



County of San Mateo

Inter-Departmental Correspondence

Department: PUBLIC WORKS

File #: 19-062

Board Meeting Date: 1/29/2019

Special Notice / Hearing: None
Vote Required: Majority

To: Honorable Board of Supervisors

From: James C. Porter, Director of Public Works

Subject: Certification of the Initial Study / Mitigated Negative Declaration, for the Middlefield Road Improvement Project [County Project No. OD420, Project File No. E4931]

RECOMMENDATION:

Adopt a resolution certifying the Initial Study / Mitigated Negative Declaration, dated August 2018, for the Middlefield Road Improvement Project.

BACKGROUND:

On November 5, 2002, your Board approved Phase II of the Middlefield Road Underground Utility District, which included Middlefield Road from Fifth Avenue to MacArthur Avenue. Phase I of the Middlefield Road Underground Utility District from the Atherton Town Limit to Fifth Avenue was completed in 2002. Placing overhead utility lines underground was identified as a high priority and supported by the North Fair Oaks Community Council before the Underground Districts were formed.

In November of 2011, your Board adopted the North Fair Oaks Community Plan (Plan). A major component of that Plan is the improvement of Middlefield Road between Pacific Avenue and Fifth Avenue to create a more attractive street with improved pedestrian and bicycle amenities. Subsequently, on July 9, 2013 your Board approved funding (approximately \$12.5M of **Measure K** funding over four years) for the Middlefield Road Improvement Project in the North Fair Oaks area from Pacific Avenue to Fifth Avenue coupled with improvements to the South County Health Clinic (and Redwood Junction) Entrance and Intersection Improvements.

On October 21, 2014 the North Fair Oaks Community Council (Council) presented your Board with recommendations regarding the improvements of Middlefield Road between Pacific Avenue and Fifth Avenue and requested that the County proceed with the next steps for the Middlefield Road Improvement Project. The Council's recommendations included improving Middlefield Road with: three traffic lanes; parallel parking; bike lanes; and sidewalks wide enough to accommodate amenities such as benches and other seating, landscaping, street and pedestrian lighting, trash and recycling receptacles, street art, and public spaces. Your Board accepted the Council's recommendations at your October 21, 2014 Board meeting.

On April 11, 2017, your Board adopted Resolution No. 075113 and approved the following four design element recommendations of the Council for the Middlefield Road Improvement Project: buffered bike lanes, 35-foot tree spacing, bulb-outs at intersections, and 12-foot sidewalk widths.

DISCUSSION:

The Middlefield Road Improvement Project (Project) involves repaving and reconfiguring Middlefield Road from a four-lane (two travel lanes in each direction) to a three-lane roadway that consists of one travel lane in each direction with a center left turn lane. The proposed improvements are along an approximately 2,900-foot stretch of Middlefield Road from south of Douglas Avenue at the north end of the Project, to north of Sixth Avenue at the south end of the Project.

The Project consists of the following components: roadway improvements including a new traffic signal system near the Fair Oaks Clinic, pedestrian and bicycle improvements, utility undergrounding, sanitary sewer replacement work, public WIFI along the Project corridor, and replacing the existing streetlights with a new streetlight system. The roadway improvements would reconfigure Middlefield Road between Pacific Avenue and Fifth Avenue from a four-lane roadway to a three-lane roadway (one travel lane in each direction with a center left turn lane) with parallel parking, bike lanes, and wider sidewalks. The wider sidewalks would be constructed to accommodate street amenities, such as benches, trees and landscaping, streetlights, trash receptacles, street art, public spaces, and low-impact development for stormwater management.

Utility undergrounding work would remove the existing utility poles and overhead utility wires between MacArthur Avenue and Fifth Avenue and relocate the wires to underground joint utility trenches, generally in the new southbound travel lane of Middlefield Road. Sanitary sewer replacement work includes replacing the existing sewer lines between Douglas Avenue and Sixth Avenue as part of the Fair Oaks Sewer Maintenance District's planned capital improvement work.

The Initial Study/Mitigated Negative Declaration (IS/MND) for the Project has been completed and identified potential adverse effects during construction. Those effects will be reduced to less-than-significant levels through the implementation of specific mitigation measures as identified in the Mitigation Monitoring and Reporting Program (MMRP) pursuant to Section 21081.6 of the California Public Resources Code. A 30-day review period was completed in compliance with the provisions of the California Environmental Quality Act (CEQA), comments were received, and responses to all comments have been prepared.

The certification of the IS/MND and the adoption of the MMRP as conditions of project approval will ensure compliance with all CEQA requirements. The IS/MND is available for review at:

https://publicworks.smcgov.org/sites/publicworks.smcgov.org/files/20180813_Middlefield_PublicDraft_ForWeb.pdf

A hard copy of the IS/MND is available for review in the Department of Public Works. The responses to the comments received on the IS/MND are attached as Exhibit "A" to the Resolution and the MMRP is attached as Exhibit "B" to the Resolution.

County Counsel has reviewed and approved the resolution as to form.

Approval of this action contributes to the Shared Vision 2025 outcome of a Livable Community by constructing a more attractive street with improvements to pedestrian and bicycle amenities through the implementation of mitigation measures to reduce any potential adverse effects to less-than-significant levels.

FISCAL IMPACT:

There is no fiscal impact associated with certifying the IS/MND. As stated, **Measure K** funding was previously budgeted for construction of the Project. This funding will be reevaluated as cost estimates for the Project are finalized.

There is no impact to the General Fund.

2. Comments Received During Public Comment Period

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

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

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

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

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
 OFFICE OF TRANSIT AND COMMUNITY PLANNING
 P.O. BOX 23660, MS-10D
 OAKLAND, CA 94623-0660
 PHONE (510) 286-5528
 FAX (510) 286-5559
 TTY 711
 www.dot.ca.gov



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September 18, 2018

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

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

Middlefield Road Improvement Project – Mitigated Negative Declaration (MND)

Dear Mr. Choi:

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

Project Understanding

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

The Project would include three main components:

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

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

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

Multimodal Planning

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

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

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

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

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

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

Travel Demand Analysis

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



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

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

A-4
(cont)

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

A-5

Lead Agency

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

A-6

Encroachment Permit

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

A-7

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

Sincerely,

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

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

Good Afternoon San Mateo County Public Works,

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

} B-1

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

Matt

Matt Pi
 CAD Supervisor
CALIFORNIA WATER SERVICE
408-367-8318 (office)
408-512-4655 (cell)



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EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

September 19, 2018

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

Subject: Middlefield Road Improvement Project
SCH#: 2018082043

Dear Gil Tourel:

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

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

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

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

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

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

**Document Details Report
State Clearinghouse Data Base**

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

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

Lead Agency Contact

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

Project Location

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

Proximity to:

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

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

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

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

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

3. Responses to Comments Received

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

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

3.1.1 Comment A-1

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

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

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

3.1.2 Comment A-2

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

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

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

3.1.3 Comment A-3

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

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

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

3.1.4 Comment A-4

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

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

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

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

3.1.5 Comment A-5

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

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

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

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

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

3.1.6 Comment A-6

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

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

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

3.1.7 Comment A-7

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

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

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

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

3.2.1 Comment B-1

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

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

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

3.3 Letter from State Clearinghouse

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

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

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

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

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

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

5. Revisions to the Draft IS/MND

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- *El Camino Real/5th Avenue: Addition of a second westbound left-turn pocket, and modification of signal timing to separate pedestrian crossing and left-turn phases.*

With the installation of each traffic signal (or combination of traffic signals), the County Department of Public Works shall re-evaluate traffic operations at nearby upstream and downstream intersections within the corridor, consistent with standard traffic engineering practice. This exercise would determine

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

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

6. Mitigation and Monitoring Reporting Program

Where a CEQA document has identified significant environmental effects, Public Resources Code Section 21081.6 requires adoption of a “reporting or monitoring program for the changes to the project which it has adopted or made a condition of a project approval to mitigate or avoid significant effects on the environment.”

A public agency is required to ensure that the measures are fully enforceable, through permit conditions, agreements, or other means (Public Resources Code Section 21081.6(b)). A Mitigation Monitoring and Reporting Program (MMRP) must be designed to ensure project compliance with mitigation measures during project implementation. The County of San Mateo is the lead agency that must adopt an MMRP for development of the project.

This MMRP has been prepared to provide for the monitoring of mitigation measures required of the proposed project, as set forth in the Final IS/MND.

6.1 Format

Table 6-1 of this MMRP lists each of the mitigation measures identified in Section 4 of the Draft IS/MND, along with information about the entity responsible for implementing each measure, timing requirements, and implementation procedures. Key features of the MMRP are briefly described below

- **Implementation Responsibility** identifies the person/group responsible for implementation of the mitigation measure.
- **Mitigation Responsibility** assigns the responsibility for each mitigation measure and reporting tasks.
- **Monitoring and Reporting Action** identifies the outcome from implementation of mitigation measures.
- **Mitigation Schedule** provides the general schedule for conducting each mitigation task.
- **Verification of Compliance** documents the person who verified implementation of the mitigation measure and the date on which this verification occurred.

6.2 Roles and Responsibilities

The County of San Mateo will oversee monitoring and documenting the implementation of mitigation measures. The County and its construction contractors is responsible for fully understanding and effectively implementing all of the mitigation measures contained within this MMRP. Certain mitigation measures also will require that the County coordinate or consult with one or more other public agencies in implementing mitigation measures specified herein.

Table 6-1. Middlefield Road Improvement Project Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<p>Mitigation Measure AQ-1: Implement BAAQMD Basic Construction Mitigation Measures. The County shall include the following measures in contractor specifications for the Project, and such measures, if applicable and as directed by the County's Engineer, shall be implemented during all phases of construction:</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered 2 times per day. • All haul trucks transporting soil, sand, or other loose material shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads will be laid as soon as possible after grading, unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes (as required by California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment will be checked by a certified visible emissions evaluator. • A publicly visible sign shall be posted at the Project construction site(s) with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number also shall be visibly posted, for compliance with applicable regulations. 	County Construction Contractor(s)	County	Review and approve construction plans, bid documents, and specifications for inclusion of BAAQMD Basic Construction mitigation measures as specified in this measure.	Prior to and during construction	
<p>Mitigation Measure BIO-1: Nesting Birds Project construction activities, particularly any tree trimming or removal (if necessary), shall be timed to avoid the bird nesting season (February 1st through August 31st) when possible. If construction activities are scheduled during the nesting</p>	County Construction Contractor(s)	County	Monitor project schedule and contractor compliance.	Prior to and during construction	

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<p>season, and if any tree trimming or removal is necessary, a qualified biologist shall conduct a preconstruction survey at least two weeks prior to commencement of construction activities to identify any potential nesting activity. If the survey indicates the presence of nesting birds, protective buffer zones shall be established around the nests. The size of the buffer zone shall be recommended by the biologist in <i>consultation</i> with the CDFW depending on the species of nesting bird and level of potential disturbance. The buffer zones shall remain in place until the young have fledged and are foraging independently. A qualified biologist shall monitor the nests closely until it is determined the nests are no longer active, at which time construction activities may commence within the buffer area.</p>	<p>Qualified biologist retained by the County (if necessary)</p>		<p>If construction activities scheduled during nesting season, and if any trimming or removal is necessary, verify pre-construction surveys are completed and recommended buffers maintained during construction.</p>		
<p>Mitigation Measure CUL-1: Treatment of Unanticipated Archaeological Discoveries: If unanticipated prehistoric or historic-period archaeological resources are encountered during construction, work shall be temporarily halted in the vicinity of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the County. Project personnel shall not collect cultural resources. Cultural resources shall be recorded on California Department of Parks and Recreation (DPR) 523 historic resource recordation forms. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies. If it is determined that the proposed development could damage a unique archaeological resource, mitigation shall be implemented in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. This measure would reduce the potential impact on archaeological resources to a less-than-significant level.</p>	<p>County Construction Contractor(s)</p>	<p>County</p>	<p>Monitor contractor compliance</p>	<p>During construction</p>	

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<p>Mitigation Measure CUL-2: Treatment of Human Remains: If human remains of Native American origin are discovered during construction of the Project, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resources Code Section 5097). If any human remains are discovered in any location in the Project area, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <ul style="list-style-type: none"> • The San Mateo County coroner has been informed and has determined that no investigation of the cause of death is required; and • If the remains are of Native American origin: <ul style="list-style-type: none"> – The descendants of the deceased Native Americans have made a recommendation regarding the disposition of remains and any associated grave goods, as provided in Public Resources Code Section 5097.98; or – The NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified. 	County Construction Contractor(s)	County	Monitor contractor compliance	During construction	
<p>Mitigation Measure HAZ-1: Environmental Site Investigation. Prior to any substantial ground disturbance within the areas specified below, the County or their Construction Contractor(s) shall hire a qualified environmental professional to conduct a Phase II environmental site investigation (ESI) to determine the potential presence of metals and organic compounds in soil and groundwater within the railroad ROW or within 100 feet of the following properties:</p> <ul style="list-style-type: none"> • 2655 Middlefield Road (Geotracker Case T0608100544: Tilton Properties) • 2682 Middlefield Road (Geotracker Case T0608100066: Beals and Martin Associates) • 3157 Middlefield Road (Geotracker Case T0608100218: Figueras Property) • 3233 Middlefield Road (Geotracker Case T0608152727: Zohrab's Garage) <p>The Phase II ESI shall compare soil and groundwater sampling results against applicable environmental screening levels developed by the</p>	County Construction Contractor(s) Qualified environmental professional	County	Verify a Phase II ESI has been prepared and recommendations implemented. If site-specific soil and groundwater management plan is required, verify that it is prepared and implemented, and provide appropriate closure documentation or written statement from the relevant oversight	Prior to any ground disturbance within the railroad ROW or within 100 feet of the specified properties	

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<p>Regional Water Quality Control Board and/or Department of Toxic Substances Control. If the Phase II ESI identifies contaminant concentrations above the screening levels, a site-specific soil and groundwater management plan shall be prepared and implemented. The County shall consult with the RWQCB, DTSC, and/or other appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed. The site-specific soil and groundwater management plan shall be formulated with the objective of handling and disposing of excavated soil, groundwater, and/or dewatering effluent in accordance with federal and state hazardous waste disposal laws, and with state and local stormwater and sanitary sewer requirements, and at a minimum, shall include the following:</p> <ul style="list-style-type: none"> • Identification and delineation of contaminated areas and procedures for limiting access to such areas to properly trained personnel; • Procedures for handling, excavating, characterizing and managing excavated soils and dewatering effluent including potential procedures for managing and disposing of hazardous waste; • Procedures for notification and reporting, including internal management and local agencies, as needed; • Minimum requirements for site-specific health and safety plans, to protect the general public and workers in the construction area (note: these requirements and the environmental sampling results shall be provided to contractors who shall be responsible for developing their own construction worker health and safety plans and training requirements). 			<p>agency(ies) that remediation work has been satisfactorily completed and without further conditions or obligations.</p>		
<p>Mitigation Measure HAZ-2: Contractor Specifications. The County shall include the following measures in its contractor specifications, and such measures shall be implemented by the contractor(s) during construction:</p> <ul style="list-style-type: none"> • During all ground-disturbing activities throughout the Project area, the Contractor(s) shall inspect the exposed soil and groundwater for obvious signs of contamination, such as odors, stains, or other suspect materials. Should signs of unanticipated contamination be encountered, work will be suspended, San Mateo County Department of Environmental Health (SMCDEH) will be notified, and the area secured. An investigation shall be designed and performed to verify the presence and extent of contamination at the site, and a site- 	<p>County Construction Contractor(s)</p>	<p>County</p>	<p>Review and approve construction plans, bid documents, and specifications for inclusion of measures as specified in this measure.</p>	<p>Prior to and during construction</p>	

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<p>specific soil and groundwater management plan, as described under Mitigation Measure HAZ-1 above, shall be prepared and implemented.</p> <ul style="list-style-type: none"> Prior to commencement of construction activities, the Contractor shall prepare and implement a site-specific health and safety plan (HASP), in accordance with State and federal Occupational Safety and Health Administration (OSHA) regulations (29 CFR 1910.120). Copies of the HASP shall be made available to construction workers for review during their orientation and/or regular health and safety meetings, and a copy provided to the County Department of Public Works (DPW). The HASP shall be amended, as necessary, if new information becomes available that could affect implementation of the plan. 					
<p>Mitigation Measure NOI-1: Limitations on Construction Activities Generating Excessive Vibration. The County shall include the following measures in its contractor specifications, and such measures shall be implemented by the Contractor(s) during construction:</p> <p>a) Operation of construction equipment shall be prohibited within the following specified distances of adjacent building facades, per the following categories, unless the precautions in subsection (b) below are implemented:</p> <ul style="list-style-type: none"> 15 feet for large bulldozers (and comparable large mobile equipment/vehicles having a reference PPV of 0.089 inches per second at 25 feet, per FTA guidance); 8 feet for jackhammers (and comparable portable vibratory equipment having a reference PPV of 0.035 inches per second at 25 feet, per FTA guidance); and D feet for any other vibratory equipment having a reference PPV of X inches per second vibration velocity at 25 feet, that satisfies the following expression: $0.2 \text{ inches per second} = X * (25/D)^{1.5}$. <p>b) If the restrictions within subsection (a) above cannot be achieved, the contractor implement the following measures:</p> <ul style="list-style-type: none"> Pre-construction inspections of the facades of adjacent buildings within the specified distances to document pre-construction conditions. Daily inspections of the facades of adjacent buildings during use of heavy or vibratory equipment within the specified distances, to document any construction-related vibration damage. 	<p>County Construction Contractor(s)</p>	<p>County</p>	<p>Review and approve construction plans, bid documents, and specifications for inclusion of vibration reduction measures as specified in this measure.</p>	<p>Prior to and during construction</p>	

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<ul style="list-style-type: none"> - If any construction-related damage is observed, the Contractor shall be responsible for repairing any construction-related vibratory damage to building facades to pre-construction conditions. 					
<p>Mitigation Measure NOI-2: Limitations on Construction Activities Generating Excessive Noise. The County shall include the following measures in its contractor specifications, and such measures shall be implemented by the contractor(s) during construction:</p>	<p>County Construction Contractor(s)</p>	<p>County</p>	<p>Review and approve construction plans, bid documents, and specifications for inclusion of noise reduction measures as specified in this measure.</p>	<p>Prior to and during construction</p>	
<ul style="list-style-type: none"> • Per San Mateo County’s Municipal Code, construction activities shall be limited to the hours of 7 a.m. to 6 p.m. on weekdays, 9:00 am to 5:00 pm on Saturdays. Construction activities are prohibited at any time on Sundays, Thanksgiving, and Christmas. • Provide written notification of construction activities and schedule to all noise-sensitive receptors (e.g., residential properties, hospitals, and schools) adjacent to the Project area. The notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the Project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall be included in the notification. • Prohibit unnecessary idling of internal combustion engines. Equip all equipment driven by internal combustion engines with mufflers which are in good mechanical condition, appropriate for the equipment, and no less effective that those originally installed by the manufacturer. • Utilize “quiet” air compressors and other stationary noise sources where practical and feasible. Use electrically powered equipment instead of internal combustion equipment where practicable and feasible. • Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors and place equipment so that emitted noise is directed away from nearby sensitive receptors. • Construct temporary noise barriers, where feasible and as directed by the County Engineer, to screen stationary noise-generating equipment when located within 200 feet of adjoining sensitive land uses. Temporary noise barrier fences would provide a 5-15 dBA noise reduction if the noise barrier interrupts the line-of-sight between the 					

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<p>noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.</p> <ul style="list-style-type: none"> Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the Project area. Equip concrete saws (or similar portable/mobile equipment) with modern noise-reducing blades; and install sound-absorptive and sound-blocking shrouds or temporary barriers (e.g., curtains or blankets suspended from portable field-erected framing systems, such as EchoBarrier or comparable commercially-available products and assemblies) that can be readily moved—and thus stay in proximity to the concrete saw—as work progresses to different locations on the Project area. Designate a “disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures as warranted to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. 					
<p>Mitigation Measure TRA-1: Traffic Control Plan. The Construction Contractor shall be responsible for preparing and implementing a Traffic Control Plan (TCP) approved by the County, prior to the start of construction. The TCP shall include traffic control measures to ensure the safety of all roadway users (including motorists, transit riders, bicyclists, and pedestrians) and minimize disruptions to traffic, transit, bicycle, and pedestrian circulation during the construction period.</p> <p>Towards the above goals, the TCP shall include, but not be limited to, the following provisions:</p> <ul style="list-style-type: none"> Identification of required temporary traffic control devices (as determined necessary by the County), including signage, delineators, flashing arrows, and/or temporary pavement markings (e.g., lane striping). Advance notification (signage) to notify all roadway users of major construction activities (e.g., lane closures, bus stop relocations) and other associated information (e.g., recommended detour routes). 	<p>County Construction Contractor(s)</p>	<p>County</p>	<p>Review and approve a Traffic Control Plan, with contents specified in this measure.</p>	<p>Prior to and during construction</p>	

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<ul style="list-style-type: none"> • Coordination with transit service providers (i.e., SamTrans) to identify potential effects to transit access or operations and potential solutions to address these issues (e.g., relocation of bus stops). • Coordination with County and local emergency service providers (e.g., police, fire, and medical) to minimize effects on response times through the Project area (e.g., identification of detour routes) and maintenance of emergency vehicle access for properties adjacent to or in the vicinity of the Project area at all times. • Identification of locations for contractor parking (e.g., existing on- and/or off-street facilities, staging areas within the Middlefield Road ROW, etc.), if necessary, to minimize the loss of on-street parking capacity within the Project area during construction. • Identification of construction equipment/material delivery procedures and staging areas. • Restrictions on construction truck traffic to and from the site during the weekday AM and PM peak periods, when feasible. • Deployment of flaggers and appropriate signage to ensure the safety of all roadway users during lane closures. • Notification to adjacent property owners and public safety personnel regarding schedules for major deliveries, recommended detour routes, and other construction effects (e.g., lane/sidewalk closures). • Identification of designated routes for construction trucks traveling to/from the site and monitoring of pavement quality along these routes so that damage and debris attributable to construction trucks can be identified and corrected by the Construction Contractor. • Procedures for granting access to delivery trucks and service vehicles to businesses within the active construction segment during construction hours, including signage, barricades, use of flaggers; and for maintaining access after hours and/or during weekends when construction personnel are not present. • Maintenance of dedicated pedestrian walkways to all businesses throughout the construction period, with appropriate signage and notification to affected businesses. 	County	County	Confirm that improvements have been included within	Prior to approval of final project design	
<p>Mitigation Measure TRA-2: Middlefield Road/Fifth Avenue Intersection Improvements. To mitigate the Project's LOS impacts at the Middlefield Road/Fifth Avenue intersection, the County Department of Public Works shall fund and implement the following improvements such</p>					

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<p>that the increase in average peak-hour delay over 2020 No Build conditions would be less than 4 seconds:</p>			<p>final design drawings.</p>		
<ol style="list-style-type: none"> 1) Re-stripe the eastbound and westbound approaches of Fifth Avenue to include a left-turn pocket and a shared through/right-turn lane; and 2) Modify signal timing. 					
<p>Mitigation Measure TRA-3: Monitoring and Improvements at Middlefield Road/Berkshire Avenue, Middlefield Road/First Avenue, Middlefield Road/Sixth Avenue, Middlefield Road/Seventh Avenue, and El Camino Real/Fifth Avenue. The County Department of Public Works shall monitor traffic delay at the five intersections listed above to determine when a significant impact would be triggered. Monitoring shall be performed every five years, starting in 2021 or one year following completion of Project construction (whichever is later), and a monitoring report shall be prepared for the County Department of Public Works. The monitoring reports shall include, but not be limited to, a narrative of the site conditions, the method of determining average traffic delay, the results of the monitoring program, and a comparison to 2050 No Build conditions as described in the traffic study. If monitoring at any of these intersections shows that the traffic delays would exceed the 2050 No Build Conditions by more than 4 seconds, the County Department of Public Works would fund and implement actions or improvements to decrease the average delay at those intersections to no more than 4 seconds above the delay under 2050 No Build conditions.</p>	<p>County</p>	<p>County</p>	<p>Implementation of intersection delay monitoring & preparation of monitoring report;</p> <p>Review of monitoring report;</p> <p>Fund and implement suggested improvements and/or fund and implement analysis of alternative improvements to achieve required reduction in delay.</p>	<p>Every five years, starting in 2021 or one year following completion of Project construction (whichever is later);</p> <p>If and when monitoring indicates that intersection delay would exceed the 2050 No Build Conditions by more than 4 seconds.</p>	
<p>The following suggested improvement actions have been identified for each intersection, and have been assessed as being sufficient to mitigate Project impacts to less-than-significant levels:</p>					
<ul style="list-style-type: none"> • Middlefield Road/Berkshire Avenue: Installation of a traffic signal. • Middlefield Road/First Avenue: Installation of a traffic signal. • Middlefield Road/Sixth Avenue: Installation of a traffic signal. • Middlefield Road/Seventh Avenue: Modification of the eastbound approach (driveway) to right-turn-only egress (i.e., prohibition of left-turn and through movements out of the driveway). • El Camino Real/Fifth Avenue: Addition of a second westbound left-turn pocket, and modification of signal timing to separate pedestrian crossing and left-turn phases. 					

Mitigation Measures**Implementation
Responsibility****Monitoring
Responsibility****Monitoring and
Reporting Action****Monitoring
Schedule****Verification of
Compliance**

With the installation of each traffic signal (or combination of traffic signals), the County Department of Public Works shall re-evaluate traffic operations at nearby upstream and downstream intersections within the corridor, consistent with standard traffic engineering practice. This exercise would determine appropriate signal timing offsets or other specific design considerations, if warranted, to address any secondary impacts to traffic circulation.

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

RESOLUTION NO. 076420

BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

* * * * *

**RESOLUTION CERTIFYING THE INITIAL STUDY / MITIGATED NEGATIVE
DECLARATION, DATED AUGUST 2018, FOR THE MIDDLEFIELD ROAD
IMPROVEMENT PROJECT**

RESOLVED, by the Board of Supervisors of the County of San Mateo, State of California, that

WHEREAS, on November 5, 2002, this Board approved Phase II of the Middlefield Road Underground Utility District, which included Middlefield Road from Fifth Avenue to MacArthur Avenue; and

WHEREAS, on November of 2011, this Board adopted the North Fair Oaks Community Plan, which included the improvement of Middlefield Road between Fifth Avenue and Pacific Avenue to create a more attractive street that is more pedestrian and bike friendly; and

WHEREAS, on July 9, 2013, this Board approved funding for Measure A (now Measure K) funding to redesign and make improvements to Middlefield Road including improvements to the South County Health Clinic (and Redwood Junction) Entrance and Intersection Improvements, at a cost of approximately \$12.5 million over four years; and

WHEREAS, on October 21, 2014, this Board approved the recommendations from the North Fair Oaks Community Council (Council) regarding improvements to Middlefield Road between Pacific Avenue and Fifth

Avenue to include three traffic lanes (one travel lane in each direction with a center left turn lane), parallel parking, bike lanes, and wider sidewalks; and

WHEREAS, on April 11, 2017, this Board approved the design element recommendations from the Council related to buffered bike lanes, 35-foot tree spacing, bulb-outs at intersections, and 12-foot wide sidewalk widths to be used for the Middlefield Road Improvement Project (Project); and

WHEREAS, an Initial Study / Mitigated Negative Declaration (IS/MND) for the Project was prepared in August 2018; and

WHEREAS, in compliance with Section 21081.6 of the California Public Resources Code, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to the IS/MND having identified potential adverse effects that will be reduced to less-than-significant levels through the implementation of mitigation measures during construction and in the future if at such a time the traffic delays at specified intersections exceed the 2050 No Build Conditions; and

WHEREAS, a 30-day public review of the IS/MND was conducted in compliance with the provisions of the California Environmental Quality Act (CEQA); and

WHEREAS, the following entities commented on the Project: California Department of Transportation (Caltrans) and California Water Service Company; and

WHEREAS, responses to all comments received have been prepared and this Board has reviewed and considered said responses; and

WHEREAS, certification of the IS/MND completes the CEQA process for the Project.

NOW THEREFORE, IT IS HEREBY DETERMINED AND ORDERED that

1. This Board of Supervisors has reviewed and considered the IS/MND, and on the basis of the record as a whole, confirms that the IS/MND is adequate for its use by this Board, and on the basis of this review and consideration, there is no substantial evidence that the Project will have a significant effect on the environment if mitigated as set forth in the MMRP and this Board hereby confirms its certification of the IS/MND.
2. The Board of Supervisors hereby adopts the Response to the IS/MND Comments and the MMRP attached hereto as Exhibit A and Exhibit B, respectively, and incorporated by reference in this resolution and commits to all mitigation measures identified in the IS/MND and contained in the Response to IS/MND Comments and MMRP.
3. The Board of Supervisors of the County of San Mateo hereby certifies this IS/MND and approves this Project.

* * * * *

Regularly passed and adopted this 12th day of February, 2019

AYES and in favor of said resolution:

Supervisors: _____ *DAVE PINE*
_____ *CAROLE GROOM*
_____ *DON HORSLEY*
_____ *WARREN SLOCUM*
_____ *DAVID J. CANEPA*

NOES and against said resolution:

Supervisors: _____ *NONE*

Carole Groom

*President, Board of Supervisors
County of San Mateo
State of California*

Certificate of Delivery

I certify that a copy of the original resolution filed in the Office of the Clerk of the Board of Supervisors of San Mateo County has been delivered to the President of the Board of Supervisors.

S. Sturwal

Deputy Clerk of the Board of Supervisors