

2. Comments Received During Public Comment Period

Two comment letters were received during the public comment period for the Draft IS/MND for the Middlefield Road Improvement Project, from the following agencies or persons:

- California Department of Transportation (Caltrans), referred to as Letter A.
- California Water Service, referred to as Letter B.

In addition, a letter was received from the State of California Governor's Office of Planning and Research (State Clearinghouse). The State Clearinghouse letter acknowledges that the County complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to CEQA, and confirms that the Draft IS/MND was published for a review period of 30 days from August 20, 2018 to September 18, 2018. The State Clearinghouse letter included a copy of the comment letter from Caltrans.

Each of these comment letters is included in full below, with each specific comment bracketed and numbered for reference. Responses to each individual comment raised in the comment letters are provided in Section 3.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

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September 18, 2018

SCH # 2018082043
GTS # 04-SM-2018-00201
GTS ID: 12272
PM: SM – 82 – 2.486

Mr. Carter Choi, County Project Manager
San Mateo County
Department of Public Works
555 County Center, 5th Floor
Redwood City, CA 94063-1665

Middlefield Road Improvement Project – Mitigated Negative Declaration (MND)

Dear Mr. Choi:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Middlefield Road Improvement Project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) in part, by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the August 17, 2018 MND.

Project Understanding

The County of San Mateo Department of Public Works proposes to implement the Middlefield Road Improvement Project (Project) in the unincorporated North Fair Oaks area in San Mateo County. The proposed improvements are intended along an approximately 2,900-foot stretch of Middlefield Road from just south of Douglas Avenue in the north, to just north of Sixth Avenue in the south (the Project area). Middlefield Avenue in the Project area is parallel to, and located approximately 2,200 feet northeast of State Route (SR) 82 (El Camino Real), and Middlefield Road intersects with SR 84 (Woodside Avenue) approximately 2,200 feet northwest of the project area.

The Project would include three main components:

- **Roadway improvements.** The Project would reconfigure Middlefield Road between Pacific Avenue and Fifth Avenue from a four-lane, two-way roadway to a three-lane (one lane in each direction with a center left turn lane) roadway with parallel parking, bike lanes, and wider sidewalks. Expanded sidewalk would be constructed to accommodate street amenities, such as benches, landscaping, street lights, trash receptacles, street art,

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Mr. Choi, San Mateo County Department of Public Works
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public spaces, wayfinding signage, and low-impact development for stormwater management.

- **Utility undergrounding.** The Project would remove the existing overhead utilities between MacArthur Avenue and Fifth Avenue, and replace them with a proposed underground joint utility trench in the new southbound travel lane of Middlefield Road
- **Sanitary sewer replacement.** The Project includes replacing the existing sewer lines between Douglas Avenue and Sixth Avenue as part of a sanitary system upgrade.

Multimodal Planning

Mitigation Measure TRA-3 includes monitoring of delay at five intersections, including that of SR 82 (El Camino Real) and Fifth Avenue. If delays at that intersection exceed the 2050 No Build Conditions by four seconds, it may trigger the construction of the suggested improvement, the addition of a second westbound left-turn pocket at that intersection.

Configurations with two left-turn lanes can result in modal conflict between turning vehicles and pedestrians crossing the street. To avoid these conflicts, the Project should separate the pedestrian and left-turn signal phases, allowing pedestrians to cross without conflicts from turning vehicles.

Additionally, improvements to the intersection of SR 82 (El Camino Real) and Fifth Avenue should include the following:

- Extend the median nose on the south side of the intersection and upgrade the median to a pedestrian refuge island per Caltrans Revised Standard Plan a88b. This allows pedestrians who may not be able cross the wide, six-lane intersection in the allotted time to safely wait for the signal to change again. There is an existing pedestrian push button at the median, which should be maintained.
- Consider adding a marked high-visibility crosswalk across the north leg of the intersection.

Under Section 2.5, the document should note that the Project will require approvals from Caltrans for modifications made to the 5th Ave / SR 82 intersection.

The Project's primary and secondary effects on pedestrians, bicyclists, travelers with disabilities, and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained.

Travel Demand Analysis

The Project should determine if the queues spill back onto SR 82 and SR 84. The California Environmental Quality Act (CEQA) does not exempt these types of operational issues from evaluation. In conducting this evaluation, it is necessary to use Demand Volumes rather than



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output volumes or constrained flow volumes. Please submit Synchro software calculation worksheets and 95th percentile queuing analysis worksheets for the following intersections:

- SR 82 and Fifth Ave.
- SR 84 and Middlefield Rd.

A-4
(cont)

Please also provide further clarification regarding the impacts of the mitigation measures at the intersection of Middlefield Road and Fifth Avenue, and why the level of service at the intersection of SR 82 (El Camino Real) and Fifth Avenue does not improve as a result.

A-5

Lead Agency

As the Lead Agency, the San Mateo County Department of Public Works is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

A-6

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires an encroachment permit that is issued by Caltrans. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed and stamped traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

A-7

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jake Freedman at 510-286-5518 or jake.freedman@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

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From: Pi, Matthew <mpi@calwater.com>
Sent: Thursday, September 20, 2018 2:38 PM
To: DPW_Middlefieldrdproject <DPW_Middlefieldrdproject@smcgov.org>
Subject: Middlefield Road Improvement Project Comments

Good Afternoon San Mateo County Public Works,

Cal Water has finished the review of the Middlefield Road Improvement Project IS/MND and noticed potential conflicts with existing water utilities located along Middlefield and through the intersecting streets. There should be no conflict with the sidewalk improvements, but there may be issues during construction of the sanitary sewer replacement and the relocation of all above ground utilities into the new common trench. Cal Water mains are located approximately 3.5-4.5' deep and may be impacted during the trenching operations of the project.

If possible, it would be great if San Mateo County Public works can share the CAD files for the project and possibly meet to discuss scheduling and potential utility conflicts so that all issues are addressed before construction. Thank you.

Matt

Matt Pi

CAD Supervisor

CALIFORNIA WATER SERVICE

408-367-8318 (office)

408-512-4655 (cell)



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EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

September 19, 2018

Gil Tourel
San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Subject: Middlefield Road Improvement Project
SCH#: 2018082043

Dear Gil Tourel:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 18, 2018, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
1-916-322-2318 FAX 1-916-558-3184 www.opr.ca.gov

Document Details Report State Clearinghouse Data Base

SCH# 2018082043
Project Title Middlefield Road Improvement Project
Lead Agency San Mateo County

Type MND Mitigated Negative Declaration
Description The county Dept of Public Works proposes to implement the Middlefield Road Improvement Project in the unincorporated North Fair Oaks Area in San Mateo County, CA. The proposed improvements are intended along an approx 2,900 ft stretch of Middlefield Rd from just south of Douglas Ave in the north, to just north of Sixth Ave in the south.

Lead Agency Contact

Name Gil Tourel
Agency San Mateo County
Phone (650) 599-7217
email
Address 555 County Center, 5th Floor
City Redwood City **State** CA **Zip** 94063

Project Location

County San Mateo
City
Region
Lat / Long
Cross Streets Middlefield Rd and Dumbarton Ave
Parcel No. public ROW
Township **Range** **Section** **Base**

Proximity to:

Highways SR 82, 84, US 101
Airports
Railways Caltrain, Dumbarton Spur
Waterways Redwood Crk
Schools Everest, Garfield, Fair Oaks, Hoover
Land Use adjacent to commercial mixed use or neighborhood mixed use

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian

Reviewing Agencies Resources Agency; Air Resources Board, Transportation Projects; Resources, Recycling and Recovery; Department of Fish and Wildlife, Region 3; Cal Fire; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Native American Heritage Commission; Public Utilities Commission

Date Received 08/20/2018 **Start of Review** 08/20/2018 **End of Review** 09/18/2018

Note: Blanks in data fields result from insufficient information provided by lead agency.

3. Responses to Comments Received

This section summarizes the individual comments from the comment letters, provides the County's response to each comment, and describes any changes made to the IS/MND as a result of the comment or the County's response. Actual text changes to the IS/MND are provided in Section 5.

3.1 Letter A: from California Department of Transportation (Caltrans)

3.1.1 Comment A-1

Summary of Comment: Commenter requests design changes to suggested improvements at intersection of El Camino Real (SR 82) and Fifth Avenue that might be implemented as part of Mitigation Measure TRA-3, to reduce multimodal conflicts.

Response to Comment: The County acknowledges and understands the Commenter's concerns that configurations with two left-turn lanes can result in modal conflicts between turning vehicles and pedestrians, and that separation of pedestrian and left-turn signal phases can often reduce such conflicts. If and when future monitoring of Level of Service (LOS) delay at the El Camino Real/Fifth Avenue intersection demonstrates that Project-related traffic is causing a significant impact (i.e., average delay more than 4 seconds above the delay under No Build conditions), the County would implement actions or improvements to decrease the average delay caused by the Project to a less-than-significant level. Note: Mitigation Measure TRA-3 describes one suggested improvement action (addition of a second westbound left-turn pocket) for the El Camino Real/Fifth Avenue intersection which has been assessed as sufficient to mitigate Project impacts to less-than-significant levels; however, the mitigation measure also allows for the County to implement alternative improvement actions, provided analysis undertaken at the time documents that the chosen improvement would achieve the same performance standard as the suggested mitigation. Whichever improvement the County implements in the future (if any), potential impacts to traffic and pedestrian safety would be considered.

Changes to IS/MND: The suggested improvement for the El Camino Real/5th Avenue intersection in Mitigation Measure TRA-3 has been modified to include separation of pedestrian and left-turn signal phases.

3.1.2 Comment A-2

Summary of Comment: Commenter requests changes to Section 2.5 of the IS/MND to note required approval from Caltrans for modifications to SR 82/Fifth Avenue intersection.

Response to Comment: The County acknowledges that approvals from Caltrans would be required prior to any modifications to the State transportation network. However, the proposed project does not at this time require any modifications to the State transportation network, therefore approval from Caltrans is not required for the project.

Changes to IS/MND: No changes to the IS/MND have been made in response to this comment.

3.1.3 Comment A-3

Summary of Comment: Commenter requests evaluation of primary and secondary effects on pedestrians, bicyclists, travelers with disabilities, and transit users, including countermeasures and trade-offs resulting from mitigating vehicle miles travelled (VMT) increases.

Response to Comment: As demonstrated in the IS/MND, the proposed project would not result in adverse effects to alternative modes of travel, but rather would improve safety, comfort, and circulation for pedestrians, bicyclists, and transit users. These impacts are discussed on page 4-89 of the IS/MND and in Sections 5.5 (2020) and 6.5 (2050) of the Traffic Study (Appendix D to the IS/MND).

Changes to IS/MND: No changes to the IS/MND have been made in response to this comment.

3.1.4 Comment A-4

Summary of Comment: Commenter requests evaluation of queue spill back onto State Routes (SR) 82 and 84, using Demand Volumes rather than output volumes or constrained flow volumes. Requests Synchro calculation worksheets and 95th percentile queuing analysis worksheets for the SR82/Fifth Avenue and SR84/Middlefield Road intersections.

Response to Comment: The SR84/Middlefield Road intersection was not modeled as part of the Traffic Study for the proposed project, therefore Synchro software calculation and queue analysis worksheets are not available for this intersection. At more than a half-mile from SR 84 (2,700 ft), the effects of the proposed project and associated traffic diversion would have minimal effects at SR 84/Middlefield Road, and was also a primary reason for not including it as a study intersection. Furthermore, the presence of multiple other intersections and driveways between the project limits and this intersection would affect operations and queue lengths such that those effects due to the proposed project could not be readily identified. The nearest intersection for which queue analysis was undertaken is the Middlefield/MacArthur intersection, which is approximately 2,400 feet south of the SR84/Middlefield intersection. As shown in Tables 6 and 8 of the Traffic Study (Appendix D to the IS/MND), queue lengths at the Middlefield/MacArthur intersection (as well as many other studied intersections) would be less under Build conditions compared to No Build conditions for the same period, which indicates that the proposed project would not have significant impacts on queue lengths.

Synchro software and queue analysis worksheets for the SR82/ Fifth Avenue intersection were completed as part of the Traffic Study for the project and can be obtained on request from Mr. Carter Choi, San Mateo County Department of Public Works. The nearest intersection to the SR82/Fifth Avenue intersection where the proposed project could cause spill back onto SR82 is the Middlefield/ Fifth Avenue intersection, which is approximately 2,200 feet from SR82. As summarized in Table 6 of the Traffic Study, anticipated queue length for eastbound traffic (i.e., traffic that would queue back towards SR82) at the Middlefield/ Fifth Avenue intersection would not exceed the available 2,200 feet of storage capacity under 2020 Build or No-Build conditions in any of the peak hours. However, as summarized in Table 8 of the Traffic Study, anticipated queue length for eastbound traffic at this intersection would exceed the available 2,200 feet of storage capacity in the AM, School PM, and PM peak hours under 2050 No-Build conditions; and in the AM and PM peak hours under 2050 Build conditions. As a result, in 2050, traffic queues at the Middlefield / Fifth Avenue intersection would spill back and affect the SR82/Fifth Avenue intersection. However, queue length would be less for the 2050 Build conditions (2,445 feet for AM; 2,350 feet for PM) than for the 2050 No-Build conditions (2,690 feet for AM; 2,780 feet for PM), indicating that such queuing impacts would not be due to the project.

Changes to IS/MND: No changes to the IS/MND have been made in response to this comment.

3.1.5 Comment A-5

Summary of Comment: Commenter requests further clarification of impacts of mitigation measures at the Middlefield Road/Fifth Avenue intersection, and why the LOS at SR82/Fifth Avenue intersection does not improve as a result.

Response to Comment: As discussed within Section 4.16 of the IS/MND, the Middlefield Road/Fifth Avenue intersection is projected to operate at an unacceptable LOS in both 2020 and 2050 due to changes in roadway geometry proposed by the Project. Mitigation Measure TRA-2 requires modifications to the Middlefield Road/Fifth Avenue intersection that would improve the projected LOS at that intersection and reduce impacts of the Project to a less-than-significant level in both 2020 and 2050.

The intersection of SR82/Fifth Avenue intersection is more than 2,200 feet from the Middlefield/Fifth Avenue intersection, and there are several driveways and other intersections between the two which would impact traffic volumes. The Traffic Study in Appendix D of the IS/MND used HCM 2000 methodology using Synchro software to analyze intersections, which is based on the isolated intersection. Therefore, improvements made to the Middlefield/Fifth Avenue intersection as a result of proposed Mitigation Measure TRA-2 would not result in any changes to the modeled LOS at the SR82/Fifth Avenue intersection.

While the IS/MND does not quantify the potential secondary impacts of the proposed mitigation improvements to Middlefield/Fifth Avenue intersection on the SR82/Fifth Avenue intersection, potential significant impacts to the SR82/Fifth Avenue intersection are disclosed. Mitigation Measure TRA-3 requires monitoring of the SR82/Fifth Avenue intersection (and others) to determine if and when such potential significant impacts might be triggered in the future, and if they do, requires that improvements to the intersection be made at that time to reduce such impacts to a less-than-significant level.

Changes to IS/MND: No changes to the IS/MND have been made in response to this comment.

3.1.6 Comment A-6

Summary of Comment: Commenter requests that the project's fair share contribution, financing, scheduling, implementation responsibility, and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Response to Comment: Scheduling, implementation responsibility, and lead agency monitoring requirements for all mitigation measures are included in the MMRP, which is provided in Section 6 of this Final IS/MND. Mitigation Measure TRA-3 specifically states that the County Department of Public Works shall "fund and implement" actions or improvements to decrease the average delay attributable to the Project at the specified intersections to no more than 4 seconds above the delay under 2050 No Build conditions, if and when monitoring shows that impacts at those intersections would be significant.

Changes to IS/MND: No changes to the IS/MND have been made in response to this comment.

3.1.7 Comment A-7

Summary of Comment: Commenter notes that any work or traffic control that encroaches onto the State right-of-way (ROW) requires an encroachment permit that is issued by Caltrans.

Response to Comment: The County acknowledges that encroachment permits from Caltrans would be required for any work within the State ROW. However, the proposed project does not at this time require any work within the State ROW, therefore an encroachment permit from Caltrans is not required for the project.

Changes to IS/MND: No changes to the IS/MND have been made in response to this comment.

3.2 Letter B: from California Water Service (Cal Water)

3.2.1 Comment B-1

Summary of Comment: Commenter raises potential conflicts between construction of the proposed sanitary sewer replacement and utility undergrounding with existing California Water Service utilities (water mains) within Middlefield Road and intersecting streets. The commenter requests provision of CAD files for the project and a meeting to discuss scheduling and potential utility conflicts.

Response to Comment: The comment has been provided to the project engineers, and coordination with California Water Service will be necessary to avoid potential utility conflicts and/or service interruptions. During these upcoming discussions, the County will share project information, as requested.

Changes to IS/MND: No changes to the IS/MND have been made in response to this comment.

3.3 Letter from State Clearinghouse

Summary of Comment: The letter from the State Clearinghouse confirms that the Draft IS/MND was published for a review period of 30 days from August 20, 2018 to September 18, 2018, and advises that one letter (from Caltrans) was received by the State Clearinghouse during that public comment period.

Response to Comment: Comment noted. The letter from Caltrans, and the County's responses to comments made in that letter, are included in Section 3.1 above.

Changes to IS/MND: No changes to the IS/MND have been made in response to this comment.

4. Staff Recommendations for Clarifications or Revisions to the Draft IS/MND

Since publication of the Draft IS/MND, County staff have requested the following minor revisions to provide additional clarification on matters that were not specifically raised in public comments. Actual text changes to the IS/MND are provided in Section 5.

- That Mitigation Measure AQ-1 be revised to clarify that the specified measures shall be implemented if applicable and as directed by the County's Engineer.
- That Mitigation Measure BIO-1 be revised to clarify that preconstruction surveys are only required if any tree trimming or removal is necessary during the nesting season.
- That Mitigation Measure CUL-1 be revised to refer to construction of the proposed project, not to all future construction within the Community Plan area.
- That Mitigation Measure HAZ-1 be revised to specify that the measure be undertaken prior to substantial ground disturbance within the areas specified in the mitigation measure, as a grading permit may not be required for the proposed project, and that the County or their Construction Contractor may hire the qualified environmental professional.
- That Mitigation Measure NOI-1 be revised to specify that the contractor shall be responsible for implementing clause (b), if necessary, and repairing any construction-related vibratory damage to pre-construction conditions.
- That Mitigation Measure NOI-2 be revised to give an example of a noise-sensitive receptor and provide additional clarification of when measures would be required.
- That Mitigation Measure TRA-1 be revised to include an additional bullet point pertaining to the need for notification, signage, and maintenance of dedicated pedestrian walkways to all businesses throughout construction.
- Throughout the document, the word alternate should be replaced with alternative.

5. Revisions to the Draft IS/MND

The following changes are to be made to the text of the Draft IS/MND, in response to comments received during the public comment period or in response to County staff recommendations. Revisions to the IS/MND text made in response to comments or for other reasons are provided in underline (new text) and ~~strikeout~~ (deleted text).

On page 4-11 and 6-1 of the IS/MND, revise the first sentence of Mitigation Measure AQ-1 to read:

The County shall include the following measures in contractor specifications for the Project, and such measures, if applicable and as directed by the County's Engineer, shall be implemented during all phases of construction:

On page 4-16 and 6-1 of the IS/MND, revise the first two sentences of Mitigation Measure BIO-1 to read:

Project construction activities, particularly any tree trimming or removal (if necessary), shall be timed to avoid the bird nesting season (February 1st through August 31st) when possible. If construction activities are scheduled during the nesting season, and if any tree trimming or removal is necessary, a qualified biologist shall conduct a preconstruction survey at least two weeks prior to commencement of construction activities to identify any potential nesting activity.

On pages 4-23 and 6-1 of the IS/MND, revise the first sentence of Mitigation Measure CUL-1 to read:

If unanticipated prehistoric or historic-period archaeological resources are encountered during ~~future~~ construction ~~within the Community Plan area~~, work shall be temporarily halted in the vicinity of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the County.

On pages 4-40 and 6-2 of the IS/MND, revise Mitigation Measure HAZ-1 to read:

Prior to ~~the issuance of a grading permit and before~~ any substantial ground disturbance within the areas specified below, the County or their Construction Contractor(s) shall hire a qualified environmental professional to conduct a Phase II environmental site investigation (ESI) to determine the potential presence of metals and organic compounds in soil and groundwater within the railroad ROW or within 100 feet of the following properties:

- 2655 Middlefield Road (Geotracker Case T0608100544: Tilton Properties)
- 2682 Middlefield Road (Geotracker Case T0608100066: Beals and Martin Associates)
- 3157 Middlefield Road (Geotracker Case T0608100218: Figueras Property)
- 3233 Middlefield Road (Geotracker Case T0608152727: Zohrab's Garage).

The Phase II ~~ESI~~ESA shall compare soil and groundwater sampling results against applicable environmental screening levels developed by the Regional Water Quality Control Board and/or Department of Toxic Substances Control. If the Phase II ~~ESI~~investigation identifies contaminant concentrations above the screening levels, a site-specific soil and groundwater management plan shall be prepared and implemented. The County shall consult with the RWQCB, DTSC, and/or other appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed. The site-specific soil and groundwater management plan shall be formulated with the objective of handling and disposing of excavated soil, groundwater, and/or dewatering effluent in accordance with federal and state hazardous waste disposal laws, and with state and local stormwater and sanitary sewer requirements, and at a minimum, shall include the following:

- *Identification and delineation of contaminated areas and procedures for limiting access to such areas to properly trained personnel;*
- *Procedures for handling, excavating, characterizing and managing excavated soils and dewatering effluent including potential procedures for managing and disposing of hazardous waste;*

- *Procedures for notification and reporting, including internal management and local agencies, as needed;*
- *Minimum requirements for site-specific health and safety plans, to protect the general public and workers in the construction area (note: these requirements and the environmental sampling results shall be provided to contractors who shall be responsible for developing their own construction worker health and safety plans and training requirements).*

On pages 4-67 and 6-3 of the IS/MND, revise clause (b) of Mitigation Measure NOI-1 to read:

- b) If the restrictions within subsection (a) above cannot be achieved, the contractor shall implement the following measures ~~shall be implemented by a qualified professional~~:*

On pages 4-67 and 6-3 of the IS/MND, revise the last bullet of clause (b) of Mitigation Measure NOI-1 to read:

- *If any construction-related damage is observed, ~~work within the specified distances shall be suspended immediately, and shall not be resumed until a vibratory mitigation monitoring plan is prepared by a qualified professional, and the recommendations of the plan are implemented by the Contractor to limit the likelihood of further damage. The~~ the Contractor shall be responsible for repairing any construction-related vibratory damage to building facades to pre-construction conditions.*

On pages 4-69 and 6-4 of the IS/MND, revise the second, fourth, and sixth bullet points of Mitigation Measure NOI-2 to read:

- *Provide written notification of construction activities and schedule to all noise-sensitive receptors (e.g., residential properties, hospitals, and schools) adjacent to the Project area. The notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the Project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall be included in the notification.*
- *Utilize “quiet” air compressors and other stationary noise sources where ~~technology exists~~ practical and feasible. Use electrically powered equipment instead of internal combustion equipment where practicable and feasible.*
- *Construct temporary noise barriers, where feasible and as directed by the Engineer, to screen stationary noise-generating equipment when located within 200 feet of adjoining sensitive land uses. Temporary noise barrier fences would provide a 5-15 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.*

On page 4-85 of the IS/MND, revise the second to last sentence of the first full paragraph, to read:

Impacts to the CMP Roadway System must be mitigated, such as through modifications to the Project, roadway improvements, operational changes, or provision of alternative routes.

On page 4-88 of the IS/MND, add an additional bullet point to Mitigation Measure TRA-1 as follows:

- *Maintenance of dedicated pedestrian walkways to all businesses throughout the construction period, with appropriate signage and notification to affected businesses.*

On pages 4-93 and 6-6 of the IS/MND, revise the last bullet point and the last paragraphs of Mitigation Measure TRA-3 to read:

- *El Camino Real/5th Avenue: Addition of a second westbound left-turn pocket, and modification of signal timing to separate pedestrian crossing and left-turn phases.*
With the installation of each traffic signal (or combination of traffic signals), the County Department of Public Works shall re-evaluate traffic operations at nearby upstream and downstream intersections within the corridor, consistent with standard traffic engineering practice. This exercise would determine

appropriate signal timing offsets or other specific design considerations, if warranted, to address any secondary impacts to traffic circulation.

However, it is possible that at such future time when improvements are required to be implemented, the County Department of Public Works may seek to implement alternative improvement actions to mitigate the impacts. If so, the County Department of Public Works~~DPW~~ shall analyze the alternative improvements prior to implementation to document that they would achieve the same performance standard as the suggested improvements by reducing the average delay to no more than 4 seconds above the delay under 2050 No Build conditions.