs of new facilities, equipment and personnel for which Plan impacts contribute to the need as established by a nexus study which has been provided to the City for review and comment and approved by the Fire District or (2) pay any applicable fire impact fee that covers these costs, approved by the Fire District and adopted by the City of East Palo Alto, that is in effect at the time permits are approved for the development project."

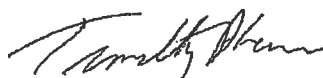
MPF-4
cont.

(3) The Draft EIR states that, as development occurs over time, there will be significant new traffic impacts on roadways within the City used as primary emergency response routes by the Fire District, including University Avenue and Bay Road. Traffic control devices on these roadways will have to be modified in order to meet Fire District response times. Therefore, signal preemption devices should be specifically included as a Plan policy or condition of approval. The amount and type of development proposed under the Plan is expected to increase traffic in the area and may affect primary response routes used by the Fire District. The Fire District requests that the following policy or condition of approval be added to the Plan approval: "If traffic from a development project under the Plan adversely affects primary response routes used by the Fire District, especially during peak travel times, the project shall contribute to the cost of installation and maintenance of signal preemption devices or other changes to traffic control devices located on the primary response routes in order to address these impacts."

MPF-5

We appreciate the opportunity to review the Draft EIR. If there are any questions about the information in this letter, please contact the undersigned.

Sincerely,



Timothy D. Cremin

c: Harold Schapelhouman, Fire Chief, Menlo Park Fire Protection District
Steve Meyers, District Counsel

1815750.2

COMMENT LETTER # SFPUC

Sean Charpentier

From: Zhang, Yin Lan [YZhang@sfwater.org]
Sent: Wednesday, March 21, 2012 10:35 AM
To: Sean Charpentier
Cc: Servetnick, Cynthia; Wilson, Joanne; Ramirez, Tim; Levin, Ellen; Russell, Rosanna S; Naras, Joe; Salerno, Jim; Herman, Jane; Chow, Jonathan; lTorrey@sfwater.org
Subject: RE: Draft RBD/4 Corners Specific Plan/EIR- 1 week Extension of Public Comment Period for written comments
Attachments: Ravenswood_DEIR_SFPUC_signed.pdf; SFPUC Real Estate Services Permit Application.pdf; NRLMD Project Review Application 3-06-12.pdf

Sean, attached is the SFPUC's comment letter on the Ravenswood Specific Plan DEIR.

Please let me know if you have any questions.

Thank you,

YinLan

YinLan Zhang
Bureau of Environmental Management
San Francisco Public Utilities Commission
1145 Market Street, Suite 500
San Francisco, CA 94103
Voice: 415-487-5201; Fax: 415-934-5750

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San Francisco
Water Power Sewer
 Operator of the Hetch Hetchy Regional Water System

Bureau of Environmental Management
 1145 Market Street, 5th Floor
 San Francisco, CA 94103
 T 415.934-5700
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March 21, 2012

Sean Charpentier
 City of East Palo Alto
 1960 Tate Street
 East Palo Alto, CA 94303

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 PLANNING DIVISION

Re: Ravenswood/4 Corners TOD Specific Draft EIR

Dear Mr. Charpentier:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report for the Ravenswood/4 Corners TOD Specific Plan. The San Francisco Public Utilities Commission (SFPUC) offers the following comments:

The DEIR states that a new park is proposed on the SFPUC's water transmission pipeline rights-of-way (ROW) property in the University Village Neighborhood and that a new loop road would be located on an existing SFPUC access road. The SFPUC's highest priority on its ROW lands is to protect the water supply and the transmission pipelines that carry water to our customers. In addition, access to these pipelines for repair, replacement and/or upgrades is critical to our mission of providing a safe, reliable and high quality water supply to customers in four Bay Area counties. Any proposed use on SFPUC ROW lands and access roads must be consistent with the SFPUC's policies and plans. (Our ROW management policies can be found on the following website: <http://sfwater.org/index.aspx?page=183>.)

SFPUC-1

Page 22, Redevelopment Agency:

Under "Existing Conditions" there is a discussion of the role of the Redevelopment Agency and a note that under recent State legislation, the Redevelopment "legal landscape" has been changed. The EIR assumes that the Specific Plan area will remain a Redevelopment Area and Section 10 describes a couple of scenarios depending on the Supreme Courts decision. This important land use distinction needs to be addressed in the Final EIR to the extent that it is known (and certainly in any subsequent project-specific review). Any proposal brought to the SFPUC for review should describe the responsibilities of the project sponsoring agency for the project including securing funding for site remediation (if applicable), proposed improvements, and ongoing maintenance. If Redevelopment funds are not available, then the alternative sources of funding should be described.

SFPUC-2

Erlwin M. Lee
 Mayor

Anson Moran
 President
 Art Torres
 Vice President

Ann Moller Caen
 Commissioner

Francesca Victor
 Commissioner

Vince Courtney
 Commissioner

Ed Harrington
 General Manager

Page 136:

The proposed park on SFPUC ROW land is described as follows: "Uses for the park could include a multi-use path, a 40-plot community garden, a dog run,

SFPUC-3



and play areas for two different age groups. A school garden could be located in the portion of the easement south of Purdue Avenue. Finally, each neighborhood access point could be articulated by a small entry plaza. Because of the easement's location adjacent to single-family homes, a ten foot wide buffer could be located between the site uses and the property lines along both sides of the easement. Any improvement or park uses created at this location would need to be undertaken in coordination with homeowners and residents in this neighborhood to ensure that their vision is taken into account and their needs are addressed. Opportunities should also be explored to provide additional access to the site in addition to the two endpoints." This section should also state that any improvements on SFPUC property must be reviewed and approved by the SFPUC to ensure that water supply, water transmission lines, and other water utility infrastructure are not damaged, adversely impacted or degraded. In addition, the SFPUC's ability to access its property and repair, maintain and upgrade its utility infrastructure cannot be compromised.

SFPUC-3
cont.

Because the DEIR does not present many details on the projects, we cannot offer more specific comments at this time. We would like to note that the existing access road is critical to our operations and is heavily used by SFPUC staff. As for the proposed park, there are existing and planned appurtenances associated with the SFPUC's new Bay Division Pipeline Number 5 located on the subject parcel. Therefore, even at the conceptual plan level, it is important for the City of East Palo to submit an application to our Natural Resources and Lands Management Division for Project Review (attached) so we can determine the feasibility of the Specific Plan proposals located on SFPUC property. A separate application to our Real Estate Services Division is also required (attached). Please contact our staff responsible for Project Review, Cynthia Servetnick at (650) 652-3216, cservetnick@sfwater.org, at your earliest convenience.

SFPUC-4

The SFPUC appreciates the opportunity to comment on the Ravenswood/4 Corners TOD Specific Plan Draft EIR.

Sincerely,



Irina Torrey, AICP, Bureau Manager
SFPUC Bureau of Environmental Management

cc: Ellen Levin, SFPUC Water Enterprise
Rosanna Russell, SFPUC Real Estate Services
Tim Ramirez, SFPUC Natural Resources and Lands Management Division
Joe Naras, SFPUC Natural Resources and Lands Management Division
Jim Salerno, SFPUC Natural Resources and Lands Management Division
Joanne Wilson, SFPUC Natural Resources and Lands Management Division
Jane Herman, SFPUC Natural Resources and Lands Management Division
Jonathan Chow, SFPUC Water Supply and Treatment Division

Non-Profit Organization

Sean Charpentier

From: Abigail Blodgett [abigail@baykeeper.org]
Sent: Wednesday, March 21, 2012 4:59 PM
To: Sean Charpentier
Cc: Cody Nesper
Subject: Specific Plan Comments
Attachments: Baykeeper Comments - Ravenswood Specific Plan DEIR.pdf

Mr. Charpentier,

Please see San Francisco Baykeeper's comments on the Ravenswood Specific Plan DEIR which are attached to this email. Thank you for your consideration of our comments.

Best Regards,
Abigail

--
Abigail Blodgett
Legal Fellow
San Francisco Baykeeper
785 Market Street, Suite 850
San Francisco, CA 94103
Tel (415) 856-0444, ext. 109
Fax (415) 856-0443

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March 21, 2012

Sean Charpentier
Project Coordinator II
Attn: Specific Plan/Program EIR
City of East Palo Alto
1960 Tate Street
East Palo Alto, CA 94303
scharpentier@cityofepa.org
Submitted via electronic mail

RE: Ravenswood /4 Corners Transit Oriented Development Specific Plan Draft EIR

Dear Mr. Charpentier:

I am writing on behalf of San Francisco Baykeeper (“Baykeeper”) and its 2,300 members in their pursuit to protect and enhance the water quality of the San Francisco Bay. To achieve this goal, Baykeeper monitors activities in and around the Bay which may adversely affect water quality. In particular, Baykeeper works to clean up municipal stormwater runoff, the single largest source of pollution to the Bay. For this reason, Baykeeper urges the City of East Palo Alto (“the City”) to revise the Ravenswood/ 4 Corners TOD Specific Plan (“Specific Plan”) and the Ravenswood/ 4 Corners TOD Specific Plan Draft EIR (“DEIR”) to ensure compliance with applicable laws, regulations, and permits, and to mitigate potential water quality impacts through implementation of low impact development (“LID”) to the maximum extent practicable.

These comments focus primarily on the specificity and comprehensiveness of the DEIR and the Specific Plan’s compliance with the Municipal Regional NPDES Permit (“MRP”), in particular Provision C.3. The goal of this provision is for permittees, such as the City, to use LID to prevent significant increases in stormwater runoff.¹ In its current state, the Specific Plan does not adequately satisfy the requirements of this important provision.

1. The DEIR Must Be Revised to Comprehensively Address Minimizing Impervious Surfaces and Stormwater Runoff Instead of Relying on Indefinite and Unenforceable Policies.

Baykeeper is particularly concerned with the Specific Plan’s compliance with Provision C.3 of the Regional Municipal NPDES Permit. Provision C.3 compels the City “to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address... pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects.”² The provision further specifies “[t]his goal

BK-1

¹ San Francisco Bay Regional Water Quality Control Board, Oct. 14, 2009, Order R2-2009-0074, NPDES Permit No. CAS612008, 16.

² NPDES Permit No. CAS612008, 16.

is to be accomplished primarily through the implementation of low impact development (LID) techniques.”³ The Specific Plan does not comply with this provision because it does not sufficiently address potential pollutant discharges or ensure that runoff flows will not be increased.

BK-1
cont.

In particular, the Specific Plan, which covers 350 acres, should be classified as a “Regulated Project” under the Municipal Regional NPDES Permit,⁴ and therefore, it is required “to implement LID source control, site design, and stormwater treatment onsite or at a joint treatment facility.”⁵ Provision C.3.c of the permit defines the minimum requirements for LID in Regulated Projects: the Specific Plan must “[m]inimize impervious surfaces... and [m]inimize stormwater runoff.”⁶ In addition, 100% of the project area’s stormwater runoff must be treated with on site LID measures, or in a joint stormwater treatment facility.⁷ In each of these areas, the Specific Plan is deficient. Although the Specific Plan does include some references to LID and advocates for its implementation in a number of its policies, it includes insufficient enforceable mechanisms to ensure these policies are achieved, and misses several opportunities to fully implement LID.

BK-2

The DEIR’s reliance on Land Use Policy 9.1 does not adequately ensure compliance with Provision C.3’s requirement that the City minimize impervious surfaces and stormwater runoff, and the Specific Plan must be revised to be adequate. The DEIR recognizes that the Specific Plan will result in “[a] substantial increase in impermeable surface area,” but claims that with Land Use Policy 9.1 in place, the impact from this increase would be less than significant.⁸ This policy, upon which the finding of no significant impact relies, asserts the City will “requir[e] features such as permeable paving, roof catchment systems, irrigated landscaping, or other means to enhance on-site infiltration or stormwater runoff.”⁹ The conclusory statement that “[w]ith this policy in place, the impact from increasing impermeable surface and reducing the area of groundwater recharge would be less than significant” is the only mention of this policy in the DEIR, and no analysis of its enforceability or feasibility is provided.¹⁰ While these are the types of LID strategies necessary to ensure compliance with Provision C.3, this policy is too vague and unenforceable to serve as the basis of a finding of no significant impact.

BK-3

The Specific Plan must also be amended in other areas to comply with this part of Provision C.3. For example, in the Development Standards section of the Specific Plan, there is a conspicuous

BK-4

³ *Id.*

⁴ *Id.* at 20 (Regulated Projects include: “Redevelopment projects that create and/or replace 10,000 square feet or more of impervious surface (collectively over the entire project site) including commercial, industrial, residential housing subdivisions (i.e., detached single-family home subdivisions, multi-family attached subdivisions (town homes), condominiums, and apartments), mixed-use, and public projects.”).

⁵ *Id.* at 25.

⁶ *Id.* at 26.

⁷ *Id.*

⁸ DEIR, 4.9-29.

⁹ Specific Plan, 70.

¹⁰ DEIR, 4.9-29.

absence of any mention of LID, and these aspects are left to appendices.¹¹ These standards should include requirements for bioswales, permeable pavements, and, where feasible, green roofs.¹² Similarly, when discussing landscaping in the Streetscape Standards section, the Specific Plan merely suggests that the use of planting strips should be considered to help manage and treat stormwater.¹³ This suggestion to consider planting strips should be significantly strengthened to ensure that this important LID strategy is implemented.

BK-4
cont.

While there are some admirable mentions of LID strategies in the design standards outlined in Appendix A of the Specific Plan, these should not be afterthoughts, but should instead be foundational development strategies to ensure compliance with Provision C.3. Furthermore, the LID suggestions contained in Appendix A are insufficient to ensure compliance. While Appendix A mandates “[t]he most restrictive C-3 requirements *shall* be used for the design of post construction stormwater management systems for projects... include[ing] employing Best Management Practices (BMPs) for and during construction,”¹⁴ this commitment is not supported by feasible means to ensure that it is fulfilled. In fact, immediately after this ostensible commitment to Provision C.3, the Specific Plan states that LID should be “encouraged” by BMPs.¹⁵ This should be revised to correspond with the more enforceable language of the preceding commitment to Provision C.3.

BK-5

In addition to lacking enforceability in proposed actions, the Specific Plan also misses several opportunities to minimize impervious surfaces, and more actions should be proposed to minimize impervious surfaces and stormwater runoff. For example, when discussing parking in the Circulation section of the Specific Plan, the City does not encourage or mandate the use of permeable pavement in parking areas to mitigate against polluted runoff.¹⁶ Additionally, in Appendix A, the encouragement of green roofs in the building design standards is admirable, but does not go far enough and should also be included in the Green Building Components and Stormwater Management sections of Appendix A.¹⁷ Finally, in the Landscape Design of Appendix A, a section should be added to emphasize stormwater implications of landscaping, encouraging bioswales and other landscaping approaches that reduce stormwater runoff. Adding these additional policies will help ensure that the City complies with Provision C.3’s requirement that impervious surfaces and stormwater runoff are minimized.

BK-6

2. The Specific Plan Must Be Revised to Maintain Consistency with the Recent Amendments to the Bay Plan that Address Climate Change and Sea Level Rise.

Section 4.9 of the Specific Plan (Hydrology and Water Quality) addresses various policies and legislation relevant to flood risk and sea level rise. Included is discussion of the recent Bay Plan

BK-7

¹¹ Specific Plan, 116.

¹² See NPDES Permit No. CAS612008, 25.

¹³ Specific Plan, 109.

¹⁴ DEIR, A-11 (emphasis added).

¹⁵ *Id.*

¹⁶ Specific Plan, 116.

¹⁷ DEIR, A-8, A-9.

Amendment No. 1-08 concerning climate change, which was adopted October 6, 2011.¹⁸ Table 4.10-1 later summarizes the Specific Plan’s consistency with the Bay Plan, although recent amendments to the Bay Plan do not appear to be reflected. As a result, revisions to the Specific Plan, as well as the Municipal Code, may be required in order to maintain consistency. For example, Policy 4 of the Safety of Fills section, as amended, reads as follows:

Adequate measures should be provided to prevent damage from sea level rise and storm activity that may occur on fill or near the shoreline over the expected life of a project. The Commission may approve fill that is needed to provide flood protection for existing projects and uses. New projects on fill or near the shoreline should either be set back from the edge of the shore so that the project will not be subject to dynamic wave energy, be built so the bottom floor level of structures will be above a 100-year flood elevation that takes future sea level rise into account for the expected life of the project, be specifically designed to tolerate periodic flooding, or employ other effective means of addressing the impacts of future sea level rise and storm activity. Rights-of-way for levees or other structures protecting inland areas from tidal flooding should be sufficiently wide on the upland side to allow for future levee widening to support additional levee height so that no fill for levee widening is placed in the Bay.

**BK-7
cont.**

One key portion of this provision is the requirement that bottom floor levels must be above a 100-year flood elevation and take future sea level rise into account for the expected life of the project. Authors of Table 4.10-1 state that structures would be built at elevations above the 100-year flood hazard zone, as determined by FEMA.¹⁹ It is inaccurate to assume, however, that “FEMA is continually updating its FIRM maps and these would factor in the effects of sea level rise,” since FEMA has informally rejected this possibility and does not account for sea level rise in current or proposed flood risk maps.

BK-8

Given East Palo Alto’s susceptibility to current and future flooding, the City should revise Specific Plan Policy LU-9.2 to maintain consistency with amendments to the Bay Plan. Policy LU-9.2 ensures that each project complies with Chapter 15.52 of the East Palo Alto Municipal Code, which may also require revision, for the purposes of maintaining consistency with the Bay Plan, as well as minimizing threats to property and public safety. Currently, the Municipal Code requires that at the time a project is proposed, each proposed new structure in the 100-year flood plain, as identified in the current Flood Insurance Rate Map, must be elevated so that the bottom of the lowest floor is one foot above the base flood elevation (“1 BFE”) for residential structures, flood-proofed to 1 BFE for non-residential structures, or a Variance is granted pursuant to the procedures outlines in Section 15.52080 (a) to (k).

BK-9

¹⁸ BCDC. 2011. Resolution No. 11-08. Adoption of Bay Plan Amendment No. 1-08 Adding New Climate Change Findings and Policies to the Bay Plan; And Revising the Bay Plan Tidal Marsh and Tidal Flats; Safety of Fills; Protection of the Shoreline; and Public Access Findings and Policies. Adopted October 6, 2011.

¹⁹ DEIR, 4.10-6.



Chapter 15.52 of the East Palo Alto Municipal Code fails to account for sea level rise over the expected life of a proposed project, thereby precluding consistency with the Bay Plan. We urge the City to seek revisions to the Specific Plan and , if necessary, the Municipal Code, to ensure consistency with the Bay Plan, as well as other relevant policies calling for sea level rise adaptation.

**BK-9
cont.**

In conclusion, Baykeeper urges the City to remedy the deficiencies in the Specific Plan and to recirculate the DEIR to ensure compliance with Provision C.3 of the MRP, the Basin Plan, and to minimize negative effects on the water quality of the San Francisco Bay. Moreover, Baykeeper reminds the City that this Specific Plan presents a unique opportunity for the City to assert itself as a sensibly growing, environmentally-minded, and forward-thinking city that not only meets regulatory standards, but leads the way in sustainable development.

Sincerely,

A handwritten signature in black ink, appearing to read "Cody Nesper".

Cody Nesper
Legal Intern, San Francisco Baykeeper

COMMENT LETTER # MMAP

Sean Charpentier

From: Arturo Maldonado [arturo@muralmusicarts.org]
Sent: Friday, March 16, 2012 10:37 AM
To: Sean Charpentier
Cc: Sonya Clark-Herrera; Aria Florant; Tunde Sobomehin; Hofstedt, Mary Katherine; aturner@youthunited.net
Subject: MMAP letter regarding Ravenswood/4 Corners Specific Plan
Attachments: MMAP - Specific Plan Comment - March 2012.pdf

Mr. Charpentier,

The Mural Music & Arts Project (MMAP) is submitting this letter to advocate that there be a space maintained for the arts, for cultural and civic uses, in the Ravenswood/4 Corners redevelopment. MMAP feels that this would bring many benefits to the community, as outlined in the letter, and that a space maintained for the arts would be a smart investment for our community.

Thank you for your time.

--

Arturo J. Maldonado
Development Assistant, Mural Music & Arts Project
Public Policy & International Affairs Fellow
e: arturo@muralmusicarts.org
c: [510-386-3510](tel:510-386-3510)

PLANNING DIVISION
MAR 16 2012



Sean Charpentier
 Project Coordinator II
 Attn: Specific Plan/Program EIR
 City of East Palo Alto
 1960 Tate Street
 East Palo Alto, CA 94303
 scharpentier@cityofepa.org

RECEIVED
 MAR 16 2012
 PLANNING DIVISION

Douglas Overman
 President
 Deputy Director, Golden Gate
 National Parks Conservancy

March 16, 2012

Dear Mr. Charpentier,

Aretoula Arvanitidis-Hickson
 Vice President
 Executive Producer,
 Flickerbox, Inc.

I am writing to provide comment on the Ravenswood/4 Corners Transit Oriented Development Specific Plan. Specifically, I am writing to share the importance of maintaining zoned space in the plan for community gathering, performance, arts and culture.

Paul Olivera
 Treasurer
 Vice President, Morgan
 Stanley

The James Irvine Foundation's 2011 "Arts, Culture and Californians" report notes that low-income individuals, Latinos, African Americans, and Asian/Pacific Islanders are less likely to participate in the arts than other racial and economic groups. Considering that the community repeatedly stated that the Bay Road should be the heart of East Palo Alto, a space dedicated to the arts presents a perfect opportunity to increase arts engagement among these groups in East Palo Alto. With increased engagement comes benefits for the community. The arts provide crucial support for East Palo Alto youth. In her 2000 report *Community Counts: How youth development organizations matter for youth development*, McLaughlin found that the lives of youth in low-income neighborhoods who participated in arts programs were more likely to be high academic achievers, be elected to class office, and participate in a math or science fair.

Eugene Clark-Herrera
 Secretary
 Partner, Orrick, Herrington &
 Sutcliffe LLP

In 1999, Catterall, another researcher who made significant findings on the affects of art, found that students with high involvement in the arts, including minority and low-income students, performed better in school and stayed in school longer than students with low arts involvement. In 2009, Catterall demonstrated that arts-engaged low-income students are more likely than their non-arts-engaged peers to have attended and done well in college, obtained employment with a future, volunteered in their communities and participated in the political process by voting.

Michelle Deasy
 Financial Advisor, Merrill
 Lynch & Co., Inc.

Deep Gulasekaram
 Assistant Professor, Santa
 Clara University School of
 Law

Another researcher, Heath, found in her 1998 report *Imaginative Actuality* that students who participate in arts programs do better at school and in their personal lives than other students, including those who participate only in either sports-academic or community service programs. The reason is that arts organizations give students a sense of agency: they have opportunities to be creative, develop ideas, and critique them. Through explaining their art, they develop their ability to reason and think critically.

Ryan Karpf
 Co-founder, Below 92 LLC

Denise Roberson
 President & CEO, Jadi
 Communications

The Ravenswood/4 Corners redevelopment area should not only be the spine of the community, but a hub for culture and creativity that benefits the youth of our community. A space dedicated for the arts will promote culture, East Palo Alto's identity, and create a zone that unites our community.

Honorable LaDoris Cordell
 Emeritus
 Independent Police Auditor,
 City of San Jose

Thank you for your review of and attention to these comments. For additional information, please contact me at aria@muralmusicarts.org.

Milbrey McLaughlin
 Emeritus
 Director, John W. Gardner
 Center for Youth and Their
 Communities

Stephen DeBerry
 Emeritus
 Founder & CIO, Bronze
 Investments; Partner, Kapor
 Capital

Sincerely,
 Aria Florant
 Director of Youth and Community Development

MMAP-1

COMMENT LETTER # JWGC

Sean Charpentier

From: Hofstedt, Mary Katherine [hofstedt@stanford.edu]
Sent: Wednesday, March 14, 2012 4:50 PM
To: Sean Charpentier
Cc: Isaiah Phillips
Subject: Specific Plan - Public Comment (Letter Attached)
Attachments: Specific Plan_Comment_March2012.pdf

Dear Mr. Charpentier,

Please see the attached comment related to the Ravenswood/4 Corners Transit Oriented Development Specific Plan draft Environmental Impact Report (Draft EIR) (SCH# 2011052006).

Sincerely,

--

Mary Hofstedt
John W. Gardner Center for Youth and Their Communities
Stanford University
(650) 759-4930
hofstedt@stanford.edu

RECEIVED
MAR 14 2012
PLANNING DIVISION



JOHN W. GARDNER CENTER
for Youth and Their Communities

March 12, 2012

Sean Charpentier
Project Coordinator II
Attn: Specific Plan/Program EIR
City of East Palo Alto
1960 Tate Street
East Palo Alto, CA 94303
scharpentier@cityofepa.org

RECEIVED
MAR 14 2012
PLANNING DIVISION

Dear Mr. Charpentier,

I am writing to provide comment on the Ravenswood/4 Corners Transit Oriented Development Specific Plan draft Environmental Impact Report (Draft EIR) (SCH# 2011052006). Specifically, I am writing to share information from a community based research process that indicates the importance of maintaining zoned space in the plan for community gathering, performance, arts and culture.

From 2010 to 2011, a group of youth and adult East Palo Alto residents and non profit leaders conducted over 100 interviews and focus groups, as well as 77 in person surveys to determine if community members want and need a youth arts and music center. The John W. Gardner Center served in a facilitation and coordination role for this process. Key findings related to the Specific Plan include:

- Arts, music and culture are important to community development for East Palo Alto. Many interviewees mentioned synergy with the Ravenswood Business District, and discussed an arts and performance space as supporting economic opportunity by enlivening the area, drawing people to local businesses, and creating jobs for young people.
- The “Four Corners” of University and Bay and the Ravenswood Business District (RBD) along Bay Road emerged as the most promising locations for such an arts, music and cultural center.
- An arts and music center would focus on youth, but serve the whole community by providing performance venues, classes, events and fostering connections between people of diverse cultures, backgrounds, neighborhoods, and ages.

JWGC-1

Regardless of whether this particular center is developed as part of the Ravenswood Business District, our planning and research indicate that maintaining space for social, artistic and cultural community building within the RBD area is important to a wide array of community members, and to community development as a whole. .

Thank you for your review of and attention to these comments. For additional information, please contact Mary Hofstedt, Project Coordinator at hofstedt@stanford.edu or Isaiah Phillips, Youth Project Lead at isaiah.phillips2@gmail.com.

Sincerely,

Mary Hofstedt
External Relations Manager, John W. Gardner Center
Youth and Community Arts and Music Center Project Coordinator

Local Businesses/ Business Groups

Sean Charpentier

From: Isabel Annie Loya [annie@youthunited.net]
Sent: Wednesday, March 21, 2012 5:06 PM
To: Sean Charpentier
Subject: Specific Plan
Attachments: ETB DEIR SP Comments.doc

Hi Sean,

Here are our comments.

Thank you!

Annie

--
Executive Director
2135 Clarke Ave.
East Palo Alto, CA 94303
(650) 322-9165 o.
(650) 322-1820 f.
www.youthunited.net

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MAR 21 2012
PLANNING DIVISION



HOMEGROWN DESIGN FOR COMMUNITY SELF-DETERMINATION

ETB.EPA@GMAIL.COM

March 21, 2012

The following are comments from the Envision-Transform-Build East Palo Alto Coalition on the Ravenswood Business District Specific Plan. Overall, we feel that the plan is in line with the community workshops we attended, but we feel that there are some revisions that can be made to the policies and language in the Plan that will keep it more in line with direction from community workshops. For examples of language that can be added or revised, we have pulled elements of a previous DC&E Specific Plan in Santa Rosa, that will give some ideas on what can be changed in the Ravenswood Business District Plan. We chose the Santa Rosa Specific Plan because of the City's size and because it is a previous DC&E project that we feel does a good job of addressing similar issues that the East Palo Alto community was grappling with throughout the workshop process. We have also included comments on the Ravenswood Business District Draft Environmental Impact Report.

Ravenswood Business District Specific Plan

Existing Conditions

- In the "Community Profile" section: "For both the Plan Area and East Palo Alto, educational attainment data point to the need for aggressive education and workforce training efforts in the community". Although this is mentioned in the Community Profile, there is no mechanism to address the issue in the Specific Plan document. Some examples would be workforce training as a community benefit for new businesses wishing to locate in the area or listing local hire/first source hiring policies the City of EPA already has.
- East Palo Alto's 2010 Housing Element contains data that highlights the need for more local jobs. Many people who live in East Palo Alto do not work in East Palo Alto. Including further data underscoring the need to for jobs in the RBD area that will meet the needs of many East Palo Alto residents. Having a versatile stock of jobs in the RBD area will best serve the various educational backgrounds and experiences of community members.

Vision and Concept

- In the "Bay Road/4 Corners Mixed Use" section, in addition to creating "vibrant storefronts and other active ground floor uses", emphasize the need to support locally-owned businesses by

East Palo Alto residents. Similar to the City of Santa Rosa's Downtown Station Area Specific Plan (SRDSAP), include language such as Policy SP-LU-6.9: *"Encourage development of neighborhood-serving retail uses in areas adjacent and accessible to residential neighborhoods. These retail uses should be compatible with the character of the immediately surrounding area and include "mom and pop" pedestrian-oriented stores. Larger scale, auto-oriented enterprises are discouraged."*

- In the "Bay Road/4 Corners Mixed Use" section, the Specific Plan should call out specific retail/commercial/community uses that were asked for by EPA residents. Santa Rosa's Downtown Specific Plan Policy SP-LU-6.5 calls for the following: *Attract a grocery store to the downtown area.* The RBD Specific Plan should note specific uses that were mentioned in the workshops including a bowling alley, movie theater, public school, performing arts center, library, community center, and mom and pop restaurants, with the most often mentioned uses being a public school, community center and mom and pop restaurants.
- In the "Research and Development/Industrial" section, add language to "employment-generating uses" that emphasizes jobs for existing EPA residents and include policies from the EPA Local Hire ordinance. Include the same language in the "Light Industrial" section.
- In the "Open Space and Public Amenity Concepts" section, the location of these uses should be noted as ideal locations as identified through the Community workshops and that the City will do its best to meet these expectations. These are not conceptual locations for open space and public amenities, these are locations decided by community members and residents through numerous workshops.
- In the "Mixed Use" section and "Appendix A: Design Standards: Mixed-Use Standards and Guidelines", the definition of "Mixed Use" includes Horizontal Mixed use, which was never a part of the Mixed Use discussion through workshops. The participants of the City's workshops were not led to believe that Mixed Use included horizontal Mixed Use, just typical vertical Mixed Use. Therefore, the horizontal Mixed Use definition should be removed and only vertical Mixed Use should remain.
- In the "Parking Standards" section, "surface parking lots" should be discouraged in the Downtown Area along Bay Road.
- In the "Circulation Network" section and "Circulation: New Streets", it is not clear whether the "Loop Road" is necessary for any, partial, or full build-out of the Specific Plan.
- In the "Transit Improvements" section, the potential for Bus Rapid Transit should be explored by the City along with SamTrans and not be contingent on the Dumbarton Rail planning process.
- How does the RBD Specific Plan address affordable housing specifically and the RHNA housing requirements? In the Santa Rosa Downtown Specific Plan, the affordable housing issue was mentioned in Policy SP-LU-2.6: *Review the City's Housing Allocation Plan to ensure it is a tool to*

provide affordable housing throughout the community, including Station Plan area. Evaluate alternative affordability requirements for their feasibility, including 20 percent very low and low/ 20 percent moderate and 60 percent above moderate, the existing 15 percent to low income requirement and other creative options being utilized to provide affordable housing. Complete study of the Housing Allocation Plan by mid-2008 to allow policies to be included in the Housing Element revision underway.

Goals and Policies

- In Policy LU-1.3, the “potential views of the Bay” should be noted as an amenity for the new office uses as well as for existing EPA residents.
- Under Goal LU-2: A “town center” for East Palo Alto, centered on University Avenue and Bay Road, that will enhance the city’s image and identity, include an additional policy to attract and encourage locally-owned small business including mom and pop shops and restaurants.
- LU-4 should include a policy on attracting a public school, which was mentioned often throughout the community workshops.
- Under Goal LU-5: A diversified, strengthened, and expanded economic base, add a policy for job training to address the previous Existing Conditions section that mentioned the need for “aggressive education and workforce training efforts in the community”.
- Goal LU-7: Phase I ESA should not only be applied to “new” development but existing businesses that apply for rehab permitting to assure the City is promoting exploration AND clean-up of all contaminated sites in the named areas. It is strongly urged that groundwater testing in completed in Subarea II as there are numerous sites with past uses that may have contaminated groundwater sources. As the City continues to look for potential water sources, the City must also begin to chart the pathways of these streams to informatively cancel out future identified sources.
- Goal TRA-1.3: Define the types of the support being given to the pavement of the Bay Trail. i.e. monetary, planning, execution. Does this also include receiving support from business in the Project Area? Also include in this area (Goal TRA-1) discussed activities encourage pedestrian use of the project area including but not limited to installing parking meters or limiting allowed parking hours.
- Policy UTIL-6.4 should be revised from “help them relocate” to require uses that displace existing uses to compensate for cost and ensure relocation in same neighborhood or like-location.

Land Use

- In “Land Use Districts” section, emphasize vertical Mixed Use in “4-Corners” section.

- Replace the term “Urban Residential” with “Downtown Residential” and remove single-family homes as potential residential use in order to encourage higher density, more affordable homes for existing EPA residents, promoting social use of the area and providing opportunities for residents to live close to where they work.
- How does RBD Specific Plan parking requirements of 1 parking space for a 1 bedroom and an additional 0.5 spaces per an additional bedroom compare to existing parking requirements in the City overall? And how will this change when/if the Dumbarton Rail or Bus Rapid Transit service is realized? Parking requirements should be lowered according to any increases in transit reliability.

Circulation

The Santa Rosa Downtown Specific Plan called for the following policies that pushed for inter-agency coordination on transit, specific coordination around connecting a potential rail station to the specific plan area, and strategy around major employers and the RBD Specific Plan should consider the same level of detail:

Goal SP-T-2: Promote a user-friendly interface between all transit agencies serving the Plan Area.

Policy SP-T-2.1: Coordinate with SMART and bus transit providers to ensure that development of the SMART site provides short- and/or long-term facilities for accommodating bus and shuttle transfers between rail and transit. Transit facilities should be located within a visual line-of-site of the rail station platform and connected by a clearly identifiable path.

Policy SP-T-2.2: Work with SMART and major employers to establish shuttle service between the commuter rail station site and area employment centers and business parks.

Utilities and Public Services

- In “Public Plazas” section, require private developments to allow plazas/open spaces to be accessible to public.
- The Santa Rosa Downtown Specific Plan included two policy/actions on funding parks and the RBD Specific Plan should include the same level of detail:
 - Policy SP-UPS-6.1: Allow Park Fees paid on new residential units within the Specific Plan Area to be used for development and improvement of cultural facilities in the downtown area.
 - Action 10: Study the design, features and cost for each of the proposed civic facilities and amenities identified in the Specific Plan.

Ravenswood Business District Draft EIR

CHAPTER 3 – PROJECT DESCRIPTION COMMENTS (In order of importance):

1. Need to Improve Pedestrian Block Grid:

There is only one proposed east-west street between Demeter & Tara (see DEIR Figure 3-4 and DEIR Page 3-18 Ravenswood Connector). This creates very long north-south block lengths that does not create positive connectivity between the proposed office and R & D / Industrial developments. The proposed DEIR street layout will not foster a strong pedestrian environment.

2. Delete Definition of Horizontal Mixed-Use:

On DEIR Page 3-10, horizontal mixed-use is allowed along Bay Road, and is then defined on DEIR Page 3-15. The reason to have European-style vertical mixed-use buildings is to create a lively pedestrian environment between residents, employees and local businesses. Allowing different single-use buildings and calling this horizontal mixed-use typically does not create a lively pedestrian environment, so should not be allowed. Once this precedent is started (a “slippery slope” pattern), it will be difficult to create a lively commercial street along Bay Road, due to the fact that it is easier for developers to finance single-use developments – I’m afraid developers will not go to the trouble of vertical mixed-use developments, if they don’t have to.

3. Pulgas/Bay Road Civic Public Space Not Marked on Land-Use Designation Map:

DEIR Figure 3-4 outlines Civic Uses Envisioned on the map, but does not mark anything at the intersection of Pulgas Avenue and Bay Road. But this is specifically mentioned in the accompanying text on DEIR Page 3-13 (under 3. Parks and Open Spaces, a. Plazas).

4. Lost Emphasis of a “New Downtown” along Bay Road:

On DEIR Page 3-7 under Proposed Land Uses, a. Mixed Use (Bay Road/4 Corners, there is no mention of the loss of East Palo Alto’s original downtown, and this opportunity to create a new retail and civic institutional core for the community. Coupled with allowing horizontal mixed use waters down the community’s intent to create a lively commercial pedestrian street along Bay Road. Language needs to be strengthened here for a strong retail and community focus.

5. Area for a Grocery Store Not Reflected in Net Development Potential:

There is a contradiction between the community’s desire for locally serving retail like a grocery store and the Net Development Potential. DEIR Table 3-1 lists only 20,000 sf at Swenson Property Ground Floor Retail and 92,400 sf for the remainder of Ground Floor Retail in Mixed-Use designations along Bay Road. For example, a major grocery store might be 40-50,000 sf by itself. Table 3-1 reveals two bias: (1) does not away include an anchor retail use like a grocery store, and (2) retail as not seen as a major development type in the RDB. Area for retail needs to be increased to help create a lively pedestrian environment.

D.E.I.R. CHAPTER 4 – ENVIRONMENTAL EVALUATION

We have focused on three major areas – (a) Sea Level Rise/Flood Control (b) Parking (c) Hazardous Site Clean up

1. Sea Level Rise Mitigation:

The mitigation measures under 4.9 Hydrology & Water Quality needs to strengthen. Presently, this issue is kicked down the road to individual development proposals. As written, there is no coordination between individual proposals for a unified strategy to create a contiguous barrier around the RBD. Is there an opportunity to coordinate the construction of the Loop Road, Bay Trail and Sea Level Rise Mitigation?

ETB-1

Also note that the defining condition is a “100-year flood hazard area”, which will become a more frequent occurrence due to Climate Change. This is relevant to the next item (#2) below.

ETB-2

2. Clarification of the O’Conner Storm Drain System:

There is a need for a clarification of the City’s intent to improve the stormwater system. On DEIR Page 4.15-30, the current “stormwater channel from the end of Runnymede Street to the detention basin on O’Connor Street would be dredged, grade, and culverted next to the levee to accommodate 100-year flows. A berm would be built along the west side of the length of the detention channel to restrict the main channel overflows and allow water to back up from the pumping station and be held in the channel”. On the next DEIR Page 4.15-31, it states that “the system would be designed to cope with largest storm that could realistically be expected once every 25 years (the 25-year storm). This appears to contradict the previous page. Regardless, there is no mention of the size and height of this “berm” containing the enlarged stormwater channel. Residents living nearby should be made aware of the consequences of this public utility project, especially in light of the difference between a 25-year and 100-year event. What are the risk factors for those living adjacent to this berm (dam structure)?

ETB-3

ETB-4

3. Parking:

Not sure where this evaluation should be included in the D.E.I.R., but maybe under Aesthetics (Section 4.1.1), but this topic needs to be critiqued further in the Specific Plan Parking Standards and in Project Description, 4. Building Forms & Development Standards on DEIR Page 3-17. There needs to be “maximum parking standards” to avoid too many parking lots. Also there needs to be reinforcement of building forms facing onto streets and sidewalks to enhance the pedestrian environment, and to concentrate parking toward the inner core of parcels.

ETB-5

4. Hazardous Site Cleanup:

Section 4.8 identifies the hazards located at 2081 Bay Road, the site of the former Romic Facility, as well as the regulatory agencies responsible for the cleanup. There is no analysis of the current process being used to mitigate the contamination. US EPA (United States Environmental Protection Agency) is responsible for the cleanup of this site and are currently using the “Cheese-Whey and Molasses” process

ETB-6

and many concerns have arisen that question the success of this process. Youth United for Community Action (YUCA) and the Community Advisory Group (CAG) has reviewed some of the data and did not see much improvement beyond the injection sites. US EPA is responsible for implementing an alternative cleanup process if the Cheese-Whey and Molasses process is unsuccessful. In order to ensure safe development on this site, implementation of a proper mitigation technique is essential. An updated review of this process should be included in the EIR.

**ETB-6
cont.**

Thank you for your time.

Respectfully Submitted,

ETB-EPA Coalition

COMMENT LETTER # TWC

Tulsa West Corporation, LLC
Jeffrey C. Poetsch, Owners Representative
1028 Wilmington Way - Redwood City, CA 94062
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jeffcp@earthlink.net

RECEIVED
MAR 17 2012
PLANNING DIVISION

Invoicing Address
PO Box 19004
Seattle, Washington

March 12, 2012

Mr. Sean Charpentier
City of East Palo Alto
1960 Tate Street
East Palo Alto, CA 94303

RE: Comments to the Draft Ravenswood/4 Corners Transit Oriented Development Specific Plan and Environmental Impact Report

Dear Sean:

As a follow up to your Notice of Availability memo of January 17, 2012; the follow letter addresses some of the comments and concerns regarding the Ravenswood/4 Corners draft Specific Plan and draft EIR. As you know, during the development of the Community Preferred Alternative Plan, I have made comments both on behalf of the Ravenswood Shores Business District, LLC and as the owners representative for the 151 Tara Road site. The following comments are presented on behalf of the ownership of 151 Tara Road.

In summary, there are several areas of the Specific Plan that we strongly support. These include the overall land use designations for the property at 151 Tara, the proposed development standards and adminsteral review and approval process. However, we would suggest that the Final Specific Plan and EIR would benefit from a more detailed consideration of the following:

Specific Plan -

1. Changes in Redevelopment - The recent legislation and judicial ruling regarding the elimination of "Redevelopment" changes dramatically what is reasonably feasible for near term development and how the various \$134 Million of program costs are financed. While clearly new mechanisms to finance community redevelopment may be forth coming, the reality of limited staff to assist in the implementation and limited resources to finance the proposed specific plan requirements needs to be incorporated into the Specific Plan.

TWC-1

2. Implementation - The Specific Plan suggests that new development will not start to occur until 2016 within the plan area. Requiring as a “pre-condition” to development the completion of the burdensome area wide backbone infrastructure will in fact condemn this area to no development for years beyond that. As has been advocated by the LLC, we believe this area can readily support somewhere near 600,000 square feet of new development and suggest that this be incorporated into the implication vision. The site at 151 Tara has already installed a bio-swale to deal with storm water run-off.

TWC-2

3. Infrastructure - The Specific Plan uses as its core assumptions “DEPLAN” for the infrastructure requirements of water, sewer, storm drainage and roads. DEPLAN is based on approximately 6 Million square feet of development versus the 835 residential units and 1.7 Million square feet of retail, office and industrial development proposed in the Specific Plan. While scaling back the infrastructure requirements will not yield a direct prorata reduction in costs, it will Certainly yield some significant savings.

TWC-3

On a site-specific basis, I believe that the infrastructure plan still calls for a 17 million gallon storage tank to be located on the 151 Tara road properties. As mentioned in my comments to the Scoping description for the program EIR, there are multiple problems with this current design including the inappropriate nature of a “single” tank in an area with hydrated soils and the undesirable visible nature of a huge tank along the Bay Trail (that I believe will be rejected by BCDC). I suggest alternative to this plan be developed as I believe this solution is not practical.

Environmental Impact Report -

- Hazards & Hazardous Materials - It is my understanding that the 151 Tara Road site has been remediated regarding some minor contamination, however I believe we have a “restriction” regarding usage such that land-uses that would include the possibility of significant soil contact by residents are excluded. This may be an existing “deed restriction” so maybe this isn’t an issue or concern but I did want to point this out.
- Hydrology/Water Quality - As you may be aware, we have installed a “bio-swale” to deal with the storm water run-off from our site and the adjacent Touchatt sites on Tara Road.
- Land Use / Planning / Recreation - I'm sure you are well aware that BCDC has generally required that landowners adjacent to Ravenswood Open Space Preserve to provide trail development and I would expect this will impact the development potential of all sites on the bay front.

TWC-4

TWC-5

TWC-6

Mr. Sean Charpentier
March 12, 2012
Page 3 of 3

- Utilities/Service Systems - As mentioned above related to the Specific Plan, at one time the 151 Tara Road site was designated for the installation of the emergency water storage tank. I suggest alternative to this plan be developed as I believe this solution is not practical.

TWC-7

Thank you for your consideration of these issues and concerns. Please do not hesitate to contact me with any questions or further comments.

Sincerely,


Jeffrey C. Poetsch
Owners Representative

cc: James Studavent - Tulsa West

Ravenswood Shores Business District, LLC

PO Box 51862, Palo Alto, CA 94303
(tel) 650-369-2599 / (fax) 650-369-2502
jeffcp@earthlink.net

RECEIVED
MAR 14 2012
PLANNING DIVISION

March 12, 2012

Mr. Sean Charpentier
City of East Palo Alto
1960 Tate Street
East Palo Alto, CA 94303

RE: Comments to the Draft Ravenswood/4 Corners Transit Oriented Development Specific Plan and Environmental Impact Report

Dear Sean:

As a follow up to your Notice of Availability memo of January 17, 2012; the follow letter addresses some of the comments and concerns regarding the Ravenswood/4 Corners draft Specific Plan and draft EIR. In summary, there are several areas of the Specific Plan that we strongly support. These include the overall land use designations the proposed development standards and adminsteral review and approval process. However, there are also a number of issues where we have significant concerns and suggest that the Final Specific Plan and EIR would benefit from a more detailed consideration of the following:

Specific Plan -

1. Existing Conditions - Infrastructure - The Specific Plan outlines significant limitations to the prospective development imposed by the current level of infrastructure. We understand from discussions with Wilsey Ham that there is sufficient infrastructure capacity for development of up to approximately 600,000 square feet in the RWBD area.
2. Utility Infrastructure - The Specific Plan uses as its core assumptions "DEPLAN" for the infrastructure requirements of water, sewer, storm drainage and roads. DEPLAN is based on approximately 6 Million square feet of development versus the 835 residential units and 1.7 Million square feet of retail, office and industrial development proposed in the Specific Plan. While scaling back the infrastructure requirements will not yield a direct prorata reduction in costs, it will certainly yield some significant savings.



RBD1-1

RBD1-2

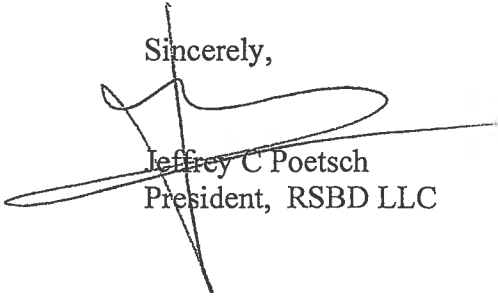
3. Implementation - The Specific Plan suggests that new development will not start to occur until 2016 within the plan area. Requiring as a “pre-condition” to development the completion of the burdensome area wide backbone infrastructure will in fact condemn this area to no development for years beyond that. As addressed above, we believe this area can readily support somewhere near 600,000 square feet of new development and suggest that this be incorporated into the implication vision. We can address many of the problems on a site by site basis and agree to participate in future assessment district formations. To hold off all building will seriously thwart the efforts to get something going and show that progress is really possible.
4. Fiscal Impact - The overall implementation of the Specific Plan outlines costs in the magnitude of \$134 million for infrastructure and community benefits. Obviously in these times where public funds are limited, the overall scope of this plan will result in financing and funding challenges. Doing it “all” will certainly mean that nothing happens. We would suggest that the plan “prioritize” those prospective activities that are most important to “kick starting” the redevelopment of this area and have the most benefit for the dollars invested.

RBD1-3

RBD1-4

Thank you for your consideration of these issues and concerns. Please do not hesitate to contact me with any questions or further comments.

Sincerely,



Jeffrey C Poetsch
President, RSBD LLC

COMMENT LETTER # RBD2

Sean Charpentier

From: Jeff Poetsch [jeffcp@earthlink.net]
Sent: Wednesday, March 21, 2012 1:17 PM
To: Sean Charpentier
Cc: kenalsman@aol.com
Subject: Additional Comments to RBD/4 Corners Draft Specific Plan and EIR
Attachments: LTR-RWBD-0321-12(dra).docx

Hi Sean - a few more - nothing earth shattering

Original in the mail

Jeff

--

Jeffrey C Poetsch
650-369-2599 (office phone)
650-207-4994 (mobile)
650-369-2502 (office fax)
jeffcp@earthlink.net (e-mail)

RECEIVED
MAR 21 2012
PLANNING DIVISION

COMMENT LETTER # RBD2

Ravenswood Shores Business District, LLC
PO Box 51862, Palo Alto, CA 94303
(tel) 650-369-2599 / (fax) 650-369-2502
jeffcp@earthlink.net

March 21, 2012

Mr. Sean Charpentier
City of East Palo Alto
1960 Tate Street
East Palo Alto, CA 94303

RECEIVED
MAR 21 2012
PLANNING DIVISION

RE: Additional Comments to the Draft Ravenswood/4 Corners Transit Oriented Development Specific Plan and Environmental Impact Report

Dear Sean:

As a follow up to our letter to you of March 12, 2012; the members of the RSBD LLC identified several other areas of concern that we wanted to bring to your attention:

1. Hazardous Waste - Existing Conditions - Both the Specific Plan and the Draft EIR outlines the reputed environmental conditions of the various sites. As you may recall, the RSBD had a major environmental analysis done of the area by Bechtel Corporation around 2000-2002. According to several of our members, this report identifies conditions that are significantly less impacted than the current draft of the Specific Plan and EIR imply. We recommend that the findings of this report be incorporated into the document and that corrections are made accordingly.
2. Utility Infrastructure - Stormwater - Both the Specific Plan and Draft EIR identify a "dividing line" in storm water management related to storm water drainage that runs "north" on Demeter, Pulgas and Tara and that which runs south. This line is incorrectly assumed to be much further north than the reality of the current topography. Additionally, most of Tara Street, north of Bay already has stormwater management through the installation of the "bio-swale" that was constructed as part of the 151 Tara Road development. We recommend that these corrections be made to the documents to more accurately reflect the current conditions.

RBD2-1

RBD2-2

Mr. Sean Charpentier
March 21, 2012
Page 2 of 2

Thank you for your consideration of these issues and concerns. Please do not hesitate to contact me with any questions or further comments.

Sincerely,

Jeffrey C Poetsch
President, RSBD LLC

COMMENT LETTER # SSP

Sean Charpentier

From: Kinsley Binard [kbinard@sspa.com]
Sent: Wednesday, March 21, 2012 4:59 PM
To: Sean Charpentier
Cc: 'Michael Rafferty'; RHines@fbm.com; Robert Ferguson; Stuart.Dearden@sanofi-aventis.com; Mara Feeney
Subject: Specific Plan
Attachments: SLLI Comments 4 corners EIR and Plan 03212012.pdf

Mr. Charpentier,

Thank you for the opportunity to comment on the draft Ravenswood/4 Corners TOD Specific Plan and Specific Plan EIR. A comment letter is attached.

Kinsley Binard

Project Engineer
S.S. Papadopoulos & Associates, Inc.
45 Belden Place, 4th Floor
San Francisco, California 94104
Tel. (415) 773-0400 ext. 205
Cell (415) 637-0444
Fax (415) 773-0401
www.sspa.com

RECEIVED
MAR 21 2012
PLANNING DIVISION



S.S. PAPADOPOULOS & ASSOCIATES, INC.
ENVIRONMENTAL & WATER RESOURCE CONSULTANTS

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S.S. PAPADOPULOS & ASSOCIATES, INC.
ENVIRONMENTAL & WATER-RESOURCE CONSULTANTS

March 21, 2012

Mr. Sean Charpentier
Project Coordinator II
Attn: Specific Plan/Program EIR
City of East Palo Alto
1960 Tate Street
East Palo Alto, CA 94303

RECEIVED
MAR 21 2012
PLANNING DIVISION

Subject: **Comments on Draft Ravenswood/4 Corners TOD Specific Plan and Specific Plan EIR
East Palo Alto, California**

Dear Mr. Charpentier:

On January 17, 2012, the City of East Palo Alto issued the draft Ravenswood/ 4 Corners TOD Specific Plan and draft Specific Plan EIR documents. On behalf of Star Link Logistics, Inc. (SLLI), S.S. Papadopoulos & Associates is presenting comments on these two documents. As you are aware, SLLI has implemented a final remedy at the 26-acre area in East Palo Alto, known as the 1990 Bay Road Site, where soil and groundwater were impacted by former operations at the 1990 Bay Road Property. The 26-acre site falls within the 350 acre area that is the subject of the proposed Specific Plan. The 1990 Bay Road Site includes the 5-acre 1990 Bay Road property, partly developed commercial properties to the north, south and west; residential and mixed-use properties to the south; and 1.9 acres of tidal wetland located beyond a levee east of the 1990 Bay Road property. This letter provides comments on issues raised in the proposed Specific Plan that impact the ongoing management of the final remedy and residual contamination at SLLI's 1990 Bay Road Site.

• **Underground utility installations are within area of impacted soils.**

The draft Specific Plan appears to call for significant utility installations within the area with impacted soils. Descriptions of the planned upgrades to water supply pipelines, sanitary sewers and storm water pipelines indicate these upgrades will occur along Bay Road, Weeks Street and Runnymede Street. It is unclear from the information provided in the documents where, precisely, the utility upgrades will occur; however, utility installation routes should consider and avoid the identified areas of impacted soil both beneath the streets and on private property. SLLI has discussed the utility routes with the City and with the East Palo Alto Sanitary District, and would like to reiterate that neither the sanitary sewer main nor any new storm drain facilities should be planned to run in the designated areas with residual

SSP-1



Mr. Charpentier
 March 21, 2012
 Page 2

subsurface contamination near the levee between Bay and Runnymede. In the past there has been some discussion by City staff of placing a sewer or storm drain main on the SLLI and Wilson properties between Weeks and Runnymede Streets to connect to the existing facilities at the end of Runnymede Street. As previously agreed among SLLI and City and EPASD staff, the sewer and storm drain mains should be routed down Pulgas from Bay to Runnymede and connect to the regional systems at the end of Runnymede.

SSP-1
 cont.

The draft EIR document also discusses new storm drain installation along Bay Road, though it is not clear from the information given where along Bay Road this storm drain is intended to be installed. A storm drain already exists that drains the portion of Bay Road from the 1990 Bay Road property east to the entrance of Cooley Landing.

SSP-2

• **The Plan indicates that Office designation will promote cleanup.**

The 1990 Bay Road property is designated as Office under the draft Specific Plan. SLLI does not have an objection to this designation. The draft EIR document, however, states, “Redesignating the land closest to the Bay as Office rather than Industrial would re-use some of the previously contaminated land, thus promoting cleanup and reducing the future risk of hazardous chemical release to the surface waters of the Bay. This is a *beneficial* impact.” (Page 4.8-29 of draft EIR) SLLI would like to point out that the remediation on the 1990 Bay Road property is complete and changing designation to office will not result in additional cleanup nor impact the future risk of release from this property.

SSP-3

In addition, a PG&E substation is located within the area designated as office. The designation for the substation property should be changed to reflect its use.

SSP-4

• **The Plan calls for new parks and trails on deed restricted properties.**

The draft Specific Plan “calls for six smaller pocket parks, including three that would be accessed primarily by car and three that would be accessible primarily to pedestrians...The plan identifies potential amenities for each park, ranging from children’s play equipment to viewing platforms facing the San Francisco Bay.” (Page 4.13-31 of draft EIR)

Two of the six proposed parks are within the 1990 Bay Road site. These include a “new 0.85 acre park off of Weeks Street next to the Palo Alto Baylands Nature Preserve” and the southern location of “a set of two parks, totaling 2.79 acres, across from each other on Bay Road, marking the entry to Cooley Landing.” (Pages 3-14 and 4.13-38 of draft EIR). These two proposed park locations are on deed restricted properties. It is unclear what potential uses and amenities are proposed for the parks within the 1990 Bay Road site. While SLLI would support parking facilities and birdwatching/viewing stations at the proposed parks on deed restricted properties, recreational uses and children’s play areas would be inappropriate and would be incompatible with the longstanding deed restrictions.

SSP-5

The draft Specific Plan also includes “plans to extend the Bay Trail between Weeks Street and Bay Road.” (Page 4.13-37 of draft EIR) The proposed extension runs through deed

SSP-6

Mr. Charpentier
March 21, 2012
Page 3

restricted areas of the 1990 Bay Road Site. SLLI is on record as being opposed to the route and still believes alternate routes along Bay Road and Weeks Street are safer and more appropriate considering the remediation in place at the site.

SSP-6
cont.

• **The Plan calls for deep foundation systems.**

The draft EIR indicates that deep foundation systems should be considered in the area of the 1990 Bay Road site “where significant liquefaction-induced settlement is anticipated, unless the soil is mitigated, a deep foundation system should be considered.”(Page 4.6-11 of draft EIR) In order to minimize disturbance to treated soil, spread footings or mat foundations may be more appropriate for office or light industrial buildings located in areas with treated soil.

SSP-7

• **The draft EIR includes an alternative described as a Wetlands Setback Alternative.**

One alternative described in the draft EIR is the “Wetlands Setback Alternative.” This alternative has identified a large portion of the 1990 Bay Road site to be restored as upland plant and wildlife habitat. The draft EIR indicates that “with this alternative, a 300-foot buffer zone would be drawn around the existing wetland edge, and new development would be prohibited in this zone. The buffer zone would be restored as upland plant and wildlife habitat that would also serve to absorb flood waters.” (Page 5-1 of draft EIR) The majority of the 1990 Bay Road Site shown in the area of this wetland setback has been remediated, but elevated levels of arsenic remain in the soil and groundwater in these areas. The soil has been treated by means of fixation technology and asphalt caps have been installed to minimize water infiltration. The plan to restore these remediated areas into upland plant and wildlife habitat is inappropriate and incompatible with the approved remedy for the 1990 Bay Road Site.

SSP-8

In addition to the above comments, we have the following editorial comments on the draft EIR Hazardous Materials Section, Section 4.8.

On page 4.8-20:

◆ 1990 Bay Road – This federal Superfund site The 1990 Bay Road Site is a 26-acre active remediation site comprised of several individual properties. Remediation at the site is performed under RWQCB and USEPA oversight pursuant to agency-approved final cleanup plans.

SSP-9

The 1990 Bay Road property was the location of the former operating facility. This property is currently vacant except for one warehouse. The property was historically used for pesticide formulations for over 70 years. The property was purchased by Rhône- Poulenc in 1994 and leased to Catalytica Energy Systems. Catalytica reportedly manufactured chemicals and pharmaceuticals prior to ceasing operations in 2001. In 2004 a 3-acre portion of an adjacent PG&E property was added to the 1990 Bay Road property by lot-line adjustment.



Mr. Charpentier
March 21, 2012
Page 4

Significant concentrations of arsenic and other heavy metals were detected in soils and groundwater at the 1990 Bay Road Site. Remediation operations have been underway since 1981. The complex remediation plan includes removal of impacted soil, capping of soil, and the use of deed restrictions. Several deed restrictions have been filed for the 1990 Bay Road property as well as nearby other properties within the site, including:

- 1990 Bay Road, 2470 Pulgas Avenue, 1992 Bay Road (the PG&E poleyard), 1980 Bay Road, 1175 Weeks Street Avenue, 1250 Weeks Street and 1200 Weeks Street Avenue – restrictions to commercial/industrial use, no residential use, restrictions on subsurface work and boring/well installation (the frontage road at 1990 Bay Road must remain for roadway use)
- ~~2017 Bay Road~~ required notification to on-site workers
- 1275 Runnymede Street Avenue – restrictions on subsurface work

Additionally, for groundwater protection, the installation of a 1,275-footlong subsurface barrier wall to a depth of approximately 20 feet has been completed, and an extensive monitoring program remains ongoing. The site remains an open case.

On page 4.4-32:

“...several properties have deed restriction or land use covenants that have been filed or will be filed...” “The following properties are affected:

- ◆ 2519 Pulgas Avenue
- ◆ 2555/2565 Pulgas Avenue
- ◆ 2477/2485/2470 Pulgas Avenue
- ◆ 965 Weeks Street
- ◆ 1060 Weeks Street
- ◆ 1175 Weeks Street
- ◆ 1200 Weeks Street
- ◆ 1250 Weeks Street
- ◆ 1802-04 Bay Road
- ◆ 1860/1950 Bay Road
- ◆ 1980 Bay Road
- ◆ 1985 Bay Road
- ◆ 1990 Bay Road
- ◆ 1992 Bay Road, PG&E Poleyard Yard, Bay Road
- ◆ 2017 Bay Road
- ◆ 151 Tara Road
- ◆ 1275 Runnymede Street

SSP-9
cont.

SSP-10



Mr. Charpentier
March 21, 2012
Page 5

We appreciate the opportunity to comment on the draft Specific Plan. Please contact the undersigned at (415)-773-0400 if you have any questions or require additional information.

Sincerely,

S.S. PAPANOPULOS & ASSOCIATES, INC.

Michael T. Rafferty, P.E.
Project Manager

cc: R. Hines – FB+M
R. Ferguson – SLLI
S. Dearden – Sanofi
M. Feeney – MFA

Individuals

MR. ROBERT FACCIOLA
1965 Portola Road
Woodside, California
94062

RECEIVED
MAR 06 2012
PLANNING DIVISION

March 1, 2012

Mr. Sean Charpentier
City of East Palo Alto – Redevelopment Agency
1960 Tate Street
East Palo Alto, CA 94303

RE: Comments to Draft Ravenswood/4 Corners Transit Oriented Development Specific Plan and Environmental Impact Report dated January 16, 2012

Dear Mr. Charpentier:

As a follow up to your Notice of Availability memo of January 17, 2012; the follow letter addresses some of the comments and concerns regarding the Ravenswood/4 Corners TOD Specific Plan and EIR both of which are dated January 16, 2012. As you know, my family owns the property at 391 Demeter as typically identified in the draft Specific Plan and EIR documents.

As you are well aware, I have requested that this property be zoned residential for several compelling reasons.

- Residential development will meet a Market Demand -
- Residential development on the 391 Demeter could be a catalyst for development in this area.
- Residential development is compatible with the adjacent land uses and has beneficial environmental impacts versus office/industrial development
- Residential development can significantly reduce the costs associated with the implementation of the Specific Plan

In previous correspondence to the City Council, Planning Commission and the Redevelopment Agency, I (and others) have identified the facts that support these conclusions.

Pursuant to the City Council meeting of March 1, 2011, specific direction was provided to Redevelopment Staff to review BOTH residential uses and office/industrial uses for this site in the Four Corners – RWBD TOD Specific Plan and EIR. This was done solely in the Draft EIR by considering a “Housing on 391 Demeter Street Alternative” in the options reviewed in Chapter 5 of the draft.

RF-1

RF-2

In this analysis, it was noted that impacts of Housing on 391 Demeter on Aesthetics, Biological Resources, Geology, Soils and Mineral Resources were superior to that of the proposed usage as Office/Industrial. The impacts on Agriculture and Forestry Resources, Cultural Resources, Land Use Planning were found to be generally equivalent and I generally concur with that conclusion. However, I believe that the conclusion that the impacts on Noise, and Population and Housing is equivalent to Office/Industrial development is clearly in error as Housing on 391 Demeter would certainly have an superior environmental impacts versus office/industrial development in these areas. I also dispute the conclusions that the impacts on Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Public Services and Recreation, Transportation and Traffic and Utility services are more significant than office industrial development. Specifically, the EIR has failed to adequately consider the following:

RF-2
cont.

- Air Quality / Greenhouse Gas Emissions / Transportation - generally the air quality / greenhouse gas emissions / transportation conclusions are based solely on the assumption that given a higher citywide population versus the office/industrial alternative, more traffic trips are generated. However, this review fails to analyze:
 - if this assumption is true
 - the differences between residential energy consumption and office/industrial energy consumption as it impacts air quality
 - cumulative impacts of housing demand from the Facebook Campus on air quality

- Hazards and Hazardous Materials - residential development would have two clear benefits versus office development
 - Higher clean up standards for any environmental contamination would improve overall environmental characteristics by reducing overall hazardous material levels
 - Residential development will support less environmentally hazardous materials storage, usage and consumption than office or industrial.

- Hydrology and Water Quality - the conclusion that residential development is inferior to office/industrial is based on the assumption that greater population in the 100-year flood plan is an environmental detriment. This analysis fails to consider:
 - Given the fill it is likely that residential development will be above the 100-year flood plan
 - The fact that residential development will support more open space, less parking, reduce storm water run off, as well as provide greater opportunities for storm water mitigation alternatives.

RF-3

RF-4

RF-5

- Noise - The analysis acknowledges that residential is less likely to impact the adjacent residential neighborhood with adverse noise than the industrial/R&D alternative however the “conclusion” is that this is then equivalent.
- Population / Housing - residential development addresses the immediate known housing demand issues for the City. As such this is clearly an “improvement” and not equivalent to office/industrial.
- Public Services and Recreation - With residential zoning, a community center and park area on the site is more feasible because of possible contributions from the site owner and as this development can happen sooner (as there is existing demand for housing versus no demand for office or retail in this area currently) the park and associated trails can benefit the community sooner.
- Utilities / Service Systems - Previously, I had been lead to understand that utilities sufficient to service the needs of a residential development are at the property line of the site. This appears to have changed. The Specific Plan and EIR appear to require that additional water capacity be provided by any new development. As such, with this as a “requirement” there is no increased impact versus office/industrial development.

RF-6

RF-7

RF-8

RF-9

An environmental impact analysis that correctly incorporates these considerations undertaken on the site considering residential development versus office or light industrial/R&D development will demonstrate that residential development has fewer adverse environmental impacts than that of office/industrial development and is a superior usage of the site. I anticipate that these concerns and consideration will be addressed in the final report and that the residential zoning will be found to be the more appropriate zoning.

In closing, I want to note several important cost considerations. The specific plan identifies four important community benefits are proposed for my property

- 1) The community park at the intersection of Purdue and Demeter
- 2) The Loop road along the border of my property and the University Park community
- 3) A “spur trail” along the loop road
- 4) Bay Trail connection boardwalk.

RF-10

This implementation of this plan is estimated to cost \$134 million and this estimate does not appear to include the acquisition of all the property necessary to undertake these community benefits. If the City does in fact desire these community benefits, and would like the benefits sooner rather than later, I believe that residential development on my site can provide the economic means to reduce the City’s burden of the cost of these community benefits.

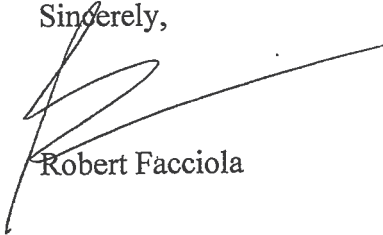
Sean Charpentier / City of East Palo Alto

March 1, 2012

Page 4

Thank you for your consideration of my comments and I look forward to continuing to work on this important project with the City of East Palo Alto.

Sincerely,

A handwritten signature in black ink, appearing to be 'Robert Facciola', written over a horizontal line.

Robert Facciola

cc: The City of East Palo Alto City Council
The City of East Palo Alto Planning Commission

COMMENT LETTER # AL

Sean Charpentier

From: Adina Levin [aldeivnian@gmail.com]
Sent: Wednesday, March 21, 2012 4:56 PM
To: Sean Charpentier
Subject: Ravenswood Business District Specific Plan/EIR

RECEIVED
MAR 21 2012
PLANNING DIVISION

Dear Mr. Charpentier, City of East Palo Alto staff and Council members,

Thank you for the opportunity to comment on the Ravenswood Business District Environmental Impact Report.

The East Palo Alto community is already heavily impacted by automobile traffic, making the streets less safe for residents, and harming health by polluting the air and reducing opportunities for healthy exercise in daily life.

The Ravenswood Business District provides an important foundation for needed economic development. The Specific Plan includes a number of positive features to mitigate the impact of vehicle traffic, and there are some additional opportunities to make these features more effective.

As an advocate for healthy active transportation, I would like to strongly commend the plan's inclusion of sidewalk improvements, multi-purpose trails, and bike lanes throughout the area to make it easier and safer to get around without an automobile. The plan to complete the sidewalk network will increase safety and encourage walking. The multi-purpose trails help foster a "park once" approach for people who drive, and will help people who come to the district without a car.

The proposed completion of the current gap in the Bay Trail will enable 100 continuous miles of trail connecting East Palo Alto to locations on the Peninsula/South Bay and East Bay. In addition to providing recreational benefits for residents and employees, the trail completion is likely to increase the amount of bike commuting for the Ravenswood Business District area as well as nearby the Menlo Park developed areas. The expected increase in bike commuting is based on experience with the recent completion of a Bay Trail segment near Moffett Field in Mountain View. Also note that Facebook has announced its intention to build the component of the missing Bay Trail segment that parallel's University Ave in East Palo Alto.

To take advantage of the connectivity in the plan area, it would be beneficial for the plan to contain participation in a bicycle sharing program. Bike sharing programs enable people to run short errands without a vehicle. The Bay Area is starting a bike sharing pilot program in 2012, following successful programs in Washington DC, Boston, and other cities. Experience in other cities shows that bike share programs are typically used by local people for practical purposes rather than by tourists. Pilot cities on the Peninsula include Redwood City and Palo Alto. If the program goes forward past the pilot stage, the Ravenswood Business District would be a good candidate for participation in an ongoing program.

Another positive element is that the plan explicitly considers the impact of adding vehicle lanes on pedestrian safety, and recommends adding pedestrian safety features when vehicle lanes are added.

However, the plan predicts that the mode split for bicycling will remain at the 1-2% level that has been historically observed in East Palo Alto. With improved infrastructure, there is reason to expect that the share will increase. The neighboring communities of Menlo

AL-1

AL-2

Park and Palo Alto, with similar weather, flat terrain, and better conditions for cycling, observe bicycle mode split of 9% and 8% respectively.

AL-2
cont.

Another positive element is the call for shared parking, unbundled parking, and pricing parking. These measures help to improve the efficiency of parking resources and encourage economic choices regarding parking and driving that reflect the impact of auto traffic.

AL-3

The plan recommends Transportation Demand Management in the Specific Plan Area to help reduce the demand for vehicle trips. TDM can be extremely effective. For example, driving alone to work at Stanford University dropped from 72% to 52% between 2002 and 2007 as a result of a robust TDM program including transit passes, expanded transit service, car sharing, hourly car rentals, bike parking and storage, parking permits, and parking cashout.

However, the analysis makes pessimistic assumptions that TDM will not impact the amount of vehicle traffic. For example, on page 4-14.40, the draft EIR states "Thus, in order to be conservative, no trip reductions were assumed for increased transit usage or the effect of possible TDM measures." This assumption is more conservative than is reasonable, given the many examples of successful TDM programs in the region. The plan should make reasonable assumptions about the role of TDM in reducing traffic.

AL-4

Also, the TDM provision as written applies only to larger businesses.

There is an opportunity to enable smaller businesses to participate in the traffic reduction benefits of TDM by creating a Transportation Management Association (TMA). Area businesses contribute to the TMA, which makes investments for the group in shuttle, carpool/carshare, transit pass, and other programs to reduce auto congestion. An example of a successful TMA is Moffett Business Park in Sunnyvale, with 15,000 employees among multiple companies. The TMA approach is also currently being proposed in the North Bayshore Precise Plan for the City of Mountain View.

AL-5

Given the potential for greater TDM results, the plan would also benefit from taking an incremental approach to vehicle lane additions, and to the buildout of the proposed Loop Road. Travel mode share and vehicle travel should be surveyed on a regular basis and vehicle capacity should be added only if there is a demonstrated need, and vehicle capacity is analyzed at that time to be more effective than expanded investments in vehicle traffic reduction.

AL-6

I hope that this plan is completed and moves forward, adding economic development for East Palo Alto and the region, while preventing traffic impact and improving community health.

Sincerely,

Adina Levin
Active transportation advocate
Menlo Park

Sean Charpentier

From: bnaudnaud@aol.com
Sent: Wednesday, March 21, 2012 1:55 AM
To: Sean Charpentier
Subject: RBD/4Corner TOD Specific Plan comment
Attachments: Response_to_the_Ravenswood.docx

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COMMENT LETTER # BH

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Response to the Ravenswood/4Corners TOD Specific Plan EIR

To whom it my concern,

Here are issues I find this EIR fails to address the East Palo Alto community.

- 1.) The aesthetics, noise, and air quality in the University Village Neighborhood involved with the “elevated above grade” Loop Road connecting to Demeter St. It affects the vistas from these homes, and sound wall is not aesthetically pleasing. Noise and air quality impacts added to the current impact of the University Ave. with 29,000 plus vehicles to this neighborhood was not included as I asked for this during the scoping for the EIR.
- 2.) Aesthetic, noise, air quality, and traffic impacts to the Weeks Neighborhood and Gardens Neighborhood due to pass through traffic using the Loop Road to connect traffic from the Bayfront Expressway and University Ave. to Embarcadero Road and US101 in Palo Alto. This Loop Road connection will become a natural magnet for commuters between US101 and the Dumbarton Bridge and its impact have not been calculated.
- 3.) The connection of Purdue Ave. and Demeter St. impact to the University Village Neighborhood. This connection was not made by residents during the resident engagement process and was added by staff after the resident engagement, therefore how could anyone have commented on this new intersection during the scoping for the EIR? During the resident engagement 391 Demeter St. was designated park space and community center. This should not have been changed by staff to Ravenswood Flex Overlay with obscured building heights.
- 4.) Vistas of the Bay are calculated by three narrow corridors in the EIR. I asked in the scoping of the EIR to study the Bay vistas currently enjoyed by all residents in the Gardens, Weeks and Village Neighborhoods from their homes. During the resident engagement, residents did not okay 8 stories of building for the Water Front Office in the RBD or 6 stories of building in the 4Corners Gateway nor 5 stories of building in the Urban Residential in the RBD. This change by staff again leaves a topic unable to be included in the EIR scoping by residents.
- 5.) The UP Rail Spur easement as a non motorized trail was at first found during the resident engagement period of the Specific Plan and later removed by the residents and community groups. This trail configuration should not have been changed by staff as it affects the scoping of the EIR by residents since residents had no idea staff would make this addition.

Thank you.

BH-1

BH-2

BH-3

BH-4

BH-5

Bernardo Huerta

Sean Charpentier

From: Andrew Boone [nauboone@gmail.com]
Sent: Wednesday, March 21, 2012 5:03 PM
To: Sean Charpentier
Subject: Ravenswood/4 Corners Draft EIR Comments
Attachments: EPA RBD Draft EIR Comments - Andrew Boone.pdf

Dear Sean,

Attached are my comments on the Ravenswood/4 Corners TOD Specific Plan Draft EIR.

Thank you very much.

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PLANNING DIVISION

COMMENT LETTER # AB

To: Sean Carpentier, City of East Palo Alto
From: Andrew Boone, Member, East Palo Alto Public Works and Transportation Commission
Subject: Ravenswood/4 Corners TOD Specific Plan Draft EIR

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PLANNING DIVISION

Dear Mr. Carpentier,

Thank you for your detailed and patient presentation of the Ravenswood/4 Corners TOD Specific Plan Draft Environmental Impact Report (EIR) at a series of community meetings over the past two months. Your answers to mine and other community member's questions have clarified most of my concerns.

However, I believe that the Transportation/Traffic Analysis conducted in the Draft EIR includes few fundamental errors which result in overestimating the number of vehicle trips that will be generated by the Plan Area's developments. The California Environmental Quality Act (CEQA) requires that environmental impacts be quantified as accurately and realistically as possible. In order to comply with CEQA, these errors should be corrected in the final version of the Ravenswood/4 Corners TOD Specific Plan EIR.

The Draft EIR violates CEQA by ignoring some potential for vehicle trip reductions because it underestimates the most likely levels of transit, bicycling, and walking.

The Draft EIR used the *Institute of Transportation Engineers (ITE)'s Trip Generation, Eighth Edition, 2008* and the *ITE Trip Generation Handbook, 2nd Edition* to estimate the number of vehicle trips that will be generated by the plan development, accounting for *Mixed-Use Reductions* and *Pass-By Reductions*.

These documents assume certain percentages for the number of commuters that will arrive using transit, bicycling, and walking consistent with similar developments in other areas. These levels are stated in the Draft EIR to be 3 - 5% for transit, and 1 - 2% for bicycling. (The assumed levels for walking are not stated).

However, U.S. Census Bureau data shows higher levels for transit, bicycling, and walking in East Palo Alto. The 2006 - 2010 American Community Survey (the most recently available data) show that 5.2% of East Palo Alto residents used transit to get to work, 3.3% bicycled, and 3.2% walked. In neighboring Palo Alto and Menlo Park, where many of the Ravenswood Business District workers are expected to live, levels of transit usage, bicycling, and walking to work are even higher. The 2008 - 2010 American Community Survey (ACS) showed that in Palo Alto, 4.7% of residents used transit, 8.6% bicycled, and 5.8% walked to work. In Menlo Park, 6.8% used transit, 8.8% bicycled, and 2.5% walked to work.

CEQA demands that project impacts be evaluated against a backdrop of actual environmental conditions, not hypothetical conditions. CEQA Guidelines section 15126.2 describes the proper method for analyzing a project's impacts against this environmental baseline as follows: "In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced."

Not only do the Draft EIR's assumed levels for transit usage of 3 - 5% and 1 - 2% underestimate

AB-1

AB-2

current levels in East Palo Alto and the surrounding region, they also do not account for the probable improvement in both transit service and bicycle network connectivity to the Ravenswood Business District (RBD) in the future. The RBD Plan calls for improved Transit Service with on-street bus bays, wider sidewalks, bus shelters, public restrooms, and transit information kiosks. The RBD Plan calls for improved bicycle facilities with a series of Class I off-street bike paths, in the project area, provisions to require bicycle parking and showers, and locker rooms as part of new development.

To expect that these improvements to transit and bicycling will *reduce* the current levels of transit usage and bicycling is a violation of CEQA because environmental impacts must be quantified based on *actual* environmental conditions.

Underestimating the expected future levels of transit usage, bicycle, and walking and not accounting for them with vehicle trip reductions in the Transportation/Traffic Analysis fails to meet this requirement of CEQA.

I hope to see these errors will be corrected in the final version of the Ravenswood/4 Corners TOD Specific Plan EIR. Thank You.

Sincerely,

Andrew Boone
Member, East Palo Alto Public Works and Transportation Commission

AB-2
cont.

A P P E N D I X 2 C

CONSISTENCY BETWEEN CLIMATE
ACTION PLAN AND SPECIFIC
PLAN



TABLE A-1 CONSISTENCY BETWEEN CITY OF EAST PALO ALTO CLIMATE ACTION PLAN AND THE SPECIFIC PLAN

Goal	Measures	Sector Targets	Project Consistency			Discussions
			Yes	N/A	No	
Energy						
E-1: Become more energy efficient	E-1.1: Establish mandatory green building checklist such as Green Point-rated for new home construction and retrofit projects	Residential electricity, residential gas	yes			Specific Plan Policy LU-4.6 requires the City to verify that Green Building standards are part of every development project application.
	E-1.2: Establish mandatory green building ordinance on all new commercial construction based on CalGreen or LEED	Commercial electricity, commercial gas	yes			Specific Plan Policy LU-4.6 requires the City to verify that Green Building standards are part of every development project application.
	E-1.3: Promote residential water efficiency programs of local water municipalities such as installation of high efficiency toilets	Residential electricity, residential gas	yes			City will promote residential water efficiency, as resources permit.
	E-1.4: Leverage existing programs for energy efficiency audits and retrofits	Residential electricity, residential gas	yes			City will leverage existing programs for energy efficiency audits and retrofits, as resources permit.
E-2: Increase renewable energy	E-2.1: Participate in and promote PACE program (energy efficiency and solar financing paid as part of property tax bills)	Residential electricity, residential gas	yes			City will participate in and promote PACE program, as resources permit.
	E-2.2: Educate residents on solar financing, tax, and rebate opportunities	Residential electricity, residential gas	yes			City will educate residents on solar financing, tax, and rebate opportunities, as resources permit.
Transportation and Land Uses						
TL-1: Prioritize smart growth land use	TL-1.1: Coordinate Climate Action Plan with General Plan to streamline projects that meet the following land use criteria: increased density, affordable housing, transit-oriented development, and mixed-use zoning	Residential, commercial, transportation	yes			The Specific Plan includes increased density, affordable housing, transit-oriented development, and mixed-use zoning. The Specific Plan will increase the Citywide housing stock by approximately 10 percent. The densities will range from 40 to 60 dwelling units per acre, which is significantly higher than the

Goal	Measures	Sector Targets	Project Consistency			Discussions
			Yes	N/A	No	
						Citywide average.
TL-2: Improve public transportation	TL-1.2: Continue to implement Ravenswood/4 Corners TOD Strategy	Residential, commercial, transportation	yes			The Specific Plan represents implementation of this strategy.
	TL-2.1: Improve public transportation access to regional transportation and local services	Transportation – local roads	yes			Specific Plan’s Goal TRA-3 seeks to increase use of public transit and non-vehicular methods of travel. The Specific Plan calls for pursuing development of a rail station, and working with SamTrans to study the potential for BRT services, and to improve access to transit at Bay Road and University Avenue. These policies would result in improved public transportation access to regional and local transportation services.
TL-3: Encourage walking and bicycling	TL-2.2: Promote education and outreach on pre-tax transit subsidies	Transportation – local roads	yes			City will promote education and outreach on pre-tax transit subsidies, as resources permit.
	TL-3.1: Develop a master pedestrian and bicycle plan to promote walkable streets, bike lanes, and increased bike parking	Transportation – local roads	yes			The pedestrian and bicycle master plan will be completed as part of an upcoming General Plan update and the master plan would also apply to the Specific Plan area.
	TL-3.2: Expand the Safe Routes to School program	Transportation – local roads	yes			The Specific Plan does not specifically call for a Safe Routes to School program, but includes various measures to improve pedestrian and bicycle circulation in the Plan Area.
TL-4: Increase urban green space	TL-4.1: Support efforts to plant trees in East Palo Alto	Residential electricity & gas, transportation - all	yes			The Specific Plan includes streetscape standards that require planting street trees, including native species, in the Plan Area.
Waste						

Goal	Measures	Sector Targets	Project Consistency			Discussions
			Yes	N/A	No	
W-1: Promote material re-use	W-1.1: Promote and education community members about the benefits of re-using materials in their homes and businesses	Generated waste, residential	yes			City will promote and education community members about the benefits of re-using materials in their homes and businesses, as resources permit.
W-2: Increase recycling	W-2.1: Incentivize recycling and support multi-family building recycling solutions	Generated waste, residential	yes			City will work with South Bay Waste Management Authority to incentivize recycling and support multi-family building recycling solutions, as resources permit.
	W-2.2: Institute a mandatory requirement for businesses to recycle	Generated waste, commercial	yes			Businesses in the Specific Plan area would also be encouraged to recycle to the maximum feasible extent based on the regional solid waste contract.
W-3: Increase composting	W-3.1: Institute a mandatory requirement for businesses to compost food scraps & ban non-biodegradable food containers	Generated waste, commercial	yes			Businesses in the Specific Plan area would also be encouraged to compost to the maximum feasible extent based on the regional solid waste contract.
Municipal Operations						
MU-1: Increase municipal energy efficiency and renewable energy	MU-1.1: Retrofits of all signals, pedestrian walk signs, and streetlights with LED lights	Government, energy	yes			Implementation of policies about municipal operations would also be encouraged to the maximum feasible extent for the Specific Plan area.
	MU-1.2: Energy efficiency retrofits for city buildings	Government, energy	yes			Implementation of policies about municipal operations would also be encouraged to the maximum feasible extent for the Specific Plan area.
	MU-1.3: Install solar panels on city-owned buildings/land	Government, energy	yes			Implementation of policies about municipal operations would also be encouraged to the maximum feasible extent for the Specific Plan area.
MU-2: Efficient municipal transportation	MU-2.1: Promote an efficient city fleet policy	Government, transportation	yes			Implementation of policies about municipal operations would also be encouraged to the maximum feasible extent for the Specific Plan area.

Goal	Measures	Sector Targets	Project Consistency			Discussions
			Yes	N/A	No	
MU-3: Work towards zero waste government operations	MU-3.1: Provide recycling and compost (food scraps) bins in all City buildings. Post signs above bins to promote correct waste disposal	Government, waste	yes			Implementation of policies about municipal operations would also be encouraged to the maximum feasible extent for the Specific Plan area.
	MU-3.2: Minimize waste generation through behavior change	Government, waste	yes			Implementation of policies about municipal operations would also be encouraged to the maximum feasible extent for the Specific Plan area.