### **Section 6 Proposed Text Changes to the Draft EIR**

The proposed changes listed below revise the Draft EIR.

Page S-11, Table S-1:

| Proposed AS1 Overlay District<br>I Camino Real Housing Site<br>dential: 0.25 to 1,<br>t of mixed use development<br>al: 1.75 to 1<br>se: 2.0 to 1   | Proposed AS2 Overlay District<br>California Avenue Housing Site<br>Residential: 0.75 to 1   |
|---|---|
| lential: 0.25 to 1,<br>t of mixed use development<br>al: 1.75 to 1<br>se: 2.0 to 1  | Residential: 0.75 to 1  |
|   |   |
|   | 50 feet (30 feet within 100 feet of California Avenue)  |
| back (El Camino Real):<br>ential - 13 to 17 feet from property<br><u>Residential and Residential Over</u><br><u>nercial – 5</u> feet from the <u>property</u><br>fixed Use – 5 feet from the property<br>back (California Avenue):<br>nercial – None Ground Floor<br>ential – 8 feet<br>ack: None<br>pack: <u>24-foot access easement shall</u><br>n. No additional setback required.<br><u>foot ingress/egress easement to</u> | Front Setback (California Avenue):<br>minimum of 20 feet<br>Side Setback: 10 feet<br>Rear Setback: 10 feet  |
| <del>n)</del><br>It for overall site  | 25 percent (10 percent must be common)  |
| 0 covered space<br>5 spaces, 1 of which shall be covered<br>2 spaces, 1 of which shall be<br>ed, spaces may be tandem<br>rking: 0.25 covered spaces per<br>ing unit<br>dential - 1 space per 200 sf of gross<br>area<br><u>may be reduced up to 20 percent at</u><br><u>tion of ARB.</u>  | <ul> <li>Studio: 1 covered space</li> <li>1BR: 1.5 spaces, 1 of which shall be covered</li> <li>2BR+ : 2 spaces, 1 of which shall be covered, may be tandem</li> <li>Guest parking: 0.25 per dwelling unit</li> </ul>   |
|   | back (El Camino Real):<br>ential - 13 to 17 feet from property<br>Residential and Residential Over<br><u>nercial - 5</u> feet from the property<br>dixed Use - 5 feet from the property<br>back (California Avenue):<br>nercial - None Ground Floor<br>ential - 8 feet<br>ack: None<br>back: <u>24-foot access easement shall</u><br>n. No additional setback required.<br>-foot ingress/egress easement to<br><del>n)</del><br>at for overall site<br>1.0 covered space<br>5 spaces, 1 of which shall be covered<br>2 spaces, 1 of which shall be<br>ed, spaces may be tandem<br>tking: 0.25 covered spaces per<br>ing unit<br>dential - 1 space per 200 sf of gross<br>area<br><u>nay be reduced up to 20 percent at</u><br><u>ttion of ARB.</u><br>al parking for mixed use - up to 20 |

Table S-1

# Table S-1 Proposed Development Standards Applicable to the El Camino Real Housing Site and the California Avenue Housing Site

|     | Proposed AS1 Overlay District<br>El Camino Real Housing Site                            | Proposed AS2 Overlay District<br>California Avenue Housing Site |
|-----|---|---|
|     | percent shared parking  |   |
| Sou | urces: City of Palo Alto Planning Division and Stanford University, 2004.               |   |
| Not | re <u>s</u> :   |   |
| a.  | Measure pursuant to Section 18.04.030(b)(67) of the <i>Palo Alto Municipal C</i> apply. | Code. No daylight plane requirements                            |

b. Balconies, porches, stairways, and similar elements may extend up to 8 feet into the setback. Cornices, eaves, fireplaces, and similar architectural features may extend up to 4 feet into the setback.

Page S-15, paragraph 2, sentence 1:

**No Impacts/Less-Than-Significant Impacts.** The soccer complex would have no impacts or less-than-significant impacts associated with Comprehensive Plan consistency, applicable zoning regulations, population and employment, visual compatibility, demolition of historic buildings, construction impacts on sensitive biological resources, local traffic and parking, freeways, bicycle and pedestrian circulation, transit demand, construction noise, long-term noise and air quality emissions, hazardous materials storage and handling, exposure to workers and the public to existing contaminated soil and/or groundwater construction activities during construction activity, major geologic hazards, erosion and siltation, hydrology and water quality, public services, and utilities.

Page S-15, paragraph 4:

**Significant and Unavoidable Impacts.** An impact that would remain significant and unavoidable with the proposed soccer complex in the short term would be delays at the southbound I 280 off ramp to Page Mill Road. However, this impact can be mitigated to be less than significant.

Starting on Page S-26, specific rows of Table S-2:

| Table S-2         Summary of Impacts and Mitigation Measures   |   |   |  |  |
|--|---|---|--|--|
| Impacts  | Applicable<br>Project<br>Component  | Impact<br>Significance<br>Without<br>Mitigation | Mitigation/Improvement Measures  | Impact<br>Significance<br>With<br>Mitigation |
| <b>LU-2.</b> The proposed Mayfield soccer complex and 100,000 sf of R&D/office space would be consistent with the applicable land development and planning policies of the Comprehensive Plan and would comply with the applicable zoning regulations. Therefore, the soccer complex and the 100,000 sf of R&D/office development would result in a less-than-significant land use impact. | Mayfield site <u>and</u><br><u>100,000 sf of</u><br><u>R&amp;D/office space</u> | LTS   | None Required.   | LTS  |
| <b>VQ-4.</b> While Phase One R&D/office space would be designed to meet the requirements of the Municipal Code pertaining to lighting impacts on residential uses, recreational lighting at the Mayfield site could disrupt nearby residents or users of more distant properties or public areas.  | 100,000 sf of<br>R&D/office space   | LTS   | None Required  | LTS  |
|  | Mayfield site<br><del>100,000 sf of</del><br><del>R&amp;D/office space</del>    | PS  | <i>VQ-4.1 Design Lighting System of the Mayfield Site to</i><br><i>Minimize Light and Glare Impacts.</i> The project<br>sponsor shall design lighting systems to provide the<br>appropriate light illumination for the proposed<br>Mayfield soccer complex and protect surrounding uses<br>from spillover light and glare by incorporating the<br>following guidelines and specifications into all<br>proposed lighting plans and the construction<br>documents: | LTS  |
|  |   |   | a. Field lighting shall be designed to minimize off-site visibility of light sources and glare, spill light, and sky glow by directing lighting toward the soccer fields and not illuminating areas outside the fields. All proposed lighting plans shall be subject to review by the City's Architectural Review Board and approval by the Director of Planning and Community Environment.  |  |

| Table S-2         Summary of Impacts and Mitigation Measures  |   |   |   |  |
|---|---|---|---|--|
| Impacts   | Applicable<br>Project<br>Component  | Impact<br>Significance<br>Without<br>Mitigation | Mitigation/Improvement Measures   | Impact<br>Significance<br>With<br>Mitigation |
|   |   |   | b. The project sponsor shall install field lighting<br>fixtures and lamps that are metal halide, or a<br>combination of metal halide and high pressure<br>sodium which provides a more natural color<br>rendition. Low watt fluorescent or incandescent<br>bulbs shall also be installed in the service building<br>and for security lighting of parking lots. The use of<br>such lighting shall help minimize impacts of glare<br>and impacts on visibility of the night sky.  |  |
|   |   |   | <i>VQ-4.2 Install Lighting Timers.</i> The City shall install<br>a timer for soccer field lighting to ensure that lights are<br>turned off at $10:30 \text{ p.m.} \cdot 11:00 \text{ p.m.}$ to prevent light and<br>glare on surrounding uses. The timer shall be located<br>or secured so that it is not accessible to the users of the<br>field. In the interest of energy conservation, a<br>photocell switching device shall be installed in the<br>electrical line to override all other controls. This<br>action would guarantee that the lighting would not<br>inadvertently burn during the daylight hours. |  |
| <b>BR-2.</b> Construction of the proposed Mayfield soccer complex would have, and Phase One R&D/office space could have adverse effects on City-designated Regulated Trees. | Mayfield site <del>and<br/>100,000 sf of</del><br><del>R&amp;D/office space</del> | PS  | BR 2.1 Require Arborist Tree Survey and Tree<br>Protection and Preservation Plan. The project sponsor<br>shall hire an International Society of Arboriculture<br>(ISA) Certified Arborist to perform a tree survey prior<br>to submitting project plans for the R&D/office space<br>for City review. Survey results shall be presented in a<br>survey report pursuant to the City's Municipal Code<br>and Tree Technical Manual and similar to the<br>Preliminary Draft Arborist's Pre construction Tree<br>Survey performed for the Mayfield site.   | LTS  |
|   |   |   | A Tree Protection and Preservation Plan for both demolition and construction (since some fencing will be  |  |

| Table S-2         Summary of Impacts and Mitigation Measures |                                    |   |   |  |
|--|------------------------------------|---|---|--|
| Impacts  | Applicable<br>Project<br>Component | Impact<br>Significance<br>Without<br>Mitigation | Mitigation/Improvement Measures   | Impact<br>Significance<br>With<br>Mitigation |
|  |                                    |   | expanded) shall be prepared consistent with the Tree<br>Technical Manual, Section 2.00. All specific<br>recommendations from the approved plan shall be<br>implemented and maintained throughout construction.  |  |
|  |                                    |   | <i>BR-2.2 Replace Protected Oak #134.</i> Stanford shall submit a Tree Removal Application to the City and consult with the City Arborist to review and approve the removal of protected oak #134 that would be lost as a result of proposed project activities. The tree canopy shall be replaced with two 48-inch box size oaks and two 36-inch box size oaks would be required.  |  |
|  |                                    |   | <i>BR-2.3 Prepare a Tree Relocation Feasibility Plan for</i><br><i>Protected Oaks #145 and #155.</i> Stanford shall submit<br>a tree relocation plan to determine the feasibility of<br>moving the Protected Trees to an appropriate location<br>on this site. Feasibility shall consider current site and<br>tree conditions, the trees' ability to tolerate moving,<br>relocation measures, optimum needs for the new<br>location, aftercare, irrigation, and other long-term<br>needs. If the relocated trees do not survive after a<br>period of five years, the tree canopy shall be replaced<br>as specified in the Tree Technical Manual, Section<br>3.00. |  |
|  |                                    |   | <i>BR-2.4 Protect Trees to be Retained.</i> The project sponsor shall ensure that Regulated Trees are not harmed during construction by including specific tree protection measures, in construction bid specifications, plan submittals, and building permit documents and plans consistent with the City's Municipal Code and Tree Technical Manual. Fenced enclosures shall be erected around trees to be protected to achieve three   |  |

| Table S-2         Summary of Impacts and Mitigation Measures |                                    |   |   |  |
|--|------------------------------------|---|---|--|
| Impacts  | Applicable<br>Project<br>Component | Impact<br>Significance<br>Without<br>Mitigation | Mitigation/Improvement Measures   | Impact<br>Significance<br>With<br>Mitigation |
|  |                                    |   | primary functions: (1) to keep the foliage canopy and<br>branching structure clear from contact by equipment,<br>materials and activities; (2) to preserve roots and soil<br>conditions in an intact and non-compacted state; and<br>(3) to identify the Tree Protection Zone (TPZ) in which<br>no soil disturbance is permitted and activities are<br>restricted, unless otherwise approved.                     |  |
|  |                                    |   | <i>BR-2.5 Implement Other Construction Protection</i><br><i>Measures to Protect Trees.</i> The following measures<br>address other construction-related tree protection<br>measures, outside of tree fencing.   |  |
|  |                                    |   | a. No storage of material, topsoil, vehicles, or equipment shall be permitted within the tree enclosure area.   |  |
|  |                                    |   | b. The ground under and around the tree canopy area<br>shall not be altered (no trenching, grading, etc).<br>Utilities or trenching that must pass within a TPZ<br>shall be directionally bored beneath the root plate<br>using the trenching/boring guidelines outlined in the<br>Tree Technical Manual. Trees to be retained shall<br>be irrigated, aerated, and maintained as necessary<br>to ensure survival. |  |
|  |                                    |   | c. Roots 2 inches or greater in diameter that become<br>exposed and/or damaged during the demolition or<br>construction phases shall be cut clean and, if<br>possible, cut back to a lateral root. The root end<br>shall be covered and wrapped with a secured plastic<br>bag and soil backfill as soon as the severance<br>occurs.   |  |

| Table S-2         Summary of Impacts and Mitigation Measures   |  |   |  |  |
|--|--|---|--|--|
| Impacts  | Applicable<br>Project<br>Component                                   | Impact<br>Significance<br>Without<br>Mitigation | Mitigation/Improvement Measures  | Impact<br>Significance<br>With<br>Mitigation |
|  |  |   | d. All trees shall receive monthly watering during all phases of construction per the Tree Technical Manual, Section 5.45.   |  |
|  | <u>100,000 sf of</u><br><u>R&amp;D/office space</u>                  | <u>PS</u>                                       | <ul> <li>BR-2.1 Require Arborist Tree Survey and Tree<br/>Protection and Preservation Plan. The project sponsor<br/>shall hire an International Society of Arboriculture<br/>(ISA) Certified Arborist to perform a tree survey prior<br/>to submitting project plans for the R&amp;D/office space<br/>for City review. Survey results shall be presented in a<br/>survey report pursuant to the City's Municipal Code<br/>and Tree Technical Manual and similar to the<br/>Preliminary Draft Arborist's Pre-construction Tree<br/>Survey performed for the Mayfield site.</li> <li>A Tree Protection and Preservation Plan for both<br/>demolition and construction (since some fencing will be<br/>expanded) shall be prepared consistent with the Tree<br/>Technical Manual, Section 2.00. All specific<br/>recommendations from the approved plan shall be<br/>implemented and maintained throughout construction.</li> <li>If Regulated Trees are identified on potential<br/>R&amp;D/office development sites, then Mitigation<br/>Measures BR-2.4 and BR-2.5 would apply where<br/>appropriate (see above).</li> </ul> | LTS  |
| <b>BR-5.</b> Construction of housing permitted by the proposed Development Agreement during Phase Two would not affect sensitive biological resources; however, the Phase Two R&D/office could disturb sensitive biological resources. | El Camino Real<br>housing site,<br>California Avenue<br>housing site | <u>LTS</u> PS                                   | None Required. Mitigation Measures BR 1.1 through BR 1.4 (see above)   |  |

| Table S-2         Summary of Impacts and Mitigation Measures  |   |   |  |  |
|---|---|---|--|--|
| Impacts   | Applicable<br>Project<br>Component  | Impact<br>Significance<br>Without<br>Mitigation | Mitigation/Improvement Measures  | Impact<br>Significance<br>With<br>Mitigation |
| <b>TR-4.</b> The soccer complex and 100,000 sf of R&D/office space permitted by Phase One of the proposed Development Agreement would significantly impact the southbound I-280 | Mayfield site <del>and</del><br><del>100,000 sf of</del><br><del>R&amp;D/office space</del> | <u>LTS</u>                                      | None Required.   | <u>LTS</u>                                   |
| off-ramp to at Page Mill Road, and the soccer complex would have a less than significant impact on the off-ramp.  | 100,000 sf of<br>R&D/office space<br>under Scenario A                                       | <u>LTS</u>                                      | None Required.   | <u>LTS</u>                                   |
|   | 100,000 sf of<br>R&D/office space<br>under Scenario B                                       | S   | Implementation of improvements to the southbound<br>I-280 off-ramp to at Page Mill Road would be under<br>the jurisdiction of Caltrans and not within the City's<br>ability to carry out. <u>Mitigation Measure TR-4.1 would</u><br>reduce significant delays on the I-280 off-ramp to Page<br><u>Mill Road to less than significant. (LTS) Iff</u><br>improvements to the interchange are not implemented,<br>the impact would remain significant and unavoidable.<br>(SU)  | <u>LTS</u> <del>SU</del>                     |
|   |   |   | TR-4.1 Implement a Transportation Demand<br>Management (TDM) program during Phase One of the<br>Project. In order to fully mitigate the significant<br>project impact, a 1.4 percent volume reduction is<br>necessary on the freeway ramp. Stanford shall achieve<br>this reduction through an expansion of the existing<br>Hanover Marguerite shuttle service to Caltrain to at<br>least Porter Drive, or any other TDM measure than<br>enables additional ridership in the more southern<br>portion of the SRP. The TDM program shall be<br>implemented if and when the first 50,000 square feet of<br>Phase One development is constructed and occupied<br>south of Foothill Expressway, and shall terminate when<br>100,000 sf of existing R&D/office square footage on<br>the Upper California Avenue site is demolished. |  |

| Table S-2         Summary of Impacts and Mitigation Measures |                                    |   |   |  |
|--|------------------------------------|---|---|--|
| Impacts  | Applicable<br>Project<br>Component | Impact<br>Significance<br>Without<br>Mitigation | Mitigation/Improvement Measures   | Impact<br>Significance<br>With<br>Mitigation |
|  |                                    |   | TR-12.2 Implement a Transportation Demand<br>Management (TDM) program to serve the R&D/office<br>space located south of Foothill Expressway. In order to<br>fully mitigate the significant project impact, a 2.8<br>percent volume reduction is necessary on the freeway<br>ramp. Stanford shall achieve this reduction through the<br>implementation of TDM measures. A key feature of<br>the TDM program shall be a dedicated peak-hour<br>express Caltrain shuttle that would run between the<br>California Avenue Caltrain station and the southern<br>portion of the SRP bounded by Page Mill Road, Deer<br>Creek Road, Arastradero Road, Hillview Avenue, and<br>Foothill Expressway. The TDM program shall be<br>implemented when more than 215,000 sf of the project<br>replacement square footage (100,000 sf of which would<br>be developed under Phase One of the project and an<br>additional 115,000 sf of the 200,000 sf to be developed<br>during Phase Two) is relocated south of Foothill<br>Expressway. Stanford may discontinue this TDM<br>program if Mitigation Measure TR-12.1 is<br>implemented. |  |

| El Camino Real Housing Site Proposed AS1 Overlay District Development Standards |   |  |  |  |
|---|---|--|--|--|
| Development Standard  | Value   |  |  |  |
| Density (maximum)   | 50 units per acre   |  |  |  |
| Floor Area Ratio (maximum)  | <ul><li>1.75 residential</li><li>2.0 mixed use</li><li>0.25 to 1.0, as part of mixed use development</li></ul>  |  |  |  |
| Building Height (maximum)   | 50 feet   |  |  |  |
| Site Coverage   | No maximum  |  |  |  |
| Front Setback <sup>a</sup> (El Camino<br>Real)                                  | Residential – 13 to 17 feet from property line <sup>d</sup><br><u>Non-residential and residential over commercial – 5 feet from the</u><br><u>property line</u><br><u>Mixed use – 5 feet from property line</u>                             |  |  |  |
| Front Setback (California<br>Avenue)  | <u>Commercial – None</u><br><u>Ground Floor Residential – 8 feet</u>  |  |  |  |
| Side Setback  | None  |  |  |  |
| Rear Setback  | 24-foot access easement shall remain. No additional setback required.<br>None (24-foot access easement maintained)  |  |  |  |
| Parking <sup>b</sup>  | Studio – 1.0 covered space<br>1 BR – 1.5 spaces, 1 of which must be covered<br>2 BR+ – 2.0 spaces, 1 of which must be covered, spaces may be tandem<br>Guest parking – 0.25 covered spaces per unit<br>Non-residential – 1 space per 200 sf |  |  |  |
| Usable Open Space<br>(minimum) <sup>c</sup>                                     | 20 percent for overall site   |  |  |  |

## Table 2.3

Sources: City of Palo Alto Planning Division and Stanford University, 2004.

Notes:

- a. The City may require the inclusion of one right-turn in, right-turn out access point along the El Camino Real edge of the site.
- b. Tandem parking spaces are allowed for all residential dwelling unit types including live/work space and would be counted towards the parking requirement. Tandem parking would not be allowed for strictly retail or commercial space.
- c. Private open space should be considered by the applicant where feasible although it is not required for each dwelling unit nor is there a minimum size requirement when it is provided. The design of private open space is flexible and can include but is not limited to patios, decks, balconies, and French balconies.
- d. Balconies, porches, stairways, and similar elements may extend up to 8 feet into the setback. Cornices, eaves, fireplaces, and similar architectural features may extend up to 4 feet into the setback

#### Page 3.2-28, Table 3.2-7:

| Proposed Deve  | Table 3.2-7<br>elopment Standards Applicable to the El C<br>the California Avenue Housing   | Camino Real Housing Site and<br>5 Site   |
|--|---|--|
|  | Proposed AS1 Overlay District<br>El Camino Real Housing Site  | Proposed AS2 Overlay District<br>California Avenue Housing Site  |
| Floor Area Ratio<br>(Maximum)                        | Non-residential: 0.25 to 1,<br>as part of mixed use development<br>Residential: 1.75 to 1<br>Mixed Use: 2.0 to 1  | Residential: 0.75 to 1   |
| Building Height<br>(Maximum)                         | 50 feet <sup>a</sup>  | 50 feet (30 feet within 100 feet of California Avenue)   |
| Setback  | <ul> <li>Front Setback (El Camino Real):<br/>Residential - 13 to 17 feet from property<br/>line<sup>b</sup></li> <li><u>Non-Residential and Residential Over</u><br/><u>Commercial - 5</u> feet from the property<br/>line Mixed Use - 5 feet from the property<br/>line</li> <li>Front Setback (California Avenue):<br/>Commercial - None Ground Floor<br/>Residential - 8 feet</li> <li>Side Setback: None</li> <li>Rear Setback: <u>24-foot access easement shall</u><br/>remain. No additional setback required.</li> <li>None (24 foot ingress/egress easement to<br/>remain)</li> </ul> | Front Setback (California Avenue):<br>minimum of 20 feet<br>Side Setback: 10 feet<br>Rear Setback: 10 feet   |
| Usable Open Space -<br>Common & Private<br>(Minimum) | 20 percent for overall site   | 25 percent (10 percent must be common)   |
| Parking  | <ul> <li>Studio: 1.0 covered space</li> <li>1BR: 1.5 spaces, 1 of which shall be covered</li> <li>2BR+: 2 spaces, 1 of which shall be covered, spaces may be tandem</li> <li>Guest parking: 0.25 covered spaces per dwelling unit</li> <li>Non-residential - 1 space per 200 sf of gross floor area</li> <li>Parking may be reduced up to 20 percent at discretion of ARB.</li> <li>Reciprocal parking for mixed use up to 20 percent shared parking</li> </ul>   | <ul> <li>Studio: 1 covered space</li> <li>1BR: 1.5 spaces, 1 of which shall be covered</li> <li>2BR+: 2 spaces, 1 of which shall be covered, may be tandem</li> <li>Guest parking: 0.25 per dwelling unit</li> </ul> |

Sources: City of Palo Alto Planning Division and Stanford University, 2004. Notes:

a. Measure pursuant to Section 18.04.030(b)(67) of the Palo Alto Municipal Code. No daylight plane requirements apply.

## Table 3.2-7 Proposed Development Standards Applicable to the El Camino Real Housing Site and the California Avenue Housing Site

|            | Proposed AS1 Overlay District<br>El Camino Real Housing Site | Proposed AS2 Overlay District<br>California Avenue Housing Site |
|------------|--|---|
| <b>D</b> 1 |  |   |

b. Balconies, porches, stairways, and similar elements may extend up to 8 feet into the setback. Cornices, eaves, fireplaces, and similar architectural features may extend up to 4 feet into the setback.

# Table 3.4-3 (Continued)Consistency of Proposed Development Agreement with<br/>Applicable Visual Quality/Urban Design Policies<br/>from the Land Use and Community Design Element

| Policy   | Consistency<br>Determination | Rationale   |
|--|------------------------------|---|
| Policies Applicable to All Components of the Development Agreement   |                              |   |
| Policy L-69. Preserve the scenic qualities of Palo Alto<br>roads and trails for motorists, cyclists, pedestrians, and<br>equestrians.  | Consistent                   | The components of the proposed Development<br>Agreement, as a whole, would preserve the scenic<br>qualities of Palo Alto roads and trails for travelers<br>within the SRP. Components would be developed<br>according to zoning regulations and the Development<br>Agreement, which require a front setback of 5 feet for<br>the El Camino Real housing site with mixed use non-<br>residential and residential over commercial<br>development, and 13 to 17 feet for residential<br>development only, and 20 feet for the California<br>Avenue housing site. For commercial uses fronting<br>California Avenue, there shall be no front setback.<br>These setbacks would help preserve the abundance of<br>landscaping that marks much of the SRP. In addition,<br>the scale of new development would be compatible<br>with existing development, maintaining a sense of<br>balance in building heights and mass. Finally, these<br>regulations and development standards do not allow<br>building heights to obstruct any major views toward<br>the foothills or the bay. (See rationale for Policy L-3.) |
| Policies Applicable to the El Camino Real Housing Site   |                              |   |
| <b>Policy L-20.</b> Encourage street frontages that contribute to retail vitality in all Centers. Reinforce street corners with buildings that come up to the sidewalk or that form corner plazas. | Consistent                   | As presented in Table 2-3, the El Camino Real housing site development standards require a front setback of 13 to 17 feet <u>for residential</u> from the property line or 5 feet from the property line to the edge of the building for mixed uses-non-residential and residential over commercial. <sup>1</sup> For commercial uses fronting California Avenue, there shall be no front <u>setback</u> . The development's required setback with street trees and landscaping would contribute to its pedestrian friendliness. The walkable pedestrian area would blend in with the pedestrian friendly sidewalks of the core of the California Avenue commercial area directly east of the site. The option of flex space would be particularly consistent with Policy L-20, because this option could provide ground-floor retail that would contribute to retail vitality in the California Avenue commercial area.  |

<sup>&</sup>lt;sup>1</sup> On El Camino Real, the property is set back approximately 7 feet from the curb.

City of Palo Alto/Stanford Development Agreement and Lease Final EIR — Proposed Text Changes to the Draft EIR
 6-13

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Page S-16, paragraph 3:

**Significant and Unavoidable Impacts.** Impacts that would remain significant with the proposed housing after mitigation are:

- Transportation: development at the site in the short term would be delays at the southbound I 280 off ramp to Page Mill Road. However, during Phase Two, this impact can be mitigated to less than significant.
- Noise: use of heavy equipment during construction would elevate ambient noise levels during the construction period and could expose nearby sensitive receptors to temporary noise increases exceeding 10 dBA.

Page 2-10, after sentence 3:

The City would control the schedule of use to avoid any additional trips that could contribute to morning and evening peak-hour traffic.

Page 3.4-29, Mitigation Measure VQ-4:

VQ-4.2 *Install Lighting Timers.* The City shall install a timer for soccer field lighting to ensure that lights are turned off at <u>10:30 p.m.</u> <del>11:00 p.m.</del> to prevent light and glare on surrounding uses. The timer shall be located or secured so that it is not accessible to the users of the field. In the interest of energy conservation, a photocell switching device shall be installed in the electrical line to override all other controls. This action would guarantee that the lighting would not inadvertently burn during the daylight hours.

Page 3.4-31, Impact VQ-7, paragraph 2, sentence 4:

Even if the development at the El Camino Real housing site were developed at a maximum allowable height of 50 feet, the proposed building would not obstruct scenic views to the west because the building would be set back from California Avenue not be located in the view corridor but rather would be adjacent to it, and it would blend in with nearby buildings.

Page 3.5-1, paragraph 3, sentence 3:

As described below, nine ten historic buildings are within 300 feet of the SRP.

#### Page 3.5-7, paragraph 1:

Table 3.5-1 identifies the nine There are 10 historic properties within 300 feet of the SRP, none of which are within the SRP.<sup>6</sup> <u>Nine of those properties are covered by the City's</u> Historic Preservation Ordinance and are listed in Table 3.5-1. One property located at 1590 California Avenue is within 300 feet of the California Avenue housing site and has been determined to be eligible for the National Register; however, no formal application for National Register status has been submitted for 1590 California Avenue.<sup>7</sup> A number of potentially eligible historic properties are also located nearby to the SRP.

Page 3.5-16, paragraph 1:

**California Avenue Housing Site.** Development at the California Avenue housing site would require the demolition of existing buildings on the site, none of which are historic structures. As shown in Figure 3.5 2, no One historic resource, are located at 1590 California Avenue is within 300 feet of the California Avenue housing site and is eligible for listing on the National Register. Development at the California Avenue housing site would not have a direct adverse effect because no known historic resources are located within the SRP would not substantially affect the character or significance of the historic resource, because the proposed buildings would be consistent with development and design standards included in the Development Agreement. Therefore, the proposed California Avenue housing development would not have an adverse effect on historic resources.

Page 3.7-6, Figure 3.7-2 contains inaccurate On-street bike lanes, Off-street bike paths, and bike routes, and is revised to include correct information.

<sup>&</sup>lt;sup>6</sup> In Figure 3.5-2, historic properties at 980 and 984 California Avenue are represented as one symbol, and historic properties at 2301, 2305, and 2311 Hanover Street are represented as one symbol.

<sup>&</sup>lt;sup>2</sup> Dennis Backlund, Historic Preservation Planner, City of Palo Alto Department of Planning and Community Environment, telephone communication with EIP Associates, March 21, 2005.

Slipsheet for new Figure 3.7-2

Page 3.7-39, Impact TR-4:

TR-4. The soccer complex and 100,000 sf of R&D/office space permitted by Phase One of the proposed Development Agreement would significantly impact the southbound I-280 off-ramp to <u>at</u> Page Mill Road, and the soccer complex would have a less-than-significant impact on the off-ramp. (S)

As shown in Table 3.7-14, Phase One project traffic would be more likely to use I-280 ramps than U.S. 101 ramps. This distribution is largely a reflection of the assumption that the 100,000 sf of R&D/office space is anticipated to occur at the Hillview site, which is relatively close to I-280. The southbound I-280 off-ramp to Page Mill Road would operate unacceptably in 2005 under No Project conditions. With the proposed Phase One <u>R&D/office</u> development, the volume to capacity ratio would worsen and the project-related volumes would exceed one percent of the ramp capacity during the AM peak hour. <u>The change to the volume to capacity ratio would not be a result of traffic generated by the Mayfield soccer complex.</u> Accordingly, the proposed project <u>Phase One R&D/office space</u> would have a significant impact on this freeway ramp. All other study ramps are projected to operate acceptably in the AM and PM peak hours.

While Phase One <u>R&D/office space</u> would have a significant effect on the southbound I-280 off-ramp to Page Mill Road, this impact is expected to be a temporary condition, because 330,000 sf of R&D/office space would be demolished by Phase Two. As presented later in Impact TR-12, the combined Phase One <u>R&D/office space</u> and <u>Phase</u> Two impacts of the proposed Development Agreement on this off-ramp are less than significant if Scenario A is implemented and remain significant if Scenario B is implemented. Accordingly, mitigation is identified under Impact TR-12 for Scenario B.

MITIGATION MEASURE. Implementation of improvements to the southbound I-280 offramp to-at\_Page Mill Road would be under the jurisdiction of Caltrans and not within the City's ability to carry out. <u>Mitigation Measure TR-4.1 would reduce significant</u> delays on the I-280 off-ramp to Page Mill Road to less than significant. (LTS) If improvements to the interchange are not implemented, the impact would remain significant and unavoidable. (SU)

TR-4.1Implement a Transportation Demand Management (TDM) program during<br/>Phase One of the Project. In order to fully mitigate the significant project<br/>impact, a 1.4 percent volume reduction is necessary on the freeway ramp.<br/>Stanford shall achieve this reduction through an expansion of the existing<br/>Hanover Marguerite shuttle service to Caltrain to at least Porter Drive, or<br/>any other TDM measure than enables additional ridership in the more<br/>southern portion of the SRP. The TDM program shall be implemented if

and when the first 50,000 square feet of Phase One development is constructed and occupied south of Foothill Expressway, and shall terminate when 100,000 sf of existing R&D/office square footage on the Upper California Avenue site is demolished.

Page 3.7-61, Mitigation Measure TR-12.2:

TR-12.2 Implement a Transportation Demand Management (TDM) program to serve the R&D/office space located south of Foothill Expressway. In order to fully mitigate the significant project impact, a 2.8 percent volume reduction is necessary on the freeway ramp. Stanford shall achieve this reduction through the implementation of TDM measures. A key feature of the TDM program shall be a dedicated peak-hour express Caltrain shuttle that would run between the California Avenue Caltrain station and the southern portion of the SRP bounded by Page Mill Road, Deer Creek Road, Arastradero Road, Hillview Avenue, and Foothill Expressway. The TDM program shall be implemented when more than 215,000 sf of the project replacement square footage (100,000 sf of which would be developed under Phase One of the project and an additional 115,000 sf of the 200,000 sf to be developed during Phase Two) is relocated south of Foothill Expressway. Stanford may discontinue this TDM program if Mitigation Measure TR-12.1 is implemented.

Page 3.8-5, paragraph 1, sentence 2:

For residential property, Section 9.10.030 of the Noise Ordinance establishes that no person shall produce or allow the production of a noise level of more than 6 dB above the local ambient (30 dBA <u>minimum</u> for interior and 40 dBA <u>minimum</u> for exterior noise)<sup>4</sup> at the property line or a noise level of more than 6 dB from any wall, floor, or ceiling inside a multi-family dwelling unit when the windows and doors of the dwelling unit are closed, except within the dwelling unit in which the noise source may be located.

Page 3.8-8, Policy N-43, additional applicable Comprehensive Plan program:

**Policy N-43:** Protect the community and especially sensitive noise receptors, including schools, hospitals, and senior care facilities, from excessive noise.

*Program N-60:* Update the Noise Ordinance to provide for clear interpretation for regulations, and to review the appropriateness of existing standards. Strictly enforce the Noise Ordinance.

<sup>&</sup>lt;sup>4</sup> *Palo Alto Municipal Code*, Section 9.10.020 (d), Definition of local ambient: means the lowest sound level repeating itself during a six-minute period as measured with a precision sound-level meter, using slow response "A" weighting.

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Page 3.10-4, paragraph 2, after sentence 2 and sentence 3:

On February 14, 2005, the Regional Water Quality Control Board approved Hewlett-Packard's and Varian's Work Plan to replace the extraction wells with an in situ chemical oxidation approach.<sup>1a</sup> These cleanup activities will continue until federal and state "Maximum Contaminant Levels" for drinking water are achieved, and the cleanup goals for the site described in RWQCB Order 94-130 remain in place. In addition, RWQCB has confirmed that the new system is not expected to have any adverse effect on the findings of RWQCB's August 6, 2004 concurrence that there would be no significant health risk to future users of the former Mayfield School site from contaminants in the groundwater. RWQCB has also stated that the new system may further reduce the need, in the future, to consider contaminants as a potential health risk to any users of the site.<sup>1b</sup>

Page 3.10-16, Impact HM-3, paragraph 2:

Groundwater beneath the site is part of the Hewlett–Packard/Varian Associates National Priority List (NPL) site (also known as the California-Olive-Emerson [COE] Study Area), as designated by the EPA and RWQCB.<sup>12</sup> Groundwater beneath the site has been impacted by VOCs released at the former Varian and Hewlett–Packard facilities adjacent to the site. In accordance with a series of Site Cleanup Requirements Orders issued by the RWQCB, Hewlett–Packard and Varian have been performing groundwater investigation and remediation activities at and around the Hewlett–Packard and Varian sites. <u>Hewlett–Packard is responsible for monitoring the groundwater wells at the Mayfield site.</u> Thirteen groundwater monitoring wells, three groundwater extraction wells, and underground conveyance piping are maintained at the site for the ongoing remediation.

Page 3.10-26, Impact HM-9, paragraph 1:

**Housing Sites.** The proposed El Camino Real housing site is located north of and adjacent to the Mayfield site. This site is adjacent to the existing NPL sites (Hewlett-Packard/Varian – COE Study Area). The proposed California Avenue housing site is located in an area of the SRP where previous R&D and other industrial activities have been conducted. <u>Varian is responsible for monitoring the groundwater wells at the El Camino Real housing site</u>. In July 2004, a Phase I ESA was conducted for each site. Because of known environmental contamination near the El Camino Real site and historic land uses at the California Avenue site,

<sup>&</sup>lt;sup>1a</sup> California Regional Water Quality Control Board, San Francisco Bay Region, Concurrence with the November 30, 2004 Work Plan for Chemical Oxidation and Decommissioning Groundwater Monitoring and Extraction Wells at the Former Mayfield School Site and Northeast end of the 640 Page Mill Road Site, Palo Alto, Santa Clara County, February 14, 2005.

<sup>&</sup>lt;sup>1b</sup> D. Whitworth, Water Resources Control Engineer, SFBRWQCB, email communication, February, 16, 2005.

<sup>&</sup>lt;sup>12</sup> The NPL is a nationwide list of federal "Superfund sites" maintained by the EPA. The NPL is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories.

both housing sites could contain environmental contamination that could pose health concerns for construction workers and members of the public. Construction workers would be at the greatest risk of exposure to contaminated soil or groundwater, particularly if not all hazardous materials in the soil or groundwater were adequately identified. As a result, development of the housing sites along El Camino Real and California Avenue could expose people to contaminated soil and/or groundwater.

Page 3.11-20, Impact GE-4:

GE-4. <u>Although the El Camino Real housing site would not be exposed to fault line rupture,</u> <u>The Phase Two project components the California Avenue housing development and</u> <u>200,000 sf of R&D/office space permitted by Phase Two of the proposed Development</u> Agreement could expose people or structures to <u>such hazards</u>. <u>substantial adverse risk</u> <u>of fault line surface rupture</u>. (PS)