



City of East Palo Alto Department of Community and Economic Development Department

ERRATA

Ravenswood Business District/Four Corners Specific Plan Update Draft Subsequent Environmental Impact Report November 21, 2024

Background and Purpose of Errata

The Draft Subsequent Environmental Impact Report (Draft SEIR) for the Ravenswood Business District/Four Corners Specific Plan Update (Specific Plan Update) was published for public review on July 26, 2024. The public review period ended on September 10, 2024. A Final SEIR, which included formal responses to public comments received on the Draft SEIR and text revisions to the Draft SEIR, was published for public review on November 18, 2024.

The purpose of this errata is to document several additional text revisions to the Draft SEIR that were inadvertently omitted from the Final SEIR. The text revisions are similar in nature to text revisions included in the Final SEIR pertaining to changes in the impact conclusion related to traffic noise generated by the Specific Plan Update buildout. The Draft SEIR Page 280 identified a significant traffic noise impact at Bay Road from University to Clark Avenue and from Clarke Avenue to Pulgas Avenue as traffic noise levels at these segments would increase by three dBA or more above the existing noise levels at these segments. Draft SEIR Page 281 concluded that installation of quieter pavement could reduce noise levels by two to three A-weighted decibel (dBA). However, at the time the Draft SEIR was prepared, the feasibility of installing quieter pavement along the impacted Bay Road segments was unknown. Therefore, it was concluded that the traffic noise impact from the Specific Plan Update buildout would be significant and unavoidable. At the City Staff's direction, the SEIR's noise consultant completed a noise survey and pavement analysis of the affected Bay Road segments in August 2024 to determine if installation of quieter pavement would reduce the traffic noise impact to a less than significant level. Based on the roadway noise survey and pavement analysis, it was concluded that installation of quieter pavement along the affected Bay Road segments would reduce future forecast noise levels by five dBA and would, therefore, reduce the traffic noise impact at these segments to a less than significant level, i.e., the Specific Plan Update traffic noise levels at buildout, with application of quieter pavement, would be less than the existing noise levels. The Mitigation Measure MM NOI-2.1 was updated in the Final SEIR to eliminate a secondary option to mitigate roadway noise using traffic calming measures, and the original significant and unavoidable impact conclusion regarding the Specific Plan Update buildout roadway noise impact was changed to less than significant with mitigation incorporated.

The Final SEIR includes the above-described text revisions to the traffic noise impact conclusion on Draft SEIR Pages 280 and 281. This Errata includes similar text revisions for the Draft SEIR Section 3.12 cumulative noise discussion, Section 6.0 Significant and Unavoidable Impacts, and Section 7.0 Alternatives. The text revisions reflect the changed conclusion that the Plan Update buildout would instead lead to a less than significant traffic noise impact with mitigation incorporated, and, therefore, this new information regarding the feasibility of installing quieter pavement would not result in a new significant environmental impact or a substantial increase in the severity of an environmental impact. As a result, the text revisions shown below do not require recirculation of the SEIR under CEQA Guidelines Section 15088.5.

Draft SEIR Text Revisions

The below text includes revisions to the Specific Plan Update Draft SEIR. Revised or new language is underlined. All deletions are shown with a ~~line through the text~~.

Pages 290-291 **REVISE** the following text in the last paragraph of Page 290 and first paragraph of Page 291:

The geographic area for cumulative traffic noise impacts is the surrounding roadway network. As discussed under Impact NOI-1 and shown in **Error! Reference source not found.** above, the Specific Plan update (under either development scenario) would increase noise levels by one dBA CNEL or more above cumulative no project (i.e. approved 2013 Specific Plan buildout along with General Plan buildout and other foreseeable growth through 2040) conditions and by three dBA CNEL or more above existing conditions along two Bay Road segments. As described in the Draft SEIR Text Revisions to Pages 280 and 281, the implementation of Mitigation Measure MM-NOI-2.1, which includes the installation of quieter pavement (which would be repaved every 10 years), would reduce traffic noise levels by five (5) dBA at the affected Bay Road segments under Specific Plan Update buildout. With the implementation of MM-NOI-2.1, traffic noise levels for all scenarios would be below the cumulative no project and existing noise levels since the new pavement would provide more noise reduction than the traffic noise increase from Specific Plan Update buildout. Therefore, buildout of the Specific Plan Update (under either development scenario) would not result in a significant ~~cumulatively considerable contribution to a substantial traffic noise increase in overall traffic noise at these affected Bay Road segments.~~ For the above reasons, the Specific Plan Update buildout would result in a less than significant cumulative traffic noise impact with mitigation incorporated. ~~Future development projects would implement 2013 Specific Plan Mitigation Measure NOI-CUM-1 and MM-NOI-1.2, which would require site-specific acoustical analysis and installation of noise barriers and traffic calming; however, implementation of such noise reduction measures cannot be guaranteed, i.e. may not be feasible, along the affected roadways segments. Thus, the impact would remain significant and unavoidable (under either development scenario).~~

(Significant and Unavoidable Cumulative Impact) (Less than Significant Cumulative Impact with Mitigation Incorporated)

Page 436 **REMOVE** the text after the fifth bullet point:

- ~~**Impact NOI 1:** The project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Specific Plan Update buildout would result in an increase of three dBA CNEL at two roadway segments on Bay Road (**Significant and Unavoidable Cumulative Impact**)~~
- ~~**Impact NOI C:** The project would result in a cumulatively considerable contribution to a cumulatively significant noise impact. The Specific Plan Update buildout would result in an increase of three dBA CNEL at two roadway segments on Bay Road (**Significant and Unavoidable Cumulative Impact**)~~

Page 444 **REVISE** the text in the second paragraph, after the third sentence:

The No Project/Adopted 2013 Specific Plan Alternative would be environmentally superior due to substantially reduced wastewater generation compared to the two Specific Plan Update scenarios. The 2013 Specific Plan buildout would avoid the significant ~~and unavoidable~~ operational traffic noise impacts on the Bay Road segments from University Avenue to Clark Avenue, and from Clark Avenue to Pulgas Avenue (shown in Table 3.12-6), as the 2013 Specific Plan produces less new vehicle trips and the resulting traffic noise increase compared to existing conditions would be less than three dBA. The No Project/Adopted 2013 Specific Plan Alternative would be environmentally superior due to substantially reduced traffic noise impacts on Bay Road compared to the two Specific Plan Update scenarios.

Page 446 **REVISE** the text in the last sentence of the first paragraph under Conclusion subsection to Section 7.3.2.3 No Project/Adopted Specific Plan Alternative:

This alternative would avoid the Specific Plan Update's significant ~~and unavoidable~~ operational noise impact, since traffic noise would increase by less than three dBA under the 2013 Specific Plan when compared to existing conditions.

Page 448 **REVISE** the text in the fourth paragraph:

As shown in Table 3.12-6, operational traffic noise from the Specific Plan Update on the Bay Road segments from University Avenue to Clark Avenue, and from Clark Avenue to Pulgas Avenue could reach up to 68 dBA. This increase is four dBA above the existing traffic noise levels on these segments, which exceeds three dBA, resulting in a significant ~~and unavoidable~~ operational traffic noise impact. Implementation of MM NOI-2.1 which includes the installation of quieter pavement on the affected segments would be required to reduce the traffic noise impacts to less than significant (under the Specific Plan Update). Under the Reduced Scale Alternative, a 40 percent reduction in traffic volumes would cause less than a three dBA increase. Therefore, the Reduced

Scale Alternative would ~~avoid the significant and unavoidable~~ result in a less than significant operational traffic noise impact (avoiding the need for mitigation required for the Plan Update). The Reduced Scale Alternative would be environmentally superior in that it would avoid the need for mitigation for ~~due to substantially reduced~~ traffic noise impacts on Bay Road compared to the two Specific Plan Update scenarios.

Page 452: REVISE the following text in Table 7.3-2, row thirteen:

| Table 7.3-2: Comparison of Impacts of the Specific Plan Update Scenarios to Project Alternatives | | | | | | | |
|---|--|--|---|---|--|--|----------------------------------|
| Impacts | Project Scenario #1 w/o Loop Road | Project Scenario 1 w/ Loop Road | Project Scenario 2 w/o Loop Road | Proposed Project Scenario 2 w/ Loop Road | No Project/Adopted 2013 Specific Plan | No Project/No New Development Alternative | Reduced Scale Alternative |
| Noise | SU-LTSM | SU-LTSM | SU-LTSM | SU-LTSM | LTS | NI | LTS |