

RESOLUTION NO. _____

RESOLUTION APPROVING AN AGREEMENT BETWEEN THE COUNTY OF SAN MATEO AND THE BOARD OF TRUSTEES OF THE LELAND STANFORD JUNIOR UNIVERSITY TO RECONSTRUCT THE SAND HILL ROAD – SANTA CRUZ AVENUE INTERSECTION AND RELATED INTERSECTION APPROACHES, AUTHORIZING THE PRESIDENT OF THE BOARD OF SUPERVISORS TO EXECUTE THE AGREEMENT ON BEHALF OF THE COUNTY OF SAN MATEO, AND APPROVING A MITIGATION AND MONITORING PROGRAM, FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS.

THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN MATEO (“BOARD”) DOES RESOLVE, FIND, DETERMINE AND DECLARE AS FOLLOWS:

SECTION 1. Background.

A. On June 30, 1997, the City Council of the City of Palo Alto, acting as lead agency pursuant to the California Environmental Quality Act (“CEQA”), certified the Stanford Sand Hill Road Corridor Projects Final Environmental Impact Report (the “EIR”) and approved the projects described in the EIR, including the Sand Hill Road Extension and Related Roadway Improvements Project.

B. After the EIR was certified, the City of Palo Alto and The Board of Trustees of the Leland Stanford Junior University (“Stanford”) entered into a Development Agreement for the Stanford Sand Hill Road Corridors Projects, which was recorded in the Official Records of Santa Clara County on December 3, 1997 and subsequently amended (the “Palo Alto Development Agreement”).

C. Portions of the Sand Hill Road Extension and Related Roadway Improvements Project evaluated in the EIR and approved by the City of Palo Alto will be implemented in unincorporated areas of the County of San Mateo (“the San Mateo County Roadway Project” or “the Project”) and other portions will be implemented in the City of Menlo Park (“the Menlo Park Roadway Project”).

D. As a condition of approval of the projects described in the EIR and under the terms of the Palo Alto Development Agreement, Stanford is obligated to offer to fund certain intersection improvements within the City of Menlo Park (“City”) and certain other intersection improvements within the County of San Mateo (“County”) up to a maximum determined by an engineer’s estimate inflated annually to reflect inflation and conditioned upon the City’s or the County’s agreement to construct the improvements.

E. In 2001, Stanford offered to pay the requisite sums to the City and the County on the terms and conditions as required by the City of Palo Alto. Neither the City nor the County has accepted the offer. The City was concerned that the cost of the improvements might exceed the engineer’s estimate and that the City would be obligated to fund amounts in excess of that which Stanford has offered to pay. The City also had certain concerns about the original design of the improvements. In response to the City’s concerns regarding the design, the

Design Development Plans, which include roadway improvements in both the City and the County, were revised.

F. In 2002, Stanford offered to construct the Menlo Park Roadway Project at its sole expense. On November 12, 2002, the City approved Resolution No. 5410, a "Resolution Approving an Addendum to the Sand Hill Road Corridor Projects Final Environmental Impact Report, Approving a Mitigation Monitoring and Reporting Program, Approving Findings and a Statement of Overriding Considerations, Approving an Agreement Between the City of Menlo Park and the Board of Trustees of the Leland Stanford Junior University to Reconstruct the Sand Hill Road – Santa Cruz Avenue Intersection and Related Intersection Approaches Including Sand Hill Road from Santa Cruz Avenue to the City Limit at San Francisquito Creek and Authorizing the City Manager to Execute the Agreement on behalf of the City of Menlo Park" ("the Menlo Park Resolution"). On or about December 4, 2002, Stanford and the City entered into the Agreement authorized by the Menlo Park Resolution (the "Menlo Park Agreement.")

G. Stanford has now offered to construct the San Mateo County Roadway Project at its sole expense under the terms of a proposed Agreement with the County. County of San Mateo staff and Stanford have reached agreement on the scope of work represented by Design Development Plans incorporated by reference in the proposed Agreement between Stanford and the County of San Mateo (hereafter sometimes "the San Mateo County Roadway Project Agreement" and sometimes "the Agreement"), which Agreement is now presented to the Board for approval.

H. The San Mateo County Roadway Project includes the following work to be performed in the unincorporated area of the County:

- Sand Hill Roadway widening extending southwesterly +/- 480' along Sand Hill Road from the common boundary line between Menlo Park and San Mateo County (from the intersection of Sand Hill Road and Santa Cruz Avenue);
- Santa Cruz Avenue widening extending northwesterly +/- 290' along Santa Cruz Avenue from the common boundary line between Menlo Park and San Mateo County (near the intersection of Sand Hill Road and Santa Cruz Avenue);
- Minor roadway improvements for grading, paving, drainage and signage at Stanford Avenue, Leland Avenue and the intersection of Vine Street and Oak Avenue adjacent to the common boundary line between Menlo Park and San Mateo County; and
- A portion of the roadway widening of Santa Cruz Avenue located +/- 430' south of the intersection of Sand Hill Road and Santa Cruz Avenue adjacent to the common boundary line between Menlo Park and San Mateo County;

all as more particularly shown on the Design Development Plans incorporated in the Agreement by reference. The Project also includes:

- Modified signalization at the Sand Hill Road and Santa Cruz Avenue intersection. Said signal shall prevent a right turn from Sand Hill Road in the westerly direction to Santa

Cruz Avenue in the northerly direction when Sand Hill Road traffic in the westerly direction is stopped;

- Traffic barriers and sound wall on the northeast corner of Sand Hill Road and Santa Cruz Avenue;
- Relocation of utility facilities as necessary to construct the roadway improvements, storm drainage facilities and other landscaping along Sand Hill Road, and relocation of existing street lighting and existing fire hydrants as necessary to construct the roadway improvements.

I. The Board held a duly noticed meeting on March 25, 2003, at which time the Board considered the Project.

SECTION 2. General Findings.

A. The EIR consists of Volumes 1 through 8, "Summary of Current Project Revisions"; an Addendum prepared by the City of Palo Alto in 2001, and the November 2002 City of Menlo Park Addendum to the Stanford Sand Hill Road Corridor Projects Environmental Impact Report.

B. The County, acting as a responsible agency under CEQA with respect to the San Mateo County Roadway Project, has considered the EIR and the environmental effects of the San Mateo County Roadway Project as shown in the EIR.

C. The record upon which the Board's findings and determination are based includes, but is not limited to, the following:

1. The EIR;
2. The San Mateo County Roadway Project Agreement;
3. The Menlo Park Agreement;
4. The City of Palo Alto's Resolution No. 7685 Certifying the Environmental Impact Report for the Sand Hill Corridor Projects, Adopting a Mitigation Monitoring and Reporting Program, and Making Certain Findings, including Exhibits A (Mitigation Monitoring Program), E (Sand Hill Road Extension, Widening and Related Roadway Improvements/Council Findings Concerning Mitigation of Environmental Impacts and Consideration of Alternatives), and J (Statement of Overriding Considerations) thereto;
5. The City of Menlo Park's Resolution No. 5410 Approving an Addendum to the Sand Hill Road Corridor Projects Final Environmental Impact Report, Approving a Mitigation Monitoring and Reporting Program, Approving Findings and a Statement of Overriding Considerations, Approving an Agreement Between the City of Menlo Park and the Board of Trustees of the Leland Stanford Junior University to Reconstruct the Sand Hill Road – Santa Cruz Avenue Intersection and Related Intersection Approaches Including Sand Hill Road from Santa Cruz Avenue to the City Limit at San Francisquito Creek and Authorizing

the City Manager to Execute the Agreement on behalf of the City of Menlo Park, including Exhibit A thereto;

6. The Palo Alto Development Agreement and Stanford's written offer to pay the County for intersection improvements pursuant to the Development Agreement;

7. All documentary and oral evidence regarding this matter submitted to the County prior to adoption of this Resolution;

8. All documents constituting the record pursuant to Public Resources Code section 21167.6; and

9. All matters of common knowledge to this Board, including, but not limited to, the Board's policies, guidelines and regulations.

D. The custodian of the documents described above constituting the record of proceedings is Neil Cullen, Director of Public Works, County of San Mateo, 555 County Center, 5th Floor, Redwood City, California 94063-1665.

E. If any term, provision or portion of the Board's findings or the application of the same to a particular situation is held by a court to be invalid, void or unenforceable, the remaining provisions of the findings, or the application of the term, provision or portion of the Board's findings to other situations, shall continue in full force and effect unless amended or modified by the Board.

SECTION 3. Mitigation Monitoring Program.

A. Pursuant to Public Resources Code sections 21002.1 and 21081.6, the County of San Mateo has prepared a comprehensive Mitigation Monitoring Program ("MMP") that provides for implementation, monitoring and enforcement of all conditions and mitigation measures adopted to mitigate environmental impacts of the San Mateo County Roadway Project. The MMP is attached as Exhibit "A" to this Resolution and is hereby adopted and approved by the Board.

B. The Board, in adopting the MMP, declares that the recitation of the mitigation measures in the MMP is intended to be the same in substance as the mitigation measures in the EIR that are applicable to the San Mateo County Roadway Project, but that in many instances general mitigation measures described in the EIR have been made more specific in the Agreement and the MMP. In the event of any apparent conflict between a mitigation measure recommended in the EIR, on the one hand, and the Agreement or MMP, on the other hand, the latter shall prevail. If there is an apparent conflict between the Agreement and the MMP, the former shall prevail.

SECTION 4. Findings Concerning Significant or Potentially Significant Environmental Impacts and Mitigation Measures.

A. Review and Consideration of Impacts.

The Board has considered all information relevant to the San Mateo County Roadway Project contained in the EIR, as well as all other relevant information received in the course of evaluation and review of the proposed Project, concerning all significant and potentially significant environmental impacts and cumulative impacts of the Project.

B. Findings Concerning Mitigation of Environmental Impacts

The Board's detailed findings for each significant or potentially significant environmental impact identified in the EIR and relevant to the San Mateo County Roadway Project are set forth below. The San Mateo County Roadway Project constitutes a very small part of the Sand Hill Road Extension and Related Roadway Improvements Project and, therefore, will cause a very small part of the impacts of the larger Project. Although it is likely that many of the impacts of the San Mateo County Roadway Project would be considered less than significant by themselves, the County treats each significant impact of the Sand Hill Road Extension and Related Roadway Improvements Project, identified in the EIR, as a significant impact of the San Mateo County Roadway Project if the San Mateo County Roadway Project makes any contribution to that significant impact. Each such significant or potentially significant impact is shown in bold type. Those mitigation measures adopted or partially adopted by the Board are described. The Board's reasons for rejection or partial rejection of certain mitigation measures and reasons for selection among alternative potential mitigation measures are described where appropriate.

1. LAND USE

The EIR identified a significant Land Use impact of the Sand Hill Road Extension, Widening and Related Roadway Improvements Project consisting of the substantially increased scale of the roadway network in the Sand Hill Road Corridor. This impact would be caused in part by the San Mateo County Roadway Project.

Impact 4.1-1 The proposed projects could result in a substantial change in the character of the land uses on or around the project sites.

Impact 4.1-5 Implementation of the proposed projects, in conjunction with cumulative development within the Sand Hill Road Corridor, would result in a change in character in the area.

The EIR concluded that there were no feasible mitigation measures available that would substantially reduce the identified significant land use impact and cumulative land use impact and that these impacts were therefore unavoidable.

The Board finds that Impacts 4.1-1 and 4.1-5 have occurred and will continue to occur primarily because of Sand Hill Road Corridor Projects that are outside the County's jurisdiction or control. The Board further finds that mitigation measures adopted below for Transportation, Noise, and Biological Resources impacts will reduce the overall severity of these impacts, particularly by enhancing opportunities for pedestrian and bicycle travel in the Sand Hill Road corridor, mitigating the potential noise impacts on neighboring residents, and providing for replacement of trees and restoration of habitat affected by the removal of trees. Despite these measures, however, the impact remains **significant**.

2. VISUAL QUALITY/LIGHT AND GLARE

The EIR identified the following significant Visual Quality impacts of the Sand Hill Road Extension and Related Roadway Improvements Project that would be caused in part by the San Mateo County Roadway Project.

Impact 4.2-1 The proposed projects would result in major visual changes within the Sand Hill Road corridor for viewers traveling on Sand Hill Road.

The EIR identified mitigation measures for Impact 4.2-1 that have been adopted by the relevant jurisdictions, but concluded that even with mitigation, Impact 4.2-1 would remain significant. The EIR identified no mitigation measures for Impact 4.2-1 that are within the jurisdiction of San Mateo County.

The Board hereby finds that there are no feasible mitigation measures within its jurisdiction that would mitigate the contribution of the San Mateo County Roadway Project to Impact 4.2-1. This impact therefore remains **significant**.

Impact 4.2-8 Visual disturbance from construction of the proposed projects could have temporary adverse visual impacts.

The EIR stated that Impact 4.2-8 was significant, identified Mitigation Measure 4.2-8, and concluded that that mitigation measure would reduce Impact 4.2-8, but not to a less than significant level.

Mitigation Measure 4.2-8 requires that on-site staging and storage of construction equipment and materials be minimized to reduce visual disturbance during construction. Equipment and material storage that does occur on-site should be visually screened. In addition, graded areas should be watered regularly to minimize fugitive dust and construction should be staged and scheduled to minimize the duration of disturbance in each affected viewshed.

The Board hereby adopts Mitigation Measure 4.2-8 and finds that this measure will reduce the adverse visual impact of project construction, but will not reduce this impact to a less than significant level. This impact therefore remains **significant**.

Impact 4.2-9 The proposed projects, in conjunction with cumulative development in the Sand Hill Road Corridor, could adversely affect the visual character of the corridor for viewers traveling on Sand Hill Road.

The EIR identified no mitigation measures for Cumulative Impact 4.2-9 that are within the jurisdiction of San Mateo County.

The Board hereby finds that there are no feasible mitigation measures within its jurisdiction that would mitigate the contribution of the San Mateo County Roadway Project to Cumulative Impact 4.2-9. This impact therefore remains **significant**.

3. CULTURAL RESOURCES

The EIR identified significant Cultural Resources impacts of the Sand Hill Road Extension and Related Roadway Improvements Project. Although the San Mateo County Roadway Project would not affect the known cultural resources identified in the EIR, it is possible that one portion of the project could disturb several linear feet of a prehistoric site that has been largely destroyed by previous development projects. Mitigation Measures 4.3-1(b), (c), (f) and (k) are applicable or potentially applicable to this small area. Mitigation Measures 4.3-1(g) and (h) apply to the entire Project.

Impact 4.3-1 Implementation of the proposed projects would result in damaging effects on important historic and/or prehistoric archaeological resources.

The EIR identified six mitigation measures for Impact 4.3-1 that are applicable to a portion of (Measures 4.3-1(b), 4.3-1(c), 4.3-1(f) and 4.3-1(k)) or all of Measures 4.3-1(g) and 4.3-1(h) the San Mateo County Roadway Project.

Mitigation Measure 4.3-1(b) requires that prior to development a data recovery program shall be conducted on all areas in which construction is believed to have a potential to result in significant archaeological impacts. The program shall consist of an initial phase of intensive subsurface archaeological testing.

Mitigation Measure 4.3-1(c) provides that if Mitigation Measure 4.3-1(b) reveals important archaeological resources, recovery, preservation and study of these resources be conducted. The measure also provides for construction monitoring if a second phase of data recovery is not warranted.

Mitigation Measure 4.3-1(f) provides that construction activities involving substantial ground disturbance (greater than 12" in depth) near any known archaeological site shall be subject to monitoring.

Mitigation Measure 4.3-1(g) provides that if previously unidentified cultural resources are discovered during construction, work shall cease in the immediate area until qualified archaeologists assess the significance of the resources and make mitigation recommendations (e.g., manual excavation of the immediate area), if warranted.

Mitigation Measure 4.3-1(h) requires compliance with the requirements of Section 7050.5(b) of the California Health and Safety Code if Native American burials or other possible Native American human remains are located during construction. This code section requires that a Native American Most Likely Descendant (determined in consultation with the Native American Heritage Commission) be notified within 24 hours and appropriate provisions be made for appropriate reburial. This and related sections of the Public Resources Code also provide that remains shall be protected from further construction work or vandalism.

MP Mitigation Measure 4.3-1(k) is a revised version of Palo Alto's Mitigation Measure 4.3-1(k) (see text in Exhibit A). The measure provides for an archaeological monitoring program.

The Board hereby adopts the provisions of Mitigation Measures 4.3-1(b), (c), (f), (g), (h) and (k) that apply to the San Mateo County Roadway Project and finds that these mitigation measures will reduce the adverse Cultural Resources impact of the San Mateo County Roadway Project to a **less than significant** level. The adopted mitigation measures also ensure that any additional, presently unknown, important archaeological resources in areas affected by the San Mateo County Roadway Project that are discovered will similarly be removed and preserved. The adopted measures also ensure that proper respect will be afforded any burials and other culturally important Native American remnants that might be affected by the San Mateo County Roadway Project.

Impact 4.3-6 The proposed projects, in conjunction with other cumulative development projects in the San Francisquito Creek drainage, could result in damage or destruction of important prehistoric and historic cultural resources.

The EIR stated that with implementation of measures similar to Mitigation Measure 4.3-1, Impact 4.3-6 would be reduced to a less than significant level, but that because implementation of these measures by other jurisdictions could not be guaranteed, the cumulative impact was considered potentially significant and unavoidable.

The Board finds that with adoption of Mitigation Measures 4.3-1(b), 2(c), (f), (g), (h) and (k), the San Mateo County Roadway Project's contribution to Impact 4.3-6 is reduced to a less than significant level.

With respect to cumulative impacts from future development projects outside of the County of San Mateo, the Board finds that implementation of the recommended measures is within the jurisdiction and responsibility of other public agencies and that the agencies can and should implement such measures to the extent feasible. Because the nature and extent of potential cumulative damage or destruction of important cultural resources and the extent to which other agencies can and will implement the recommended measures is presently unknown, the Board cannot determine at this time the extent to which the recommended measures will be implemented or the extent to which these measures, if implemented, will lessen or avoid potential cumulative cultural resources impacts. The Board therefore finds that this cumulative impact remains **potentially significant** despite the adoption of available mitigation measures by the County of San Mateo, the City of Menlo Park and the City of Palo Alto.

4. TRANSPORTATION

The EIR identified significant Transportation impacts of the Sand Hill Road Extension and Related Roadway Improvements Project, some of which would be caused in part by the San Mateo County Roadway Project.

Impact 4.4-2 Bicycle and/or pedestrian access and safety could be affected by development of the proposed projects.

The EIR identified four mitigation measures for Impact 4.4-2 that are or may be applicable to the San Mateo County Roadway Project and concluded that with implementation of these measures, Impact 4.4-2 would be mitigated to a less than significant level.

Mitigation Measure 4.4-2(b) requires that Class II bike lanes be provided on those portions of Sand Hill Road that will be modified or reconstructed as part of the project.

Mitigation Measure 4.4-2(c) requires that appropriate pedestrian and bicycle crossing devices and markings, meeting applicable local and Americans With Disabilities Act design standards, be provided at all signalized intersections modified or reconstructed as part of the project.

Mitigation Measure 4.4-2(e) provides that for five years following project construction, Stanford will fund an annual review of reported traffic accident data at the Sand Hill Road/I-280 interchange to determine whether a significant increase in bicycle/auto conflicts has occurred. If an increase is documented, Stanford will work with Caltrans, the City of Menlo Park and San Mateo County to design and obtain funding for safety improvements required to minimize these conflicts.

Mitigation Measure 4.4-2(f) requires that bicycle and pedestrian facilities be constructed at the intersections of Sand Hill Road/Santa Cruz Avenue and Junipero Serra Blvd./Alpine Road, with proposed design to be reviewed by the City of Menlo Park Director of Public Works and the County's Director of Public Works.

The Board finds that the San Mateo County Roadway Project, as proposed, implements Mitigation Measures 4.4-2(b), 4.4-2(c) and 4.4-2(f) and that to the extent the San Mateo County Roadway Project would otherwise contribute to Impact 4.4-2, implementation of these mitigation measures will **avoid** potential adverse impacts on pedestrian and bicycle traffic.

Mitigation Measure 4.4-2(e) called for annual reviews of traffic accident data at the Sand Hill Road/I-280 interchange to determine whether a significant increase in bicycle/auto conflicts occurred; if such an increase were documented, Stanford was required to work with Caltrans, the City of Menlo Park and San Mateo County to design and obtain funding for safety improvements required to minimize these conflicts. The Board finds that imposition of Mitigation Measure 4.4-2(e) is unnecessary to reduce Impact 4.4-2 to a less than significant level with respect to the San Mateo County Roadway Project because after the EIR was certified, Caltrans designed, funded, and made substantial improvements to the Sand Hill Road/I-280 interchange to minimize bicycle/auto conflicts. For this reason, and because the City of Palo Alto conducts its own monitoring of the interchange, Palo Alto has released Stanford from the reporting requirement imposed by Mitigation Measure 4.4-2(e) and this Board does not impose that measure.

Impact 4.4-7 Development of the proposed projects could degrade the level of service of study area intersections, and contribute to increased intersection delay.

The EIR identified one intersection at which the Sand Hill Road Extension and Related Roadway Improvements Project would cause a significant impact: Sand Hill Road/Santa Cruz Avenue. The EIR also stated that the Stanford Sand Hill Road Corridor Projects collectively would cause a significant impact at the Junipero Serra Boulevard/Alpine Road/Santa Cruz Avenue intersection.

The Board finds that the San Mateo County Roadway Project would not contribute to the significant impact at the Sand Hill Road/Santa Cruz Avenue intersection, but rather that the Project implements Mitigation Measures 4.4-7(c) (as modified by Palo Alto Condition of Approval 1.c), and 4.4-7(h), which require Stanford to fund improvements at the Sand Hill Road/Santa Cruz Avenue intersection as well as operational analysis of that intersection to identify the appropriate combination of roadway and traffic signal improvements necessary to improve operation to LOS D during peak hours, if feasible. The Board finds that the operational analysis has been conducted and has been incorporated in the San Mateo County Roadway Project and the Menlo Park Roadway Project. The Board further finds that to the extent the Project might otherwise contribute to significant impacts at the Junipero Serra Boulevard/Alpine Road/Santa Cruz Avenue intersection, such impacts will be mitigated to a **less-than-significant** level by the approved Menlo Park Roadway Project.

Impact 4.4-8 Construction activities could lead to both temporary disruption of transportation system operation, as well as to permanent damage to elements of the system such as paving and bridges.

The EIR identified Mitigation Measures 4.4-8(a)-(k) for Impact 4.4-8 and concluded that with implementation of these measures, Impact 4.4-8 would be mitigated to a less than significant level; the EIR also stated, in Mitigation Measure 4.4-8(i), that adoption of a construction impact mitigation plan could substitute for the otherwise applicable specific measures.

SMC Mitigation Measure 4.4-8(i) is a revised version of Palo Alto Mitigation Measure 4.4-8(i). It provides:

Stanford shall submit a Construction Management Plan for approval pursuant to section 4.8 of the San Mateo County Project Agreement. The plan shall include the components required by Mitigation Measure 4.4-8(i) of the EIR.

The Board hereby adopts SMC Mitigation Measure 4.4-8(i), and finds that this measure will reduce the San Mateo County Roadway Project's potential construction phase traffic and transportation impacts to a **less than significant** level.

5. AIR QUALITY

The EIR identified the following significant Air Quality impact of the Sand Hill Road Extension and Related Roadway Improvements Project to which the San Mateo County Roadway Project would contribute.

Impact 4.5-1 The PM₁₀ generated during the construction of the proposed projects could be harmful to nearby pollutant-sensitive land uses.

The EIR stated that with implementation of Mitigation Measure 4.5-1, Impact 4.5-1 would be mitigated to a less than significant level.

Mitigation Measure 4.5-1 requires implementation of a five-part construction phase program to reduce generation of particulate matter on the project site during construction.

If the working area of any construction site exceeds four acres at any one time, four additional measures are required.

The City Council hereby adopts Mitigation Measure 4.5-1 and finds that this measure will reduce Impact 4.5-1 to a **less than significant** level.

6. NOISE

The EIR identified the following significant Noise impacts of the Sand Hill Road Extension and Related Roadway Improvements Project to which the San Mateo County Roadway Project would contribute.

Impact 4.6-1 The noise generated during the construction of the proposed projects could be disruptive to nearby noise-sensitive land uses.

The EIR identified mitigation measures for Impact 4.6-1 that are applicable to the Sand Hill Road Extension and Related Roadway Improvements Project, but concluded that even with mitigation, Impact 4.6-1 would remain significant.

The portion of Mitigation Measure 4.6-1(a) that is applicable to the San Mateo County Roadway Project provides that construction activities in San Mateo County shall comply with the San Mateo County Noise Ordinance.

Mitigation Measure 4.6-1(b) provides that construction equipment shall be outfitted and maintained with noise reduction devices to obtain at least an average 10 dBA noise reduction shown feasible in EIR Table 4.6-5.

Mitigation Measure 4.6-1(c) provides that stationary noise sources shall be located on portions of the sites furthest away from residential and other noise-sensitive areas, and that acoustic shielding shall be used with such equipment.

Mitigation Measure 4.6-1(d), which is part of the Menlo Park Roadway Project and will be implemented in the City of Menlo Park, will provide temporary noise barriers to protect County residents.

The Board hereby adopts Mitigation Measures 4.6-1(a) – (c), all of which will be implemented through the Construction Management Plan approved pursuant to section 4.8 of the San Mateo County Roadway Project Agreement. The Board finds that these measures, along with Mitigation Measure 4.6-1(d), will substantially reduce Impact 4.6-1, but not to a less than significant level. This impact therefore remains **significant**.

Impact 4.6-3 Traffic generated by the proposed projects and other cumulative developments and the traffic accommodated by the proposed roadway improvements would impact existing and proposed residential and other sensitive land uses adjacent to roadways in the project and study areas.

The EIR identified mitigation measures for Impact 4.6-3 that are applicable to the Sand Hill Road Extension and Related Roadway Improvements Project, but concluded that even

with mitigation, Impact 4.6-3 would remain potentially significant and unavoidable because of uncertainties regarding enforcement and monitoring outside the City of Palo Alto.

Mitigation Measure 4.6-3(b), which is part of the Menlo Park Roadway Project and will be implemented in the City of Menlo Park, will provide a berm along Sand Hill Road that will mitigate Impact 4.6-3 for County residents.

Mitigation Measure 4.6-3(c) requires construction of a soundwall between Santa Cruz Avenue and Stanford Avenue and will be implemented by the City of Menlo Park, or the County, or both, depending on the precise location of the wall.

Mitigation Measure 4.6-3(d), as modified by Condition 1.g of Palo Alto's Conditions of Approval, requires monitoring of noise increases in residences in the designated areas along Sand Hill Road where the Sand Hill Road Corridor projects may be responsible for more than 50% of potential increases in traffic-related noise. If noise increases are detected, Stanford shall be responsible for the costs of measures such as additional insulation, double-glazed windows, or individual soundwalls as determined necessary by acoustic study to return interior noise levels in these residences to pre-project levels or to 45 dBA, whichever is higher. Residents may also contribute any further funds necessary to further reduce interior noise levels to acceptable levels.

The Board agrees with the findings of the Palo Alto City Council and the Menlo Park City Council that the mitigation measures identified in the EIR, if implemented, will substantially reduce significant cumulative traffic-related noise impacts along the Sand Hill Road corridor although these measures will not necessarily reduce cumulative noise impacts to a less than significant level for every residence affected by the project. The Board, like the Palo Alto City Council and the Menlo Park City Council, also concludes that Stanford cannot and equitably should not be held responsible for more than a fair share of the costs of mitigating potential cumulative noise impacts. Revisions made by the City of Palo Alto to EIR Mitigation Measure 4.6-3(d) were intended to strengthen the measure by fixing responsibility for noise monitoring on Stanford, and to provide that Stanford would be financially responsible only for a fair share of the costs of implementing the mitigation measure. The Board recognizes, as did the Palo Alto City Council and the Menlo Park City Council, that Mitigation Measure 4.6-3(d), as adopted, will not result in lessening of cumulative noise impacts at locations at which less than 50% of the cumulative traffic-related noise increase is attributable to the Sand Hill Road Corridor Projects. The Board also recognizes that since implementation of Mitigation Measure 4.6-3(d) requires the cooperation of affected homeowners, the physical improvements necessary to reduce noise levels at some affected residences to acceptable levels may not be constructed if the owner opts not to make the improvements. The Board therefore recognizes that notwithstanding adoption of the identified mitigation measures, cumulative traffic-related noise impacts may remain **significant** for some residences affected by the Sand Hill Road Corridor Projects, including the San Mateo County Roadway Project.

7. BIOLOGICAL RESOURCES

The EIR identified the following significant Biological Resources impacts of the Sand Hill Road Extension and Related Roadway Improvements Project to which the San Mateo County Roadway Project may contribute.

Impact 4.7-1 Implementation of the proposed projects would result in loss of trees and associated wildlife habitat.

The EIR stated that with implementation of Mitigation Measures 4.7-1(a) through (g), Impact 4.7-1 would be reduced, in the long and intermediate term, to a less than significant level, but that short-term impacts would remain significant and unavoidable.

SMC Mitigation Measure 4.7-1(a) is a revised version of Palo Alto Mitigation Measure 4.7-1(a) intended to clarify and implement that measure. SMC Mitigation Measure 4.7-1(a) provides:

Stanford shall replace any native trees removed from the Project as follows: The canopy coverage of the native trees to be removed shall be estimated by Stanford, then Stanford shall plant an area three times larger with container stock at standard planting densities for that species. The survival rate for these trees after five years shall be 80 percent. If at the end of three years, the survival rate is less than 80 percent, Stanford shall replant the area to attain that rate and shall consult with CDFG to determine other corrective actions. If irrigation systems are used, all replacement native tree species grown in natural areas that are intended to be self-sustaining shall be "weaned" of any supplemental water by the fourth year.

Mitigation Measure 4.7-1(b) requires that non-native landscape trees removed for the projects be replaced on a two-to-one basis.

Mitigation Measure 4.7-1(c) provides that the County may contract with an independent arborist to (a) review plans to provide for maximum retention of trees and necessary additional tree protection measures; (b) monitor project construction; and (c) recommend changes in the tree removal plan as necessary during construction. Measure 4.7-1(c) is clarified as follows:

If Stanford proposes to remove any trees for the San Mateo County Roadway Project, the County shall comply with MM 4.7-1(c). The recommendations of the County's independent arborist, if any, shall be made to the Director rather than the Planning Department and the term "site plan" as used in this measure shall mean the Improvement Plans required by this Agreement. The plans to be reviewed by the arborist, pursuant to that mitigation measure are the Improvement Plans and the Project does not involve any plans that are required to be submitted for City of Palo Alto Final Architectural Review Board approval.

Mitigation Measure 4.7-1(e) requires that all trees adjacent to project construction areas which are not removed will be avoided and protected according to specified procedures incorporated into all construction and/or demolition contracts.

The Board hereby adopts SMC Mitigation Measure 4.7-1(a) and Mitigation Measures 4.7-1(b), (c) and (e), and finds that these measures will reduce the San Mateo County Roadway Project's long- and intermediate-term impacts on trees and related wildlife habitat to a less than significant level. These measures will also substantially reduce, but will not avoid, significant adverse short term impacts (0-10 years) to trees and related wildlife habitat. Because it will take a number of years for replacement trees to reach a level of maturity similar to those being removed, there will be an unavoidable short-term decline in quality of trees and related habitat value as a result of the San Mateo County Roadway Project. This impact therefore remains **significant**.

Impact 4.7-2 Construction of the proposed projects would result in tree removals that could directly destroy nests, eggs and immature birds, and would remove future nesting habitat for birds, including sensitive species such as raptors and migrating songbirds.

The EIR stated that with implementation of Mitigation Measures 4.7-2(a) through (c), Impact 4.7-2 would be reduced to a less than significant level.

Mitigation Measure 4.7-2(a) provides that in order to avoid the nesting season of raptors and sensitive songbirds, tree removals shall not take place between February 15 and June 30, unless otherwise determined by the California Department of Fish and Game (CDFG) on a case-by-case basis.

Mitigation Measure 4.7-2(b) provides that if tree removal between January 1 and February 15 is required, a pre-construction survey shall be conducted to identify the presence, or lack thereof, of nests of raptors. If nests are identified, CDFG shall be contacted and appropriate protocols for nest relocation shall be implemented. If relocation of occupied, viable nests is not feasible, construction shall be delayed and the tree left undisturbed until completion of nesting activity.

Mitigation Measure 4.7-2(c) requires implementation of mitigation measures 4.7-1(a) – (f) and 4.7-4(a) – (c). Mitigation Measure 4.7-2(c) is hereby revised with respect to the San Mateo County Roadway Project to delete reference to Mitigation Measures 4.7-1(d), 4.7-1(f), and 4.7-4(a) – (c), which are inapplicable to the San Mateo County Roadway Project.

The Board hereby adopts Mitigation Measures 4.7-2(a)-(c) as revised and finds that adoption of these measures will reduce the San Mateo County Roadway Project's impacts on nesting birds to a less than significant level.

Impact 4.7-8 Ongoing operation of the proposed projects could adversely affect aquatic life, including sensitive animal species, in San Francisquito Creek, by increasing runoff and non-point source urban pollutant loads.

The EIR stated that with implementation of Mitigation Measures 4.7-8(a) and (b), Impact 4.7-8 would be reduced to a less than significant level.

Mitigation Measure 4.7-8(a) refers to implementation of Mitigation Measures 4.9-1(a) – (c), which are discussed in greater detail in connection with Impact 4.9-1. Generally,

these measures require preparation and compliance with a SWPPP, which includes appropriate specific measures to reduce or eliminate potential erosion and sedimentation impacts. Mitigation Measure 4.7-8(a) is hereby revised to delete reference to Mitigation Measure 4.9-1(c), which is not applicable to the County of San Mateo.

Mitigation Measure 4.7-8(b) requires implementation of Mitigation Measures 4.9-4(a) and (b), which are discussed in greater detail in connection with Impact 4.9-4.

The Board hereby adopts Mitigation Measures 4.7-8(a)-(b) as revised and finds that adoption of these mitigation measures will reduce Impact 4.7-8 to a **less than significant** level.

Impact 4.7-10 Implementation of the proposed projects, in conjunction with other proposed projects in the area, would result in incremental loss of trees and associated wildlife habitat.

The EIR stated that with implementation of Mitigation Measures 4.7-10(a) - (c), Impact 4.7-10 would be reduced to a less than significant level, but that because implementation of these mitigation measures by other jurisdictions could not be guaranteed, the impact was considered potentially significant and unavoidable.

Mitigation Measure 4.7-10 (a) requires implementation of Mitigation Measures 4.7-1(a)-(c) and (e) discussed above.

Mitigation Measure 4.7-10(b) requires implementation of Mitigation Measures 4.7-1(d), (f) and (g), which do not apply to the San Mateo County Roadway Project.

Mitigation Measure 4.7-10(c) recommends that all planning jurisdictions in the project area implement their respective tree protection and preservation ordinances and that jurisdictions without such ordinances implement measures similar to Mitigation Measure 4.7-1 on a case-by-case basis.

The Board finds that with adoption of Mitigation Measures 4.7-10(a) and (c), the San Mateo County Roadway Project's contribution to the identified cumulative impact is reduced to a less than significant level.

Adoption of the recommended mitigation measures with respect to future development projects within the County is beyond the scope of the Agreement for the San Mateo County Roadway Project, but the Board finds that the County will implement its tree protection ordinance with respect to future development projects.

With respect to cumulative impacts from future development projects outside the jurisdiction of the County of San Mateo, the Board finds that implementation of the recommended measures is within the jurisdiction and responsibility of other public agencies and that the agencies can and should implement such measures to the extent feasible. Because the nature and extent of potential cumulative loss of trees and related habitat from future projects is presently speculative and unknown, and because the extent to which other agencies can and will implement the recommended measures is presently unknown, the Board cannot determine at this

time the extent to which the recommended measures will be implemented or the extent to which these measures, if implemented, will lessen or avoid potential cumulative tree impacts. The Board therefore finds that this cumulative impact remains **potentially significant** despite the adoption of available mitigation measures by the County, the City of Menlo Park and the City of Palo Alto.

Impact 4.7-11 Construction of the proposed projects, in conjunction with other projects in the project area, would cumulatively result in tree removals that could directly destroy nests, eggs and immature birds, and would remove future nesting habitat for birds, including sensitive species such as raptors and migrating songbirds.

The EIR stated that with implementation of Mitigation Measures 4.7-11(a) - (b), Impact 4.7-11 would be reduced to a less than significant level, but that because implementation of these mitigation measures by other jurisdictions could not be guaranteed, the impact was considered potentially significant and unavoidable.

Mitigation Measure 4.7-11(a) requires implementation of Mitigation Measures 4.7-2(a) – (c), described above (and as revised above to delete cross-reference to the inapplicable Mitigation Measure 4.7-4(c)).

Mitigation Measure 4.7-11(b) recommends that all planning jurisdictions in the project area implement measures similar to those presented in Mitigation Measure 4.7-2 on a project-by-project basis.

The Board hereby adopts Mitigation Measures 4.7-11(a) – (b) and finds that with adoption of these measures, the San Mateo County Roadway Project's contribution to the identified cumulative impacts is reduced to a less than significant level.

Adoption of the recommended mitigation measures with respect to future development projects within the County is beyond the scope of the Agreement for the San Mateo County Roadway Project, but the Board finds that the County will comply with California Department of Fish and Game requirements for future projects.

With respect to cumulative impacts from future development projects outside of the County, the Board finds that implementation of the recommended measures is within the jurisdiction and responsibility of other public agencies and that the agencies can and should implement such measures to the extent feasible. Because the nature and extent of potential cumulative impacts on birds from future projects is presently speculative and unknown, and because the extent to which other agencies can and will implement the recommended measures is presently unknown, the Board cannot determine at this time the extent to which the recommended measures will be implemented or the extent to which these measures, if implemented, will lessen or avoid potential cumulative tree impacts. The Board therefore finds that this cumulative impact remains **potentially significant** despite the adoption of available mitigation measures by the County, the City of Menlo Park and the City of Palo Alto.

Impact 4.7-15 Ongoing operation of the proposed projects, in conjunction with similar projects within the same watershed, could cause cumulative adverse affects on aquatic life,

including sensitive animal species, in San Francisquito Creek, by increasing runoff and non-point source urban pollutant loads.

The EIR states that with implementation of Mitigation Measure 4.7-15, Impact 4.7-15 would be reduced to a less than significant level, but that because implementation of this mitigation measure by other jurisdictions cannot be guaranteed, the impact is considered potentially significant and unavoidable.

Mitigation Measure 4.7-15 encourages local jurisdictions to require Best Management Practices as part of project design; notes SFBRWQCB's jurisdiction over stormwater dischargers; and requires implementation of Mitigation Measures 4.9-4(a)-(b) (revised to delete the cross-reference to inapplicable Mitigation Measure 4.9-1(c), discussed below).

The Board hereby adopts Mitigation Measure 4.7-15 and finds that with adoption of this measure, the San Mateo County Roadway Project's contribution to the identified cumulative impacts is reduced to a less than significant level.

Adoption of the recommended mitigation measure with respect to future development projects within the County is beyond the scope of approvals granted for the San Mateo County Roadway Project, but the Board finds that the County will comply with SFBRWQCB requirements for future projects.

With respect to cumulative impacts from future development projects outside of the County, the Board finds that implementation of the recommended measure is within the jurisdiction and responsibility of other public agencies and that the agencies can and should implement such measures to the extent feasible. Because the nature and extent of potential cumulative adverse effect on aquatic life from future projects is presently speculative and unknown, and because the extent to which other agencies can and will implement the recommended measures is presently unknown, the Board cannot determine at this time the extent to which the recommended measures will be implemented or the extent to which these measures, if implemented, will lessen or avoid potential cumulative tree impacts. The Board therefore finds that this cumulative impact remains **potentially significant** despite the adoption of available mitigation measures by the County, the City of Menlo Park and the City of Palo Alto.

8. GEOLOGY, SOILS AND SEISMICITY

The EIR identified the following significant Geology, Soils and Seismicity impacts of the Sand Hill Road Extension and Related Roadway Improvements Project to which the San Mateo County Roadway Project would contribute.

Impact 4.8-1 Expansive or weak soils could damage foundations by providing inadequate support.

The EIR stated that with implementation of Mitigation Measures 4.8-1(a) and (b), Impact 4.8-1 would be reduced to a less than significant level.

Mitigation Measure 4.8-1(a) requires site specific soil suitability analysis be conducted and soil stabilization procedures and foundation design criteria be adopted in accordance with engineering criteria where the existence of expansive and compressible soil conditions is known or suspected.

Mitigation Measure 4.8-1(b) requires participation by the project's registered soil engineer as deemed necessary to oversee, verify, and report on soil engineering procedures and results.

The Board hereby adopts Mitigation Measures 4.8-1(a) and (b) and finds that these measures will reduce Impact 4.8-1 to a **less than significant** level.

Impact 4.8-2 The Stanford Sand Hill Road Corridor Projects area is subject to very strong seismically induced groundshaking which could threaten life and damage property.

The EIR stated that with implementation of Mitigation Measures 4.8-2(a) – (c), Impact 4.8-2 would be reduced to a less than significant level.

Mitigation Measure 4.8-2(a) requires that documented site-specific seismic restraint criteria be incorporated in the design of foundations and structures of the project which meet the minimum seismic-resistant design standards of CUBC Seismic Zone 4. Additional seismic-resistant earthwork and construction design criteria will be incorporated in the project where recommended by qualified experts. Road, foundations and underground utilities in fill or alluvium shall be designed to accommodate settlement or compaction produced by seismic forces.

Mitigation Measure 4.8-2(b) requires on-site participation by the project's registered geological or geotechnical engineering consultant, as deemed appropriate, to oversee, verify, and report on seismic-restrain procedures and results.

Mitigation Measure 4.8-2(c) requires that an engineering geologist be contracted for third party review of all geologic, soils and engineering reports prepared for the proposed projects.

The Board hereby adopts Mitigation Measures 4.8-2(a) – (c) and finds that these measures will reduce Impact 4.8-2 to a **less than significant** level.

9. HYDROLOGY AND WATER QUALITY

The EIR identified the following significant and less-than-significant Hydrology and Water Quality impacts of the Sand Hill Road Extension and Related Roadway Improvements Project to which the San Mateo County Roadway Project may contribute.

Impact 4.9-1 Grading, excavation and construction activities could result in increased deposition of sediment and/or discharge of pollutants in the storm drainage system and San Francisquito Creek and adversely affect water quality.

The EIR stated that with implementation of Mitigation Measures 4.9-1(a) – (d), Impact 4.9-1 would be reduced to a less than significant level.

Mitigation Measure 4.9-1(a) requires preparation, retention and implementation of a SWPPP.

Mitigation Measure 4.9-1(b) requires that the SWPPP be prepared by a qualified professional and approved by the County's Director of Public Works prior to construction.

Mitigation Measure 4.9-1(c) does not apply to the San Mateo County Roadway Project because it provides for the SWPPP to require that all construction contracts include the City of Palo Alto's construction contract Pollution Prevention Language, but the Project will not be constructed in Palo Alto.

Mitigation Measure 4.9-1(d) does not apply to the San Mateo County Roadway Project.

The Board hereby adopts Mitigation Measures 4.9-1(a) and (b) and finds that these measures will reduce Impact 4.9-1 to a less than significant level.

Impact 4.9-4 Increased impervious surface and landscaping associated with development of the Proposed Projects could increase urban contaminants in surface runoff potentially reducing water quality in San Francisquito Creek.

The EIR stated that with implementation of Mitigation Measures 4.9-4(a) – (b), Impact 4.9-4 would be reduced to a less than significant level.

Mitigation Measure 4.9-4(a) requires implementation of Mitigation Measures 4.9-1(a) – (c) for all approved Sand Hill Road Corridor Projects, but Mitigation Measure 4.9-1(c) does not apply to the San Mateo County Roadway Project. Mitigation Measure 4.9-4(a) is therefore revised to refer to Mitigation Measures 4.9-1(a) – (b) only.

Mitigation Measure 4.9-4(b) requires that the SWPPP shall include in the final project design appropriate BMPs selected by the County, consisting either of detailed measures identified in the EIR or equivalent measures.

The Board hereby adopts Mitigation Measure 4.9-4(a) as revised and Mitigation Measure 4.9-4(b) and finds that these measures will reduce Impact 4.9-4 to a less than significant level.

Impact 4.9-5 Project construction activities in combination with other construction projects in the Watershed could cumulatively increase sediment and other construction-related pollutants in San Francisquito Creek and adversely affect water quality.

The EIR stated that with implementation of Mitigation Measure 4.9-5, Impact 4.9-5 would be reduced to a less than significant level, but that because implementation of this mitigation measure by other jurisdictions could not be guaranteed, the impact was considered potentially significant and unavoidable.

Mitigation Measure 4.9-5(a) and (b) recommend that local jurisdictions require Best Management Practices as part of project design and note SFBRWQCB's jurisdiction over stormwater dischargers.

Mitigation Measure 4.9-5(c) requires implementation of Mitigation Measures 4.9-1(a) – (c), but Mitigation Measure 4.9-1(c) does not apply to the San Mateo County Roadway Project. Mitigation Measure 4.9-5(c) is therefore revised to refer to Mitigation Measures 4.9-1(a) – (b) only.

The Board hereby adopts Mitigation Measures 4.9-5(a)-(c), as revised, and finds that these measures will reduce the San Mateo County Roadway Project's contribution to the identified cumulative impact to a less than significant level.

Adoption of the recommended mitigation measure with respect to future development projects within the County is beyond the scope of approvals granted for the San Mateo County Roadway Project, but the Board finds that the County will comply with NPDES requirements for future projects.

With respect to cumulative impacts from future development projects outside of the County, the Board finds that implementation of the recommended measure is within the jurisdiction and responsibility of other public agencies and that the agencies can and should implement such measures to the extent feasible. Because the nature and extent of potential cumulative adverse effect on aquatic life from future projects is presently speculative and unknown, and because the extent to which other agencies can and will implement the recommended measures is presently unknown, the Board cannot determine at this time the extent to which the recommended measures will be implemented or the extent to which these measures, if implemented, will lessen or avoid potential cumulative tree impacts. The Board therefore finds that this cumulative impact remains **potentially significant** despite the adoption of available mitigation measures by the County, the City of Menlo Park and the City of Palo Alto.

10. (This section intentionally omitted.)

11. UTILITIES, ENERGY AND INFRASTRUCTURE*

The EIR identified a potentially significant impact from wasteful water use on roadway landscape medians and stated that with implementation of Mitigation Measure 4.11-3, this impact would be reduced to a less than significant level.

Mitigation Measure 4.11-3 requires that landscape designs incorporate and address any County standards for landscape water efficiency and that Stanford coordinate with the County to determine other conservation related improvements that would apply.

* This section is numbered "11" for consistency with the EIR's numbering system. These findings include no section 10 because no significant or potentially significant impact to Public Health and Safety (chapter 10 of the EIR) has been identified in connection with the San Mateo County Roadway Project.

The Board hereby adopts Mitigation Measure 4.11-3 and finds that this measure will reduce Impact 4.11-3 to a **less than significant** level.

12. PUBLIC SERVICES AND SCHOOLS

The EIR identified the following significant Public Services impacts of the Sand Hill Road Extension and Related Roadway Improvements Project to which the San Mateo County Roadway Project would contribute.

Impact 4.12-3 Increased traffic due to the construction of the proposed projects could reduce PAFD response times, especially during special events on the Stanford Campus, peak commute hours, and seasonal holidays, when traffic flow is known to increase significantly.

The EIR stated that with implementation of Mitigation Measure 4.12-3(a) – (b), Impact 4.12-3 would be reduced to a less than significant level.

Mitigation Measure 4.12-3(a) requires preparation of a construction vehicle management plan that uses established truck routes, minimizes construction impacts during peak annual traffic periods, and ensures that Sand Hill Road will remain open at all times in each direction to allow direct access to the Stanford University Medical Center from both directions.

Mitigation Measure 4.12-3(b) requires that Stanford prepare and comply with an emergency response plan that specifies alternate emergency response routes to the project sites and vicinity.

The Board hereby adopts Mitigation Measures 4.12-3(a) - (b) and finds that adoption of these measures within the jurisdiction of the County of San Mateo will reduce Impact 4.12-3 to a **less than significant** level.

Impact 4.12-9 Increased traffic due to the construction of the proposed projects could increase police response times, especially during special events on the Stanford Campus, peak commute hours, and seasonal holidays, when traffic flow is known to increase significantly.

The EIR stated that with implementation of Mitigation Measure 4.12-9, Impact 4.12-9 would be reduced to a less than significant level.

Mitigation Measure 4.12-9 requires implementation of Mitigation Measure 4.12-3(b).

The Board hereby adopts Mitigation Measure 4.12-9, and finds that this measure will reduce Impact 4.12-9 to a **less than significant** level.

SECTION 5: Growth Inducing Impacts

The EIR concluded that the Sand Hill Road Extension and Related Roadway Improvements Project would have significant growth inducing impacts. More than five years

after the EIR was certified, the only growth inducing impact to which the San Mateo County Roadway Project component of the Sand Hill Road Extension and Related Roadway Improvements Project might still contribute is the 400,000-square-foot expansion of the Stanford Medical Center. The majority of the 400,000-square-foot Medical Center Expansion discussed in the EIR has either been constructed or is under way (e.g., the Cancer Center). The San Mateo County Roadway Project will not, therefore, facilitate that growth. But because some of the 400,000-square-foot Stanford Medical Center expansion is not yet under way, it is possible that the San Mateo County Roadway Project, by improving traffic flow, would be deemed to remove an obstacle to completion of that expansion. The EIR found the impacts of such cumulative development within the Sand Hill Road Corridor significant, so the San Mateo County Roadway Project, by removing an obstacle to completion of the Stanford Medical Center expansion, is deemed to have a significant growth-inducing impact.

SECTION 6: Alternatives to the San Mateo County Roadway Project.

The EIR for the Sand Hill Road Extension and Related Roadway Improvements Project evaluated a No Project Alternative and 15 additional “Special Roadway Considerations” consisting of alternative configurations of roadways and related improvements for the Sand Hill Road Corridor. The EIR’s No Project Alternative and most of the Special Roadway Considerations are no longer available as alternatives because most of the Sand Hill Road Extension and Related Roadway Improvements Project has already been implemented and adoption of these alternatives is therefore not feasible. Two alternatives remain relevant to the San Mateo County Roadway Project: 1) Special Roadway Consideration 5: No Improvements to Sand Hill Road West of San Francisquito Creek; and 2) Proposed Alpine Road Alternative.

Special Roadway Consideration 5: No Improvements to Sand Hill Road West of San Francisquito Creek.

Special Roadway Consideration 5 evaluated in the EIR is considered the No Project Alternative for the San Mateo County Roadway Project. Under SRC 5, no improvements would be made to the Sand Hill Road/Santa Cruz Avenue intersection or to Sand Hill Road west of San Francisquito Creek. Because of the importance of the intersection, over which the County has partial jurisdiction, the Board believes that if the Project is rejected, the following improvements in the cities of Menlo Park and Palo Alto either would not be constructed or their usefulness would be severely compromised:

- Sand Hill Road improvements in Menlo Park
- Widening of the Sand Hill Road Bridge over San Francisquito Creek
- Alteration of intersection of Oak Avenue and Sand Hill Road
- New Frontage Road parallel to Sand Hill Road between Oak Avenue and Santa Cruz Avenue

The Board rejects Special Roadway Consideration 5 because it would not achieve the following objectives of the Sand Hill Road Extension and Related Roadway Improvements Project, all of which apply to the San Mateo County Roadway Project, *i.e.*:

- Improve vehicular, bicycle and pedestrian circulation in the Sand Hill Road corridor, between El Camino Real and Santa Cruz Avenue;
- Reduce the level of regional/business traffic on residential streets;
- Encourage walking and bike use by increasing the safety and attractiveness of these routes in and along the roadway; and
- Improve access to and from the Stanford University Hospital Emergency Room.

Instead, maintaining the existing Sand Hill Road/Santa Cruz Avenue intersection, particularly following implementation in the City of Palo Alto of all other components of the Stanford Sand Hill Road Corridor Projects, would result in continued worsening of traffic delays, spillover traffic in residential neighborhoods, impaired access to the Stanford University Hospital Emergency Room, and air quality and noise impacts. In addition, SRC 5 does not provide for improvements along Sand Hill Road that were included in the project to improve or eliminate already existing traffic-related noise and aesthetic problems experienced by neighboring residents. Each of these grounds constitutes an independent basis for the Board to reject Special Roadway Consideration 5.

Proposed Alpine Road Alternative

During the EIR process, various members of the public proposed, as an alternative to widening Sand Hill Road to four lanes, an alternative consisting of constructing a new arterial roadway from Alpine Road through Stanford campus lands to connect with major roadways in Palo Alto. The stated purpose of this alternative was to relieve the need for widening on Sand Hill Road. No specific route was suggested for this alternative, although a number of commenters recommended that the new roadway connect to and utilize existing roadways on the Stanford campus to the extent practical. Following scoping for the EIR, City of Palo Alto staff determined that this alternative did not warrant further study in the EIR because of potential economic and environmental costs of the alternative roadway. The reasons for rejection of this alternative were further discussed in responses to comments on the Draft EIR. The Palo Alto City Council rejected the Alpine Road Alternative.

The Board finds that the Alpine Road Alternative is infeasible because it would result in unacceptable environmental impacts and unacceptable economic costs. Like the Palo Alto City Council and the Menlo Park City Council, this Board finds that implementation of the Alpine Road Alternative, regardless of the route finally selected, would require construction of a new roadway across currently undisturbed portions of San Francisquito Creek and across existing open space lands mapped by Stanford as having significant environmental value. Extensive grading would be required. Construction and operation of the roadway would further serve to divide an existing large contiguous area of natural open space and would have the potential to induce new development into this area, potentially resulting in further substantial environmental impacts. Implementation of this alternative is also highly speculative in that implementation would require approvals by Stanford University, the County of Santa Clara, and the City of Menlo Park. Such approvals, if granted at all, are not certain to occur within a reasonable time period.

In addition to the reasons given by the City of Palo Alto for rejecting the Alpine Road Alternative, this Board notes that Palo Alto's rejection of that alternative, and subsequent

implementation of most of the Sand Hill Road Extension and Related Roadway Improvements Project, is itself a reason for this Board to reject the Alpine Road Alternative. The drawbacks of the Alpine Road Alternative weigh more heavily now that that alternative would substitute for only a small portion of the Sand Hill Road Extension and Related Roadway Improvements.

For all of the above reasons the proposed alternative road is not feasible and could not feasibly attain any major objective of the San Mateo County Roadway Project at less environmental cost than the San Mateo County Roadway Project as presently proposed.

SECTION 7: No Subsequent EIR or Supplement to EIR.

The City of Menlo Park recently prepared and approved an Addendum to the EIR that examines changes reflected in both the Menlo Park Roadway Project and the San Mateo County Roadway Project as currently proposed. The changes examined in the Menlo Park Addendum consist of refinements in the design of Sand Hill Road and Santa Cruz Avenue at and near their intersection; inclusion of a Multi-User Trail to replace and extend a path that would be removed by the widening of Sand Hill Road; and a new reconfiguration of the Stanford University Golf Course necessitated by Sand Hill Road widening and unrelated land use decisions. The City concluded that none of these changes would cause any new significant environmental effects not identified in the EIR or any substantial increase in the severity of impacts previously identified.

Neither the multi-user trail nor the Golf Course reconfiguration discussed in the Addendum would occur within the jurisdiction of the County of San Mateo. The Board finds, as did the City of Menlo Park, that the refinements in the design of the Sand Hill roadway would enhance the operation of the roadway and would not cause any new significant impact or any substantial increase in the severity of significant impacts previously identified. The Board finds, therefore, that no subsequent EIR or supplement to the EIR may be prepared in connection with the changes in the San Mateo County Roadway Project. The City Council further finds that the circumstances under which the San Mateo County Roadway Project would be undertaken have not substantially changed so as to require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The Board further finds that no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

- (A) The San Mateo County Roadway Project will have one or more significant effects not discussed in the previous EIR;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

SECTION 8: Statement of Overriding Considerations.

Pursuant to Public Resources Code section 21081(b), the Board has considered all of the significant environmental impacts of the San Mateo County Roadway Project that have not been or cannot be avoided or reduced to less than significant levels by the mitigation measures adopted for the Project. The Board has balanced these remaining significant adverse impacts of the Project against the potential public, social, economic and other benefits of the Project and determined that these significant environmental effects are acceptable in light of specific overriding benefits which justify approval of the Project on the terms and conditions approved by the Board. Each of the following overriding considerations constitutes a separate and independent ground for the Board's determination that the benefits of the Project outweigh its significant and potentially significant impacts:

A. The lack of through capacity on Sand Hill Road resulting from its two-lane configuration between Santa Cruz Avenue and the City of Palo Alto and the constriction caused by the current operational capacity of the Sand Hill/Santa Cruz intersection result in excessive and unacceptable congestion and delays on Sand Hill Road. The EIR demonstrated that even before any of the Stanford Sand Hill Road Corridor Projects had been implemented, the constriction of Sand Hill Road to two lanes east of Santa Cruz Avenue and the limited operational capacity of the intersection resulted in long traffic queues and delays at the Sand Hill Road/Santa Cruz Avenue intersection and slow travel speeds along much of Sand Hill Road during peak hours. As a consequence of restricted traffic flow on Sand Hill Road, many vehicles seeking to avoid congestion utilized alternate routes through secondary and residential streets in the area, primarily in Menlo Park but also in the County, generating increased levels of noise and disturbance on these local roadways. The problems described above have only become worse in the five years since the EIR was certified and most of the Stanford Sand Hill Road Corridor Projects have been constructed and placed in use. By substantially increasing through capacity for vehicles on Sand Hill Road, and by making intersection improvements that achieve Level of Service D at the Sand Hill Road/Santa Cruz Avenue intersection, the San Mateo County Roadway Project will alleviate these existing unacceptable conditions.

B. The traffic studies prepared for the EIR demonstrated that traffic conditions along Sand Hill Road would continue to deteriorate and would become significantly worse at five intersections, including the Sand Hill Road/Santa Cruz Avenue intersection, which would decline to Level of Service F. The San Mateo County Roadway Project is projected to alleviate these anticipated unacceptable conditions.

C. The San Mateo County Roadway Project includes improvements to area pedestrian and bicycle facilities that will facilitate increased use of these transportation modes in and through the project area. In particular, the Project will increase the safety and attractiveness of bicycle travel on and along Sand Hill Road.

D. The Stanford West Senior Housing Project, which has been approved by the City of Palo Alto but is not expected to be completed until 2005, will add traffic to Sand Hill Road. The Sand Hill Road Extension and Related Roadway Improvements Project, of which the San Mateo County Roadway Project is a part, is intended partly to provide roadway capacity sufficient to serve the Stanford West Senior Housing Project.

E. Overall, the San Mateo County Roadway Project will result in substantial public benefits in the form of improved vehicle traffic levels of service and resulting decreases in air pollution emissions; improved emergency vehicle access, including access to Stanford University Hospital; reduction of traffic on secondary and residential streets, particularly within the City of Menlo Park; and improved and safer pedestrian and bicycle travel; compared to conditions that exist and would occur without the Project.

F. The San Mateo County Roadway Project Agreement allows the Project to go forward with Stanford undertaking all responsibility for construction of the Project, resulting in Stanford assuming all the financial risk of the Project and reducing the administrative burdens on County staff.

SECTION 9: Approval of San Mateo County Roadway Project.

The Board of Supervisors hereby approves the San Mateo County Roadway Project and authorizes the President of the Board of Supervisors to execute the San Mateo County Roadway Project Agreement.

Note: This Mitigation Monitoring Program is derived from the City of Palo Alto's "Sand Hill Road Extension and Related Roadway Improvements—Mitigation/Conditions Monitoring Program" (Mar. 1998) and the City of Menlo Park's "Menlo Park Roadway Project Mitigation Monitoring Program" (Nov. 2002). Most mitigation measures are identical to those imposed by the City of Menlo Park; some have been revised to substitute "Stanford" for "applicant," to substitute "County" for "City," or to delete portions of a measure that are not applicable to the San Mateo County Roadway Project. For ease of comparison, deletions from the language of applicable mitigation measures adopted by the City of Palo Alto and the City of Menlo Park are marked in strikethrough and additions are shown in brackets. If a Menlo Park mitigation measure is rewritten for the San Mateo County Roadway Project, "SMC" precedes the Mitigation Measure.

SAN MATEO COUNTY ROADWAY PROJECT MITIGATION MONITORING PROGRAM				
Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
4.2 VISUAL QUALITY/LIGHT AND GLARE				
Mitigation Measure 4.2-8	On-site staging and storage of construction equipment and materials should be minimized to reduce visual disturbance during construction. Equipment and material storage that does occur on-site should be visually screened. Graded areas should be watered regularly to minimize fugitive dust. Construction should be staged and scheduled to minimize the duration of disturbance in each affected viewshed.	Stanford shall document inclusion of the following in the Construction Management Plan that Stanford prepares pursuant to section 4.8 of the San Mateo County Roadway Project Agreement (the "Construction Management Plan"): (1) storage and staging areas are visually screened as specified; (2) graded areas are watered to minimize fugitive dust; and (3) the duration of disturbance in each affected viewshed is minimized. Compliance with the approved Construction Management Plan shall constitute compliance with this mitigation measure.	Prior to construction.	DPW
		Stanford and DPW shall monitor compliance with construction requirements.	Ongoing during construction	DPW
4.3 CULTURAL RESOURCES				
Mitigation Measure 4.3-1(b).	The portion of Palo Alto Mitigation Measure 4.3-1(b) that applies to the San Mateo County Roadway Project is:			

DPW = San Mateo County Director of Public Works

San Mateo County Roadway Project – Mitigation Monitoring Program

EXHIBIT A

SAN MATEO COUNTY ROADWAY PROJECT MITIGATION MONITORING PROGRAM

Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
	<ul style="list-style-type: none"> ■ A two-phased data recovery program shall be conducted within the construction footprint (the direct impact area) of each project that impinges into archaeological deposits for which a significant or potentially significant impact has been identified above. 	Stanford shall document plans for data recovery program and shall conduct the required recovery program.	Prior to approval of Improvement Plans	DPW
	<ul style="list-style-type: none"> ■ Stanford may elect to use in-house archaeological staff (i.e., Stanford University) to conduct the archaeological mitigation measures described below, or may choose to subcontract the work to a qualified third-party archaeologist (hereafter referred to as "Stanford's archaeologist"). 	Stanford shall document selection of archaeological staff to conduct mitigation.	Prior to construction	DPW
	<ul style="list-style-type: none"> ■ The County City of Palo Alto shall [may] contract with a qualified independent archaeologist to concur, on the County City's behalf, with all technical work scopes, fieldwork, analyses, and reports resulting from data recovery or other mitigation measures, and oversee mitigation compliance (hereafter referred to as "the County's City's archaeologist"). 	County to contract with archaeologist if it so elects.	At any time after execution of San Mateo County Roadway Project Agreement	DPW
	<ul style="list-style-type: none"> ■ The field and laboratory aspects of the archaeological mitigation measures shall be implemented under the direction of individual(s) meeting the Secretary of Interior's Professional Qualifications Standards in Archaeology (36 CFR 61; historic or prehistoric emphasis as necessary). 	Stanford shall document qualifications of field and laboratory staff.	Prior to construction	DPW
	<ul style="list-style-type: none"> ■ The first phase of data recovery shall consist of intensive subsurface archaeological testing aimed at defining the archaeological deposit(s) within the direct impact area, the purpose of which is to focus data recovery to reduce the amount of excavation required, and ensure recovery of meaningful data to offset loss of the resource. 	Stanford shall document definition of direct impact area.	Prior to construction	DPW

DPW = San Mateo County Director of Public Works

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	<ul style="list-style-type: none"> ■ Phase one data recovery shall comprise one or more of the following techniques (which shall be presented in greater detail in an Archaeological Testing Plan to be submitted to and approved by the <u>County City of Palo Alto</u>): surface collection, based on an imposed grid, of all historic and prehistoric artifacts on the ground surface within the direct impact area; completion of an intensive (5-10 meter interval) auguring program (using a 6"-12" diameter helical, auger to depths of at least 3 meters [10 feet]) along a grid system imposed on the project footprint; a series of one or more hand-excavated 50 cm x 50 cm, 1 m x 1 m or larger test excavation units (as warranted given the results of auger testing); and/or mechanical excavation of an exploratory trench to the depth of cultural soils in one or more locations. ■ All soil removed from auger tests or manual excavation shall be screened through 1/4" and/or 1/8" mesh hardware cloth and may be subject to wet-screening techniques as determined necessary by Stanford's archaeologist. ■ If, based upon the results of phase one (i.e., the recovery of dispersed or non-important resources), no additional data recovery is recommended, and the <u>County's City's</u> archaeologist [if any,] concurs, Stanford shall be permitted to monitor construction (as described in measure 4.3-1(f), below) with no additional data recovery, subject to the provision for discoveries during construction. 	<p>Stanford shall submit Archaeological Testing Plan to County.</p> <p>Stanford shall document that investigation has been conducted in accordance with Testing Plan.</p> <p>Stanford shall submit for County review results of Phase One in a summary testing report.</p>	<p>Prior to construction</p> <p>Prior to construction</p> <p>Prior to construction</p>	<p>DPW</p> <p>DPW</p> <p>DPW</p>

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Mitigation Measure 4.3-1(c).	<p>■ Complete analysis (sufficient to address pertinent research topics outlined above) and curation of phase one artifacts, and a technical report shall be prepared as described in measure 4.3-1 (c), below; monitoring requirements shall be detailed in the Archaeological Monitoring and Data Recovery Plan (AMDRP) described below.</p> <p>If, based upon the results of phase one data recovery, important archaeological resources are discovered, phase two of data recovery (manual excavation) shall be required. The purpose of this second phase is (1) to recover specific deposits or features identified during phase one testing prior to construction, and (2) monitor construction for the presence of additional deposits if a second phase of data recovery is not warranted. In this event, an Archaeological Monitoring and Data Recovery Plan (AMDRP) shall be prepared by Stanford, submitted to the City of Palo Alto (and the City of Menlo Park for those portions of the projects in Menlo Park) County for approval, and implemented prior to construction. The AMDRP shall define where and how phase two data recovery will be conducted for all important archaeological resources discovered, how construction monitoring will be conducted, and the protocol to be followed in the event significant resources are discovered during construction monitoring. In addition, the Plan shall include the following:</p>	<p>See Mitigation Measure 4.3-1(c).</p> <p>Stanford shall document analysis and recordation of Phase One artifacts.</p> <p>Stanford shall document submittal of a technical report as specified in Mitigation 4.3-1(c).</p> <p>If Phase Two data recovery is required, Stanford shall submit an Archaeological Monitoring and Data Recovery Plan (AMDRP), including documentation of specific deposits of features identified during Phase One testing, and all other requirements as specified in the mitigation, to the County.</p>	<p>See Mitigation Measure 4.3-1(c)</p> <p>See Mitigation Measure 4.3-1(c)</p> <p>See Mitigation Measure 4.3-1(c)</p> <p>Prior to construction</p>	<p>See Mitigation Measure 4.3-1(c)</p> <p>See Mitigation Measure 4.3-1(c)</p> <p>See Mitigation Measure 4.3-1(c)</p> <p>DPW</p>

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	<ul style="list-style-type: none"> <li data-bbox="289 418 1029 560">■ A site-specific Research Design, describing the types of thematic research topics to be addressed and specific methodology to be used during data recovery (see research topics above), with provisions for amending the Plan should the resources encountered differ from those anticipated; <li data-bbox="289 597 997 657">■ Provisions for artifact cataloging, complete and thorough analysis, and curation; <li data-bbox="289 711 1018 933">■ Consultation with the Native American Heritage Commission (1) for a determination of the most-likely descendent (with whom coordination and interaction will occur in the event prehistoric skeletal remains are encountered), and (2) to solicit comment regarding the need or desire for the presence of a Native American observer during the course of data recovery and the enlistment of a Native American monitor, as determined necessary based on consultation; <li data-bbox="289 1003 1018 1226">■ An outline for preparation of a technical report of findings, within a reasonable time period, that meets professional standards (e.g., the Department of Interior's Archaeology and Historic Preservation: Secretary of Interior's Standards and Guidelines), a draft copy of which is to be provided to the <u>County City of Palo Alto</u> for review and concurrence, and final copies provided to the <u>County City</u>, Stanford University, the State Office of Historic Preservation and the California Archaeological Inventory Northwest Information Center. 			

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Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
	<p>All recovered artifacts (and site features, if any) shall be analyzed sufficiently to address the research questions posed in the AMDRP, which could require radiocarbon assay, obsidian hydration analysis, paleoethnobotany or zooarchaeology, osteology, lithic analysis, or other techniques as determined necessary. All artifacts shall be preserved and prepared and submitted for curation in accordance with recognized standards (e.g., the Department of Interior's Archaeology and Historic Preservation: Secretary of Interior's Standards and Guidelines).</p>	<p>Stanford shall document recovered artifacts in accordance with the AMDRP.</p>	<p>After construction</p>	<p>DPW</p>
<p>Mitigation Measure 4.3-1(f).</p>	<p>Construction monitoring shall be conducted, in accordance with the AMDRP as required in Mitigation Measure 4.3-1(c), at any time ground-disturbing activities (greater than 12" in depth) are taking place in the immediate vicinity of a known archaeological site. This includes building foundation demolition and construction, tree or tree-root removal, landscape irrigation installation, utility line excavation, etc. If phase one data recovery (see Mitigation Measure (b), above) does not produce evidence of significant cultural resources within a project area, further mitigation shall be limited to the construction monitoring, unless additional testing or other specific mitigation measures are determined necessary to ensure avoidance of damage to significant archaeological resources by Stanford's archaeologist and the City of Palo Alto's archaeologist (or the City of Menlo Park's the County's archaeologist, if any,) for those portions of the projects located in <u>the County Menlo Park</u>. A technical report of findings describing the results of all monitoring shall be prepared within a reasonable time period in accordance with minimum professional standards. The archaeological monitoring program shall be implemented by an individual meeting the Secretary of Interior Professional Qualifications Standards in Archaeology (36 CFR 61); individual field monitors shall be qualified in the recognition of cultural resources of both the historic and/or prehistoric periods and possess sufficient academic and field training as required to conduct the work effectively and without undue delay.</p>	<p>Stanford shall perform the monitoring in accordance with the AMDRP as required by Mitigation Measure 4.3-1(f) and shall prepare periodic reports documenting construction monitoring activities for County review. The County's archaeologist, if any, shall periodically evaluate, through field visits, the construction monitoring activities of Stanford's archaeologist.</p> <p>Stanford shall document qualifications of field monitors.</p>	<p>During construction</p> <p>Prior to construction</p>	<p>DPW</p> <p>DPW</p>
<p>Mitigation</p>	<p>If during construction, previously unidentified cultural resources are</p>	<p>Stanford shall document redirection of work</p>	<p>During construction</p>	<p>DPW</p>

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*San Mateo County Roadway Project-
Mitigation/Monitoring Program*

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Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
Measure 4.3-1(g).	discovered, construction in the immediate area shall cease until such time Stanford's archaeologist, and the City of Palo Alto's archaeologist (or the City of Menlo Park's County's archaeologist, if any) for those portions of the projects located in Menlo Park) assess the significance of the find and make mitigation recommendations (e.g., manual excavation of the immediate area), if warranted.	should previously undiscovered resources be found during construction and shall follow mitigation recommendations if feasible.		
Mitigation Measure 4.3-1(h).	<p>Section 7050.5(b) of the California Health and Safety Code shall be implemented by the County City of Palo Alto (and the City of Menlo Park for those portions of the project located in Menlo Park). In the event that human remains, or possible human remains are located, it states:</p> <p>"In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code."</p> <p>"The coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the Native American Heritage Commission within 24 hours. The Commission has various powers and duties to provide for the ultimate disposition of any Native American remains, including the designation of a Native American Most Likely Descendant. Sections 5097.98 and 5097.99 of the Public Resources Code also call for "protection to Native</p>	<p>In the event human remains are discovered, the County shall ensure the provisions of Section 7050.5(b) are met.</p> <p>Stanford shall document that construction personnel have been instructed as required.</p>	<p>During construction</p> <p>Prior to construction</p>	<p>DPW</p> <p>DPW</p>

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San Mateo County Roadway Project-
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Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
MP Mitigation Measure 4.3-1(k).	<p>American human burials and skeletal remains from vandalism and inadvertent destruction." To achieve this goal, it is recommended the construction personnel on the project be instructed as to both the potential for discovery of cultural or human remains, and the need for proper and timely reporting of such finds, and the consequences of failure thereof.</p> <p>As to each potentially significant archaeological impact resulting from the Project identified in the FEIR, Stanford shall implement an archaeological monitoring program of construction in areas of potential significant impact, where ground disturbance will exceed 24 inches below the existing grade. The archaeological monitoring program shall be implemented by an individual meeting the Secretary of Interior Professional Qualifications Standards in Archaeology (36 CFR 61); individual field monitors shall be qualified in the recognition of cultural resources of both the historic and prehistoric periods. If monitoring indicates the soils are culturally sterile, monitoring may be reduced to intermittent or on-call, at the discretion of Stanford's archaeologist, with the concurrence of the City of Menlo Park's archaeologist, if any.</p>	<p>Stanford shall implement an archaeological monitoring program for ground disturbance that exceeds 24 inches below the existing grade.</p> <p>Stanford shall document monitoring results as necessary.</p>	<p>On-going during construction activities</p> <p>On-going during construction activities</p>	<p>DPW</p> <p>DPW</p>
4.4 TRANSPORTATION				
Mitigation Measure 4.4-2(b).	<p>The portion of Mitigation Measure 4.4-2(b) that applies to the San Mateo County Roadway Project is: Stanford shall cause to be implemented Class II bike lanes on the following streets in the network, over those segments which are modified or reconstructed as part of the proposed projects: Sand Hill Road . . . Bike lanes shall meet the City of Menlo Park's design requirements as designated by the County's City of Menlo Park's Transportation Manager. {Director of Public Works}.</p>	<p>Mitigation Measure 4.4-2(b) is part of the San Mateo County Roadway Project. Construction of the Project in accordance with the San Mateo County Roadway Project Agreement shall satisfy Mitigation Measure 4.4-2(b). The County's design requirements are those set forth in the Project Specifications as defined in the Agreement.</p> <p>Stanford shall submit Improvement Plans that include the specified bike lanes.</p>	Prior to approval of Improvement Plans	DPW
Mitigation	Stanford shall cause to be implemented appropriate pedestrian and bicycle	Stanford shall submit Improvement Plans	Prior to approval of	DPW

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Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
Measure 4.4-2(c).	crossing devices and markings at all signalized intersections which are modified or reconstructed as part of the proposed projects. Such devices and markings shall meet applicable design standards (Caltrans, City of Palo Alto, or City of Menlo Park, or County of San Mateo) depending upon jurisdiction. Americans With Disabilities Act (ADA) design standards shall be observed at all pedestrian crossings created or modified by the proposed projects.	that include the required pedestrian and bicycle crossing devices and markings. Construction according to the Improvement Plans and Project Specifications shall satisfy Mitigation Measure 4.4-2(c). The applicable design standards of the County are those set forth in the Project Specifications.	Improvement Plans	
Mitigation Measure 4.4-2(f)	Bicycle and pedestrian facilities shall be constructed at the intersection of Sand Hill Road/Santa Cruz Avenue and Junipero Serra Blvd./Alpine Road. The proposed design shall be approved by the City of Menlo Park County-Transportation Manager Director of Public Works <u>for the County portion of the Sand Hill Road/Santa Cruz Avenue intersection.</u>	Mitigation Measure 4.4-2(f) is part of the San Mateo County Roadway Project. Construction of the Project in accordance with the San Mateo County Roadway Project Agreement shall satisfy Mitigation Measure 4.4-2(f). Stanford shall include the design in the Improvement Plans and approval of the Plans by the County shall constitute approval of the proposed design.	Prior to approval of Improvement Plans	DPW

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Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
Mitigation Measure 4.4-7(c)	<p>Sand Hill Road/Santa Cruz Avenue</p> <p>As part of the proposed roadway improvement projects, Stanford shall contribute their fair share to all of the improvements to this intersection as detailed in the Menlo Park General Plan (described in Table 4.4-10 above), in addition to installing an exclusive right turn lane on the northbound approach of Santa Cruz Avenue and providing dual left turn lanes on both the northbound and southbound Santa Cruz Avenue approaches. The improvements to the Sand Hill Road/Santa Cruz Avenue intersection shall be subject to the approval of the City of Menlo Park Transportation Manager <u>County</u>. [Director of Public Works]</p> <p>THIS MITIGATION MEASURE HAS BEEN MODIFIED BY CONDITION OF APPROVAL 1c: Stanford should pay the full cost of implementing Mitigation Measures 4.4-7(c and d), which requires improvements to the Sand Hill Road/Santa Cruz Avenue and the Junipero Serra Boulevard/Alpine Road/Santa Cruz Avenue intersections. These improvements should be constructed during the same time frame of the remainder of the proposed road improvements in the Santa Cruz/Oak Avenue area, and should be included in the final construction phasing plan. (See Road Improvements Condition 12.)</p>	<p>The impact to the Sand Hill Road/Santa Cruz Avenue intersection will be mitigated by, not caused by, the San Mateo County Roadway Project.</p> <p>By funding the Project as provided in the San Mateo County Roadway Project Agreement, Stanford will satisfy Mitigation Measure 4.4-7(c), as modified. County finds that Project is consistent with its General Plan. By execution of the Project Agreement, County approves the improvements to said intersection as provided in the Agreement.</p>	Satisfied upon execution of San Mateo County Roadway Project Agreement	DPW
Mitigation Measure 4.4-7(h)	<p>Sand Hill Road/Santa Cruz Avenue and Junipero Serra Blvd./Alpine Road</p> <p>Stanford shall conduct an operational analysis of the Sand Hill Road/Santa Cruz Avenue and Alpine Road/Junipero Serra Boulevard intersections to identify the appropriate combination of roadway and traffic signal improvements necessary to improve operation to LOS D during peak hours, if feasible.</p>	<p>The operational analysis has been conducted and has been incorporated in the San Mateo County Roadway Project and the Menlo Park Roadway Project, which include the appropriate combination of roadway and traffic signal improvements necessary to improve operations to LOS D during peak hours.</p>	Completed	Completed

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Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
SMC Mitigation Measure 4.4-8(i).	Stanford shall submit a Construction Management Plan for approval pursuant to section 4.8 of the San Mateo County Roadway Project Agreement. The plan shall include the components required in Mitigation Measure 4.4-8(i) of the EIR.	Stanford shall include the specified elements in its Construction Management Plan. Submission of the Construction Management Plan required by the San Mateo County Roadway Project Agreement shall constitute compliance with this mitigation measure.	Prior to construction	DPW
4.5 AIR QUALITY				
Mitigation Measure 4.5-1.	<ul style="list-style-type: none"> ■ Water all active construction areas at least twice a day, or as needed to prevent visible dust plumes from blowing off-site. Implementation of this measure along would be expected to reduce PM₁₀ emissions by at least 50 percent. ■ Use tarpaulins or other effective covers for on-site storage piles and for haul trucks that travel on public streets. ■ Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all <u>unpaved</u> access roads, parking areas, and staging areas at construction sites. ■ Sweep all <u>paved</u> access routes, parking areas, and staging areas daily (preferably with water sweepers). ■ Sweep streets daily (preferably with water sweepers) if visible amounts of soil material is carried onto public streets. 	<p>Stanford shall include dust control measures in its Construction Management Plan.</p> <p>Stanford shall monitor construction sites to verify that dust abatement measures are being carried out.</p>	<p>Prior to construction</p> <p>Periodic monitoring during construction</p>	<p>DPW</p> <p>DPW</p>

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	<p>If the working area of any construction site exceeds four acres at any one time, (BAAQMD standard) implement the following measures in addition to those above:</p> <ul style="list-style-type: none"> ■ Apply (non-toxic) soil stabilizers to inactive construction areas. ■ Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles. ■ Limit construction site vehicle speed to 15 mph on unpaved areas. ■ Replant vegetation in disturbed areas as quickly as possible. <p>If the working area of any construction site is located near any sensitive receptors, implement the following measures in addition to those above:</p> <ul style="list-style-type: none"> ■ Suspend excavation and grading activity when winds exceed 25 mph. <p>The last mitigation would be applicable to . . . the Sand Hill Road corridor where it passes the 14 single family homes in Menlo Park <u>the County</u> between Santa Cruz Avenue and Oak Avenue.</p>			
4.6 NOISE				
Mitigation Measure 4.6-1(a) (partial).	For those portions of the projects located in the County City of Menlo Park , comply with the County City of Menlo Park Noise Ordinance.	The Construction Management Plan shall include provisions for compliance with the County Noise Ordinance.	Prior to construction	DPW
Mitigation Measure 4.6-1(b).	Outfit and maintain construction equipment with noise reduction devices (i.e., mufflers, enclosures for stationary equipment, etc.) to obtain at least an average 10 dBA reduction shown feasible in Table 4.6-5.	Stanford shall document inclusion of noise reduction devices in Construction Management Plan.	Prior to construction	DPW

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Mitigation Measure 4.6-1(c).	Locate stationary noise sources (e. g., compressors, concrete mixers, etc.) on portions of the sites furthest away from residential and other noise-sensitive areas, and require use of acoustic shielding with such equipment.	Stanford shall document requirements for location of sources and acoustic shielding in Construction Management Plan.	Prior to construction	DPW
Mitigation Measure 4.6-1(d).	Where construction of Sand Hill Road requires work in the segment fronted by homes between Oak and Santa Cruz Avenues, erect temporary noise barriers to protect the residents, subject to the approval of the City of Menlo Park-Planning Department. [Department of Public Works]	The Construction Management Plan shall include provisions for temporary barriers as required by Mitigation Measure 4.6-1(d). Approval of the Construction Management Plan shall constitute approval of the City.	Prior to construction	City of Menlo Park
Mitigation Measure 4.6-3(b).	Stanford shall implement the proposed widening and realignment of Sand Hill Road between Santa Cruz and Oak Avenues and the construction of a landscaped buffer strip with at least a 3-foot high berm along Sand Hill Road between Stanford Avenue and Oak Avenue. The design of the berm shall be subject to the approval of the City of Menlo Park.	The Project, when completed, will satisfy the requirement in Mitigation Measure 4.6-3(b) that Stanford implement the work described. Stanford shall include in the Improvement Plans the design of the berm and approval of the Plans shall constitute approval of the design of the berm, as required by that mitigation measure.	Prior to approval of Improvement Plans	City of Menlo Park
Mitigation Measure 4.6-3(c).	Stanford shall construct a soundwall between Santa Cruz Avenue and Stanford Avenue that would reduce significant traffic increases at the two residences closest to the Santa Cruz intersection. The wall shall be constructed along the property lines fronting Santa Cruz Avenue and Sand Hill Road for 2084 Sand Hill Road and extended to Stanford Avenue along Sand Hill Road. The wall shall be constructed a minimum of six feet in height. The design of the soundwall shall be subject to the approval of the City of Menlo Park and/or San Mateo County, as appropriate.	The Improvements Plans shall include this soundwall between Santa Cruz Avenue and Stanford Avenue. Approval of the Improvements Plans shall constitute approval of the design of the soundwall.	Prior to approval of Improvement Plans	City of Menlo Park and/or DPW, depending on precise location of wall.

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Mitigation Measure 4.6-3(d).	<p>Stanford shall contract with a qualified acoustical consultant to perform interior noise surveys at receptors identified in this EIR as experiencing significant cumulative traffic noise impacts. At each such receptor, measurements shall be performed inside the room most exposed to traffic noise for the purpose of determining the buildings' noise attenuation potential. If the L_{dn} in any rooms facing Sand Hill Road would exceed 45 dBA under the projected cumulative traffic conditions, the property owners shall be compensated for the purposes of undertaking acoustic upgrades, as specified by the acoustical consultant, to attain the said standard. Stanford shall pay in proportion to the project contribution to those impacts.</p> <p>Palo Alto modified this Mitigation Measure by its Condition of Approval 1g. San Mateo County Menlo Park has modified this mitigation measure by the following provision, which is similar to Condition of Approval 1g:</p> <p>Stanford shall monitor interior noise levels of properties shown on Schedule 1 to this MMP Exhibit D of the Menlo Park Roadway Project Agreement. Stanford shall commission an acoustic study to be performed both before and after construction of the Project. The study shall document pre-Project interior noise levels for all sensitive receptors identified in Schedule 1 condition of approval 1g immediately following Project approval. Post-construction noise levels shall be established immediately following completion of the Project. For those receptors where the post-construction interior noise levels are higher than pre-construction levels and exceed 45 dBA, the study shall identify measures and costs necessary to: i) return noise levels to pre-construction levels, and, ii) achieve a 45 dBA interior noise standard. Stanford shall pay the cost identified to return the interior noise levels to pre-construction levels or to 45 dBA, whichever is higher. If there is a difference in costs between options i) and ii), the property owner may elect to make up the difference in cost to implement option ii).</p>	<p>Stanford shall document qualifications of acoustical consultant.</p> <p>Stanford shall document results of acoustical study.</p> <p>If the results indicate need to compensate property owners, Stanford shall document agreements and payments.</p>	<p>Prior to approval of Improvement Plans</p> <p>Immediately following project approval and immediately following completion of the Project.</p> <p>Upon completion of study and agreement with homeowners on measures to be taken.</p>	<p>DPW</p> <p>DPW</p> <p>DPW</p>

4.7 BIOLOGICAL RESOURCES

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Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
MP Mitigation Measure 4.7-1(a).	Stanford shall replace native trees removed from the Project as follows: The canopy coverage of the native trees to be removed shall be estimated by Stanford, then Stanford shall plan an area three times larger with container stock at standard planting densities for that species. The survival rate for these trees after five years shall be 80 percent. If at the end of three years, the survival rate is less than 80 percent, Stanford shall replant the area to attain that rate and shall consult with CDFG to determine other corrective actions. If irrigation systems are used, all replacement native tree species grown in natural areas that are intended to be self-sustaining shall be "weaned" of any supplemental water by the fourth year.	Stanford shall document plans for replacement of removed native trees as specified. Stanford shall document monitoring of tree survival. Stanford shall document consultation with CDFG if survival rate is less than 80 percent at end of five years.	Prior to approval of Improvement Plans After construction for a period of five years Five years following tree replacement	DPW DPW DPW and CDFG
Mitigation Measure 4.7-1(b).	For each project site, including those portions of the projects located in <u>the County Menlo Park</u> , non-native landscape trees removed for the projects shall be replaced on a two-to-one basis.	Stanford shall document replacement of removed non-native trees as specified.	During construction	DPW
Mitigation Measure 4.7-1(c).	The <u>County City of Palo Alto</u> (and the <u>City of Menlo Park</u> for those portions of the projects located in <u>Menlo Park</u>) shall [may] contract with an independent arborist to:	<u>County City</u> shall comply with MM 4.7-1(c). The recommendations of the County's independent arborist, if any, shall be made to the Director rather than the Planning Department and the term "site plan" as used in this measure shall mean the Improvement Plans required by this Agreement. The plans to be reviewed by the arborist pursuant to that mitigation measure are the Improvement Plans and the Project does not involve any plans that are required to be submitted for City of Palo Alto Final	Prior to approval of Improvement Plans	DPW

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Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
	<p>a) Review the plans submitted for Final Architectural Review Board approval and for issuance of building permits. The arborist shall make recommendations regarding the site plans, including but not limited to: (1) minor modifications which could result in retention of significant trees; and (2) any necessary additional tree protection measures not specifically included in mitigation 4.7-1(e) for all trees to be retained;</p> <p>b) Provide on-site review and monitoring for the duration of the project construction to ensure that tree protection measures are implemented correctly; and</p> <p>c) Provide on-site review and monitoring of tree removal to ensure that only those trees are removed which are absolutely necessary for project construction. The arborist shall review and make recommendations to the Planning Department regarding proposed changes to the tree removal plan (related to additional tree removals) during the project construction period.</p>	<p>Architectural Review Board approval.</p> <p>County to contract with independent arborist if it so elects.</p> <p>County arborist, if any, shall review and make recommendations, if necessary, on Improvement Plans.</p> <p>County arborist, if any, shall monitor on-site to ensure tree protection measures are implemented correctly.</p> <p>County arborist, if any, shall monitor on-site to ensure appropriate tree removal per tree removal plan.</p>	<p>Prior to approval of Improvement Plans</p> <p>Periodic monitoring during construction</p> <p>Periodic monitoring during construction</p>	<p>DPW</p> <p>DPW</p> <p>DPW</p>
Mitigation Measure 4.7-1(e).	All trees adjacent to proposed project construction areas (including those portions of the projects located in the County Menlo Park) which are not removed will be avoided and protected according to the following procedures, which shall be included in all construction and/or demolition		Prior to construction	DPW

DPW = San Mateo County Director of Public Works

SAN MATEO COUNTY ROADWAY PROJECT MITIGATION MONITORING PROGRAM

Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
	<p>contracts:</p> <ul style="list-style-type: none"> ■ Before other phases of the construction project begin, a continuous protective fence (six-foot high chain link, mounted on two-inch diameter galvanized iron posts, driven into the ground to a depth of at least two feet at no more than ten-foot spacing) must be installed surrounding the bases of trees to be saved. For the ideal configuration, locate the fence to maximize the exclusion of traffic over the root zones, preferably at the drip lines. Realistically, where the building envelopes extend under a tree's canopy, define as much of that root zone as possible; modification of the fence line to the building eaveline is allowable. ■ To preserve the important absorbing roots of trees to remain after construction, no cuts or fills should be allowed beneath their canopies. The method for site preparation of scraping the surface soil with a blade should not be allowed within the drip lines. ■ Roots which must be severed and measure over one and one-half inches (1.5") in diameter should be cut cleanly and smoothly without crushing, shattering, or tearing. If roughly cut by heavy equipment, re-cut to sound wood. Cuts should be made only to lateral roots where possible. ■ Equipment operators should be informed that machinery can cause great injury to standing trees. 	<p>Stanford shall implement tree protective measures during construction.</p>	<p>Periodic monitoring during construction</p>	<p>DPW</p>
<p>Mitigation Measure 4.7-2(a)</p>	<p>To avoid the nesting season of raptors and sensitive songbirds, tree removals (including those located in <u>the County Menlo Park</u>) shall not take place between February 15 and June 30, or as determined by CDFG on a case-by-case basis.</p>	<p>Stanford shall document approval from the CDFG for tree removal between February 15 and June 30.</p>	<p>Prior to construction</p>	<p>DPW and CDFG</p>

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*San Mateo County Roadway Project—
Mitigation/Monitoring Program*

SAN MATEO COUNTY ROADWAY PROJECT MITIGATION MONITORING PROGRAM

	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
Mitigation Measure 4.7-2(b)	If tree removal in the same calendar year before February 15 (i.e. between January 1 and February 15) is required (including any located in the County Menlo Park), a pre-construction season survey shall be conducted to identify the presence, or lack thereof, of nests of raptors. Pre-construction surveys are necessary during this period to protect possible early nesting raptors. Surveys are not warranted until immediately prior to construction because nesting may occur in different trees from year to year. Although no nests were observed during site visits for the EIR, that does not preclude possible future nesting in trees slated for removal. If no nests are identified in trees to be removed during the pre-construction survey, no further mitigation is necessary. If nests are identified, CDFG shall be contacted and appropriate protocols for nest relocation shall be implemented. If relocation of occupied, viable nests is not feasible, construction shall be delayed and the tree left undisturbed until completion of nesting activity.	Stanford shall conduct any survey that is required and any necessary contact with CDFG shall be by Stanford. Stanford shall document that pre-construction season survey was conducted. If nests are identified, Stanford shall document approval from the CDFG for nest relocation.	During pre-construction season (January 1 to February 15) Prior to construction	DPW DPW and CDFG
Mitigation Measure 4.7-2(c)	Implement Mitigation Measures 4.7-1(a) - (c) and 4.7-1(e)-(f) and 4.7-4(a)-(e). [Mitigation Measures 4.7-1(d) and (f) and 4.7-4(a)-(c) are not applicable to the San Mateo County Roadway Project.]	See Mitigation Measures 4.7-1(a) - (c) and 4.7-1(e).	See Mitigation Measures 4.7-1(a) - (c) and 4.7-1(e).	See Mitigation Measures 4.7-1(a) - (c) and 4.7-1(e).
SMC Mitigation Measure 4.7-8(a)	Implement Mitigation Measure 4.9-1(a) and (b).	See Mitigation Measures 4.9-1(a)-(b).	See Mitigation Measures 4.9-1(a)-(b)	See Mitigation Measures 4.9-1(a)-(b)
Mitigation Measure 4.7-8(b)	Implement Mitigation Measures 4.9-4(a) and (b).	See Mitigation Measures 4.9-1(a)-(b) and 4.9-4(a) - (b).	See Mitigation Measures 4.9-1(a)-(b) and 4.9-4(a) - (b)	See Mitigation Measures 4.9-1(a)-(b) and 4.9-4(a) - (b)

4.8 GEOLOGY, SOILS AND SEISMICITY

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*San Mateo County Roadway Project-
Mitigation/Monitoring Program*

SAN MATEO COUNTY ROADWAY PROJECT MITIGATION MONITORING PROGRAM

Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
Mitigation Measure 4.8-1(a).	<p>Require documented site-specific soil suitability analysis, soil stabilization procedures, and design criteria recommendations for foundations, prior to issuance of a building permit for each site where the existence of expansive and compressible soil conditions is known or suspected, including roads to be constructed in <u>the County Menlo Park</u>. This shall include the following:</p> <p>1) During the design phase for each site where the existence of unsuitable soil conditions is known or suspected, the developer's registered soil engineering consultant shall provide documentation to the <u>City County</u> that:</p> <ul style="list-style-type: none"> ■ site-specific soil suitability analyses have been conducted in the area of the proposed foundation to establish the design criteria for all structures and their support, and ■ the recommended criteria have been incorporated in the design of the project structures. <p>2) During grading for these sites, the registered soils professional shall be on the site:</p> <ul style="list-style-type: none"> ■ to observe areas of potential soil unsuitability, ■ to oversee the implementation of soil remediation programs, and ■ to verify final soil conditions prior to setting the foundations. 	<p>Stanford shall submit site-specific soil study with required contents for County review.</p> <p>Stanford shall document that soil engineer is "registered."</p> <p>Stanford shall document grading activities.</p>	<p>Prior to approval of Improvement Plans</p> <p>Prior to approval of Improvement Plans</p> <p>During grading</p>	<p>DPW</p> <p>DPW</p> <p>DPW</p>

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SAN MATEO COUNTY ROADWAY PROJECT MITIGATION MONITORING PROGRAM

Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
	<p>3) The registered soils engineering consultant shall prepare an "as built" map, to be filed with the County <u>City of Palo Alto (or Menlo Park for those portions of the projects located in Menlo Park)</u>, showing details of the site soils, the location of foundations, sub-drains and clean-outs, and the results of suitability analyses and compaction tests.</p>	Stanford shall document submittal of "as built" map.	Upon completion of construction	DPW
Mitigation Measure 4.8-1(b).	Require on-site participation by the project's registered soil engineer, as deemed appropriate by the County's Public Works department <u>City of Palo Alto's building inspection unit (or the City of Menlo Park's public works department for those portions of the projects located in Menlo Park)</u> , to oversee, verify, and report on soil engineering procedures and results.	Stanford shall cause a registered soil engineer engaged for the Project to be on-site whenever requested by the County.	During construction	DPW
Mitigation Measure 4.8-2(a)	<p>Require documented site-specific seismic-restraint criteria to be incorporated in the design of foundations and structures in Stanford Sand Hill Road Corridor Projects area including the following:</p> <p>1) The minimum seismic-resistant design standards for all proposed facilities shall conform to the CUBC Seismic Zone 4 Standards.</p>	Stanford shall submit Improvement Plans that meet CUBC Seismic Zone 4 standards.	Prior to approval of Improvement Plans	DPW
	<p>2) Additional seismic-resistant earthwork and construction design criteria shall be incorporated in the project as necessary, based on the site-specific recommendations of Stanford's California Registered Geologist or Certified Engineering Geologist in cooperation with California-registered geotechnical and structural engineering professionals, in order to comply with the CUBC amendments that are more stringent than current CUBC Seismic Zone 4 standards. (These measures could include increased rebar density in reinforced concrete; locking bolts instead of gravity clips to support above ground floor slabs; and increased distance between supports on exterior walls for cantilevered structures.) Implementation of these types of design and construction measures would increase the structural stability of buildings under dynamic forces.</p>	<p>Stanford shall document that California Registered Geologist or Certified Engineering Geologist is "registered."</p> <p>Stanford shall document incorporation of any site-specific recommendations.</p>	<p>Prior to approval of Improvement Plans</p> <p>Prior to approval of Improvement Plans</p>	<p>DPW</p> <p>DPW</p>

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Mitigation/Monitoring Program*

SAN MATEO COUNTY ROADWAY PROJECT MITIGATION MONITORING PROGRAM

Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
	<p>3) During site preparation, the geological or geotechnical consultant shall be on the site to supervise implementation of the recommended criteria.</p> <p>4) The geological or geotechnical consultant shall prepare an "as built" map and report, to be filed with the County/City, showing details of the site geology, the location and type of seismic-restraint facilities, and documenting the following requirements, as appropriate.</p> <ul style="list-style-type: none"> ■ Engineering analyses shall demonstrate satisfactory seismic performance (e.g., the structure is safe for immediate occupancy following an earthquake), as determined by CUBC codes currently in effect or as amended (to include more stringent criteria) prior to construction commencement. ■ Roads, foundations and underground utilities in fill or alluvium shall be designed to accommodate settlement or compaction produced by seismic forces. 	<p>Stanford shall document presence of consultant.</p> <p>Stanford shall document submittal of "as built" map and report.</p>	<p>During grading</p> <p>180 days after Upon completion of construction</p>	<p>DPW</p> <p>DPW</p>
Mitigation Measure 4.8-2(b)	Require on-site participation by the project's registered geological or geotechnical engineering consultant, as deemed appropriate by the County's/City's Chief Building Official, to oversee, verify, and report on seismic-restraint procedures and results.	Stanford shall require its consultant to document seismic-restraint procedures and results.	During construction	DPW
Mitigation Measure 4.8-2(c)	An engineering geologist shall [may] be contracted for a third party review of all geologic, soils and engineering reports prepared for the proposed projects.	County may execute contract with engineering geologist to review reports.	Prior to construction	DPW

4.9 HYDROLOGY AND WATER QUALITY

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*San Mateo County Roadway Project -
Mitigation/Monitoring Program*

SAN MATEO COUNTY ROADWAY PROJECT MITIGATION MONITORING PROGRAM

Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
Mitigation Measure 4.9-1(a)	<p>Prior to issuance of a building permit [construction], Stanford shall file a Notice of Intent for coverage under the State General Construction Activity Storm Water Permit. The permit Stanford shall be required to prepare, retain on each construction site and implement a SWPPP which describes the site, erosion and sediment controls, means of material storage and waste disposal, implementation of approved local plans, post-construction control measures and maintenance responsibilities, and non-storm water management controls. BMPs which could be implemented as part of the SWPPP could include, but would not be limited to:</p> <ul style="list-style-type: none"> ■ Reduction of the area and length of time that the site is cleared and graded, especially during the rainy season (October 15 through April 15). ■ Revegetation/stabilization of cleared areas as soon as possible. ■ Installation of comprehensive erosion, dust and sediment controls such as straw bale dikes, silt fences, sediment traps, placing tarps over excavated materials shall be completed prior to initiation of construction activities. ■ Implementation of a program to control potential construction activity pollutants such as concrete, asphalt, paints and solvents, fuel and lubricating oils, pesticides and herbicides. ■ Implementation of a hazardous materials spill, prevention, control and cleanup program. 	<p>Stanford shall document submittal of a Notice of Intent for coverage under the State General Construction Activity Storm Water Permit.</p> <p>Stanford shall document implementation of SWPPP and BMPs, if applicable, at each construction site.</p>	<p>Prior to construction</p> <p>During construction</p>	<p>DPW</p> <p>DPW</p>
Mitigation Measure 4.9-1(b).	<p>The SWPPP shall be prepared by an erosion control professional (such as a landscape architect or civil engineer specializing in erosion control) and submitted to the County Director of Public Works <u>City of Palo Alto Director of Public Works</u> (or the City of Menlo Parks <u>Director of Public Works for those portions of the projects located in Menlo Park</u>) for review and approval prior to construction.</p>	<p>Stanford shall document implementation and monitoring of the SWPPP at each construction site.</p>	<p>During construction</p>	<p>DPW</p>

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*San Mateo County Roadway Project -
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SAN MATEO COUNTY ROADWAY PROJECT MITIGATION MONITORING PROGRAM

Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
Mitigation Measure 4.9-4(a)	Implement Mitigation Measure 4.9-1(a) - (b).	See Mitigation Measures 4.9-1(a)-(b).	See Mitigation Measures 4.9-1(a)-(b)	See Mitigation Measures 4.9-1(a)-(b)
Mitigation Measure 4.9-4(b)	<p>The SWPPP shall include as part of final project design appropriate BMPs selected by the City from the SFBWQCB's Staff Recommendation for New and Redevelopment Controls for Storm Water Programs and could include a combination of the following BMPs, or equally effective measures:</p> <ul style="list-style-type: none"> ■ limit land disturbance; ■ use of permeable paving; ■ proper reduced use of fertilizers, pesticides, and herbicides; ■ reducing use of impervious surfaces; ■ clean and/or sweep parking lots and roadways on a regular basis; ■ provide for common car wash areas; ■ install sand filters for roadway and parking lot runoff; ■ cover trash dumpsters; ■ direct roof downspouts to splash blocks in landscape areas (Stanford has indicated these measures on the project plans); ■ incorporate peak flow reduction and infiltration practices, such as grass swales, infiltration trenches and grass filter strips (Stanford has indicated these measures on the project plans); 	Stanford shall submit SWPPP for City review and approval.	Prior to construction	DPW

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SAN MATEO COUNTY ROADWAY PROJECT MITIGATION MONITORING PROGRAM

Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
	<ul style="list-style-type: none"> ■ label storm drain inlets to educate the public of the adverse impacts associated with dumping on receiving waters (i.e., “No Dumping! Flows to San Francisquito Creek!”) ■ educate residents on San Francisquito Creek water quality issues; ■ landscape, including borders using warm season grasses and drought tolerant vegetation wherever feasible to reduce demand for irrigation and thereby reduce irrigation runoff; and/or ■ install efficient irrigation systems in landscaped areas to minimize runoff and evaporation and maximize the water the will reach plant roots. Such irrigation systems include drip irrigation, soil moisture sensors, and automatic irrigation systems. 			
4.11 UTILITIES, ENERGY, AND INFRASTRUCTURE				
Mitigation Measure 4.11-3.	<p>To reduce water consumption, the project design shall incorporate measures to maximize the efficient use of water and minimize total water consumption. Steps include the following:</p> <ul style="list-style-type: none"> ■ All landscape designs in the County shall incorporate and address any applicable provisions of the County’s Water Conservation Ordinance, the City of Palo Alto Landscape Water Efficiency Standards (or any similar Menlo Park landscape water efficiency standards for those portions of the projects located in Menlo Park). The project sites would be subject to an annual maximum water allowance for landscaping. ■ Stanford shall coordinate with the City of Palo Alto Utilities Department, Resource Management Division (or the City of Menlo Park (for those portions of the projects located in Menlo Park) to determine other conservation related improvements that would apply to the projects. 	Compliance with Project Specifications as defined in the San Mateo County Roadway Project Agreement will satisfy Mitigation Measure 4.11-3.	Prior to approval of Improvement Plans	DPW

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San Mateo County Roadway Project – Mitigation/Monitoring Program

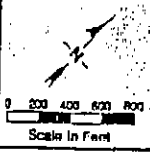
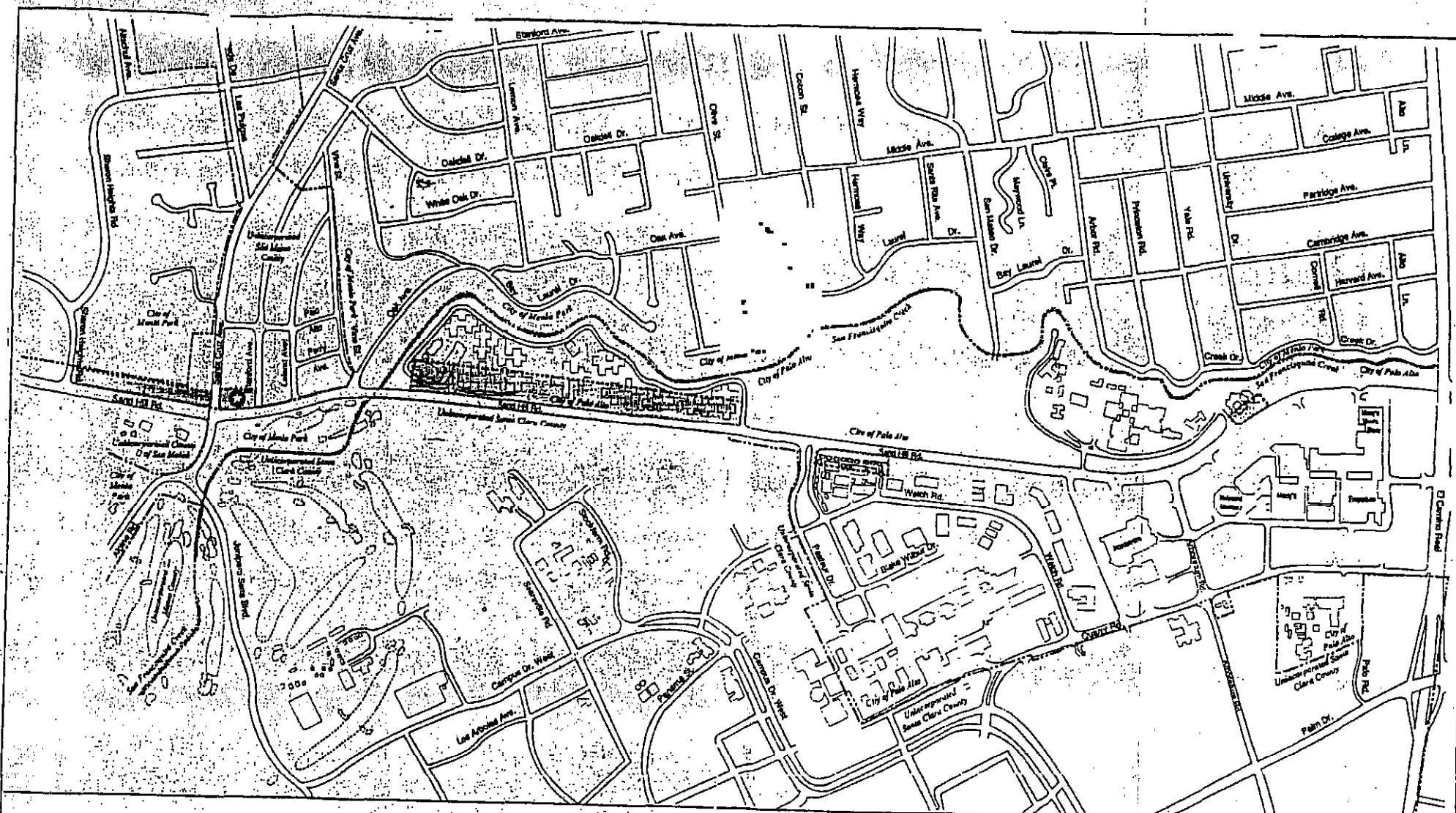
SAN MATEO COUNTY ROADWAY PROJECT MITIGATION MONITORING PROGRAM

Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
4.12 PUBLIC SERVICES AND SCHOOLS				
Mitigation Measure 4.12-3(a).	<p>As a condition of project approval, Stanford shall prepare a construction vehicle management plan that:</p> <ul style="list-style-type: none"> ■ Uses the City of Palo Alto's, Menlo Park's, and County's established truck routes for the project's large construction vehicle operators when going to and from project sites in order to minimize traffic congestion; ■ Establishes a construction plan to minimize construction impacts during peak annual traffic periods (e.g., special events at Stanford University, holiday seasons, etc.). This plan shall address in detail the activities to be carried out in each construction phase, the potential transportation impacts of each activity, and an acceptable method of reducing or eliminating significant transportation impacts. Details such as the routing and scheduling of materials and deliveries, construction employee arrival and departure schedules and employee parking locations shall be described (also refer to Mitigation Measure 4.4-8). The plan shall be submitted to the City of Palo Alto and the City of Menlo Park for those portions of the project located in Menlo Park County for review and approval; and ■ Ensures that Sand Hill Road will remain open at all times in each direction to allow direct access to Stanford University Medical Center from both directions. 	The required construction vehicle management plan shall be included in Stanford's Construction Management Plan.	Prior to construction	DPW

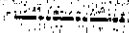


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Mitigation Measure No.	Mitigation Measure(s) and Conditions of Approval	Monitoring and Reporting Procedure	Monitoring Timing	Monitoring Responsibility
Mitigation Measure 4.12-3(b)	With consideration of the construction sites and the City of Palo Alto and Menlo Park's truck routes, Stanford shall prepare an emergency response plan for the construction period that specifies alternate emergency response routes to the project sites and vicinity which meet the PAFD and PAPD (and the MPFPD and MPPD (for those portions of the projects located in Menlo Park) response time goals. In addition, the Plan shall stipulate that one lane in each direction of Sand Hill Road will be open at all times. The Plan shall specify requirements of Stanford to ensure response time goals will be met and shall be approved by the MPFPD and MPPD for those portions of the projects located in Menlo Park.	Stanford shall include the required emergency response plan in its Construction Management Plan.	Prior to construction	City of Menlo Park
Mitigation Measure 4.12-9	Implement Mitigation Measure 4.12-3(b).	See Mitigation Measure 4.12-3(b).	See Mitigation Measure 4.12-3(b).	See Mitigation Measure 4.12-3(b).

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SOURCE: EIP Associates, July 1998.

-  City/County Boundaries
-  Areas Recommended To Be Subject To Mitigation Measure 4.6-3(d)
-  Area To Be Protected By Soundwall As Described In Mitigation Measure 4.6-3(c)

**Areas Recommended
To Be Subject To
Mitigation Measure 4.6-3(d)**

