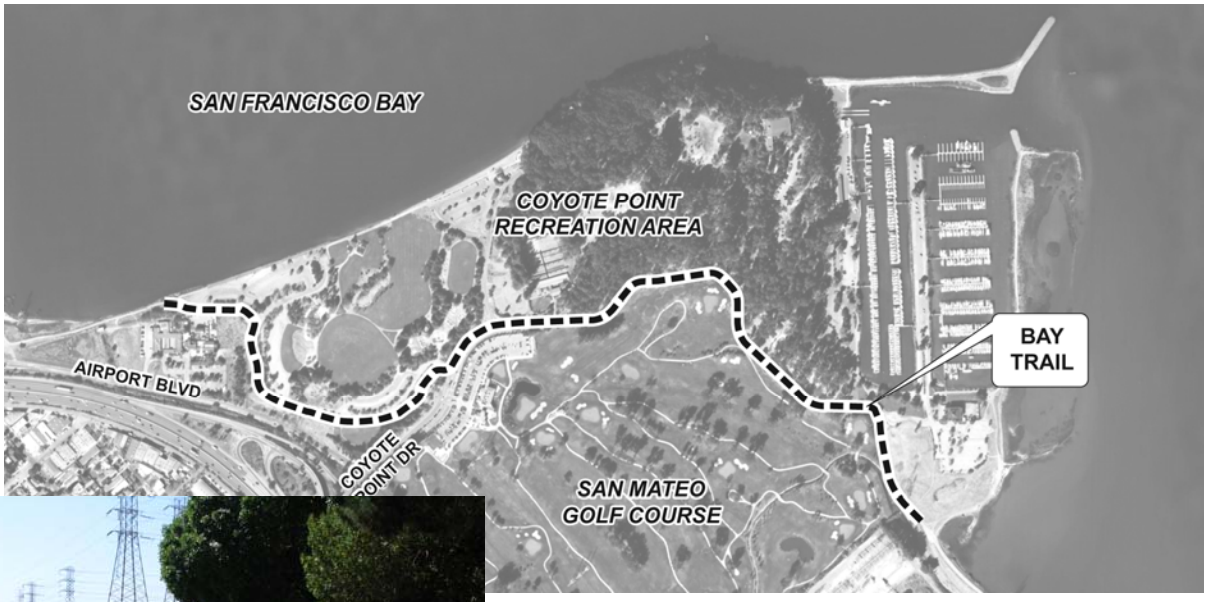
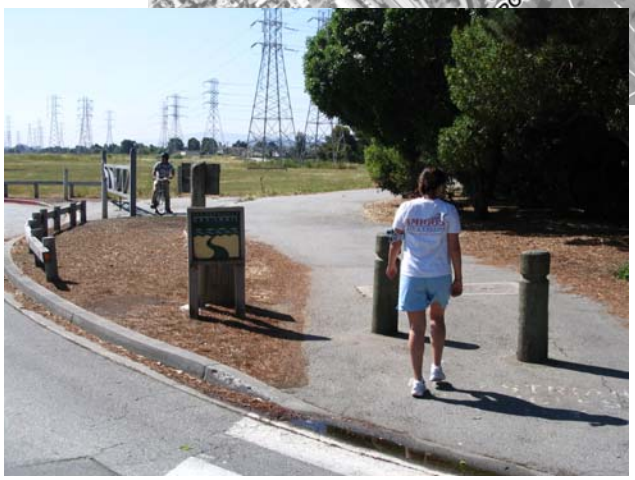
The Bay Trail within Coyote Point Recreation Area

Final Initial Study/Mitigated Negative Declaration
SCH# 200707006





August 2007

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Final Initial Study/ Mitigated Negative Declaration

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Prepared for:

San Mateo County Parks Department

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MITIGATED NEGATIVE DECLARATION

Date of Publication of Mitigated Negative Declaration: June 11, 2007

Lead Agency: San Mateo County Parks Department
Agency Contact Person: Sam Herzberg, Senior Planner **Telephone:** (650) 363-1823

Project Title: Bay Trail within Coyote Point Recreation Area
Project Sponsor: San Mateo County
Project Contact Person: Sam Herzberg **Telephone:** (650) 363-1823
Assessor's Parcel Number: 029-321-060
City and County: County of San Mateo

Project Description: San Mateo County Parks Department (County), with the support of the Association of Bay Area Governments (ABAG) — San Francisco Bay Trail Project, and the California Coastal Conservancy, propose to realign, construct and/or resurface a 1.2 mile segment of the San Francisco Bay Trail Project through Coyote Point Recreation Area along its southern perimeter. The "Bay Trail within Coyote Point Recreation Area" is an existing portion of the San Francisco Bay Trail Project which would undergo significant improvements (proposed project). The proposed project is entirely within the Coyote Point Recreation Area, which is operated by San Mateo County Parks Department. It is located at the edge of San Francisco Bay in San Mateo County, approximately 3.5 miles southeast of the San Francisco Airport. Improvements to the Bay Trail at Coyote Point would enhance pedestrian and bicyclist access, experience, and safety on the trail by reducing both grades and opportunities for user conflicts. New signage and trail configurations at three intersections, the widening of the trail to 10 feet wide paved and 2 feet wide gravel shoulders, and its re-alignment away from the Knoll an next to Coyote Point Drive would increase public safety, as bicyclists and pedestrians now often use Coyote Point Drive instead of the existing alignment. Crossing safety would be also be improved by Americans with Disabilities Act (ADA)-compliant "ramps" or curb cuts, which would facilitate road crossing by wheelchairs and bicycles.

Building Permit Application Number, if Applicable: Not applicable

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AS MITGATED. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare a Negative Declaration), and the reasons documented in the Environmental Evaluation (Initial Study) for the project, which is attached. Mitigation measures are included in this project to avoid potentially significant impacts.

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County of San Mateo
Parks Department

INITIAL STUDY
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The Bay Trail Within Coyote Point Recreation Area

BACKGROUND

Project Title: The Bay Trail Within Coyote Point Recreation Area

Project Location: Coyote Point Recreation Area, San Mateo County

Assessor's Parcel No.: 029-321-060

Applicant/Owner: San Mateo County Parks Department

Date Environmental Information Form Submitted: June 8, 2007

I. PROJECT DESCRIPTION

Project Location and Context

San Mateo County Parks Department (County), with the support of the Association of Bay Area Governments (ABAG) — San Francisco Bay Trail Project, and the California Coastal Conservancy, propose to realign, construct and/or resurface a one-mile section of the San Francisco Bay Trail Project through Coyote Point Recreation Area (Coyote Point) along its southern perimeter. The "Bay Trail within Coyote Point Recreation Area" (proposed project) is an existing portion of the San Francisco Bay Trail Project which would undergo significant improvements, as described below. The proposed project is entirely within the Coyote Point Recreation Area, which is owned and operated by San Mateo County Parks Department. It is located at the edge of San Francisco Bay in San Mateo County, approximately 3.5 miles southeast of the San Francisco Airport. The proposed project abuts the southeastern corner of the City of Burlingame and is adjacent the northwestern side of the City of San Mateo (Figure 1). For purposes of environmental review, the trail alignment that constitutes the proposed project is bounded by a levee adjacent the Peninsula Humane Society facility in Coyote Point and by the southeastern boundary of the park (illustrated in Figure 2). Running west and east, the trail extends roughly parallel to the boundary of Coyote Point. The trail extends along West Beach Road, adjacent to Coyote Point Drive and the San Mateo Golf Course, and along the Coyote Point Marina. It then exits Coyote Point and enters Shoreline Park.

As noted above and as depicted in Figure 2, the westernmost portion of the San Francisco Bay Trail Project within the park is not part of the proposed project, and will be reviewed under the California Environmental Quality Act (CEQA) by the City of San Mateo Flood Control District as part of a levee improvement project.

Figure 1: Project Location

Figure 2: Bay Trail in Coyote Point Recreation Area

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The proposed project is part of the San Francisco Bay Trail Project, a 400 mile-long regional trail along and near the edge of the San Francisco Estuary. Its alignment was established in *The Bay Trail Plan*, approved by the Board of Directors of the Association of Bay Area Governments (ABAG) in 1989; a programmatic EIR for the San Francisco Bay Trail Project was certified at that time. Subsequently, it has been implemented segment by segment by participating jurisdictions and is approximately half complete regionwide and is largely complete along the Bay-side perimeter of San Mateo County. The City and County of San Mateo have incorporated the San Francisco Bay Trail Project into their General Plans. Similarly, San Mateo County has included San Francisco Bay Trail Project improvements in the Coyote Point Recreation Area Master Plan (September 2006) which is undergoing its own CEQA review concurrent with this. In light of these factors, the proposed project was approved in concept, and environmental analysis of the San Francisco Bay Trail Project has thus been previously performed at a programmatic level by ABAG.

Project Characteristics

Improvements to the Bay Trail at Coyote Point would enhance pedestrian and bicyclist access, experience, and safety on the trail by reducing both grades and opportunities for user conflicts. New signage and trail configurations at three intersections, as illustrated in Figures 3 through 5; the widening of the trail to 10 feet; and its re-alignment away from the Knoll an next to Coyote Point Drive would increase public safety, as bicyclists and pedestrians now often use Coyote Point Drive instead of the existing alignment. Crossing safety would be also be improved by the installation of Americans with Disabilities Act (ADA)-compliant "ramps" or curb cuts, which would facilitate road crossings by wheelchairs and bicycles.

The proposed project would consist of two segments or reaches. Segment A – "Upgraded Reach," would entail resurfacing the San Francisco Bay Trail Project in the western portion of the existing trail alignment, (as identified in Figure 2). Segment B – "New Reach," would involve constructing a slightly revised alignment parallel to the existing alignment along the eastern portion of the trail within the park, as illustrated in Figure 2. The trail would be widened to 10 feet throughout the trail in the park, from the existing 6-foot width in some portions and an 8-foot width in others. Other improvements would include the addition of 2-foot wide gravel shoulders on either side of the trail, its resurfacing with asphalt to a minimum depth of two inches, and the installation of ADA-accessible ramps at intersections. The revised alignment in Segment B would be close to the current alignment, but would offer improvements to it, including — 1) reduced grades (i.e., less than 4 percent), which would allow the trail to have enhanced accessibility to persons with disabilities, and 2) improved crossings, thus making it easier and safer at the trail's crossings at three intersections, as shown in Figures 3 through 5. In addition, representative views of the existing trail in both reaches are shown in Figures 6 and 7. The following are details of the proposed project described by its two segments:

Figure 3: Beach Road: Existing and Proposed Configuration

Figure 4: Museum Road and Coyote Point Drive: Existing and Proposed Configuration

Figure 5: Marina Road and Coyote Point Drive: Existing and Proposed Configuration

Figure 6: Views of the Existing Bay Trail at Coyote Point – Segment A

Figure 7: Views of the Existing Bay Trail at Coyote Point – Segment B

A. *Upgraded Reach.* This 0.55 mile segment is generally bounded by West Beach Road and the firing range to the north and the park's boundary to the south, this segment is bounded to the west by a levee and its connection to the shoreline promenade. It bends away from the bay shore and follows the edge of West Beach Drive and skirts the north side of the Peninsula Humane Society facility. As one proceeds west, the trail parallels the northeastern side of the Peninsula Avenue interchange, then crosses West Beach Drive to align with the north side of Coyote Point Drive.

   The existing trail would be excavated and widened to 10 feet; a new engineered sub-grade would be laid down to a depth of four to six inches and re-surfaced with approximately two inches of new asphalt.

B. *New Reach.* This consists of a 0.45 mile segment, extending from the eastern edge of the Firing Range to the southeastern edge of Marina Road where the trail continues into the City of San Mateo's Shoreline Park. Within this segment, the proposed San Francisco Bay Trail Project would be relocated down slope of the existing trail that runs along a Knoll (Figure 2). It would be relocated to be adjacent to and parallel with Coyote Point Drive. The new alignment would be characterized by a minimum five-foot wide buffer between the trail and this access road. Safety signage and striping would be established at the intersections between the trail and car lanes, one at the crossing with Museum Road and two each at Beach Road and Marina Road.

Pedestrian Safety Improvements. There are four intersections altogether and three intersections where the new San Francisco Bay Trail Project alignment (Segment B) would cross, as shown in Figures 3 to 5. At each of these three crossings, the new San Francisco Bay Trail Project would have safety features such as STOP signs and pavement legends, bollards, ADA-compliant pedestrian ramps, and trail centerline striping. The one intersection that Segment A of the trail crosses is West Beach Road; it would undergo very limited changes, comprising ADA-accessible curb cuts and a new trail surface. Few other changes are needed since the West Beach Road crossing is presently a "T" intersection and its curb radii are much tighter than the other intersections within the project area. Consequently, vehicles turning right into the intersection must slow down dramatically or stop.

Three of the four existing crossings in the park, Beach, Museum, and Marina Roads, now have "free" right turns. This design permits vehicles to turn with a minimal reduction in their speed, thus fostering potential conflicts with trail users. Implementation of the proposed project would reduce trail user conflicts and potential accidents with vehicles because the free right turns would be eliminated and replaced by tighter curb radii which would require motor vehicles to slow dramatically. In turn, this slower speed would enable the motorists and trail users to see one another more readily and react appropriately. As previously noted, ADA-compliant ramps would be installed at all three intersections. Figures 3 through 5 show schematic illustrations of the Beach Road, Museum Road, and Marina Road intersections, diagramming "before" and "after" safety improvements at each intersection.

The mid-block crossing, just before the traffic circle leading to the Yacht Club would undergo few changes; the ramps would remain the same, but new surfacing would be installed.

Two San Francisco Bay Trail Project "spur trails," shown in Figure 2, consisting of the New Promenade (which will replace the existing one with a greater setback from the Bay) and an existing trail along the bluffs and beside the marina, are not part of the proposed project.

Project Scheduling and Required Approvals

Project Scheduling

The County proposes to construct the proposed project between April 15 and a date yet to be determined (based on funding). Construction of the proposed project would be expected to commence after all project approvals and would take approximately seven months to complete.

Required Approvals

The proposed project would require the following approvals prior to construction:

- Bay Conservation Development Commission permit

II. ENVIRONMENTAL ANALYSIS

1. LAND SUITABILITY AND GEOLOGY

	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	Source(s)
Will (or could) this project:						
a. Involve a unique landform or biological area, such as beaches, sand dunes, marshes, tidelands, or San Francisco Bay?	☐	☒	☐	☐	☐	A,C,D, S,T
b. Involve construction on slope of 15% or greater?	☒	☐	☐	☐	☐	A,C,D
c. Be located in an area of soil instability (subsidence, landslide or severe erosion)?	☒	☐	☐	☐	☐	A, S,T
d. Be located on, or adjacent to a known earthquake fault?	☐	☒	☐	☐	☐	M
e. Involve Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or Brussels sprouts?	☒	☐	☐	☐	☐	A
f. Cause erosion or siltation?	☐	☒	☐	☐	☐	A
g. Result in damage to soil capability or loss of agricultural land?	☒	☐	☐	☐	☐	A
h. Be located within a flood hazard area?	☐	☒	☐	☐	☐	L,S,T
i. Be located in an area where a high water table may adversely affect land use?	☒	☐	☐	☐	☐	A,R
j. Affect a natural drainage channel or streambed, or watercourse?	☒	☐	☐	☐	☐	A

Discussion

a. The project site is on the San Francisco Bay within the Coyote Point Recreation Area. Coyote Point is a small peninsula that juts into the San Francisco Bay. The central and eastern portions of the Coyote Point Recreation Area consist primarily of a rock outcropping, while the easternmost and western portions of the Recreation Area are primarily composed of artificial fill. The Recreation Area also has a beach along its northwestern edge. Construction of the proposed San Francisco Bay Trail Project improvements would closely follow the existing San Francisco Bay Trail Project alignment in the northern portions (upgraded reach) and would not affect the Bay or beaches along the Bay in this area. The southern portion of the proposed San Francisco Bay Trail Project (new reach) would be realigned to an area near the existing roadway. The

realignment of this portion of the San Francisco Bay Trail Project would not significantly affect soils or any unique biological areas, including heritage trees within the park. Therefore, this would be a less-than-significant impact.

b. The proposed improvements and realignment of the San Francisco Bay Trail Project would not involve construction on a slope of 15 percent or greater as the project would closely follow the existing San Francisco Bay Trail Project alignment for the upgraded reach, and the new reach would occur near the existing roadway and this area does not have a steep grading. In addition, the proposed project would result in a reduce grade for the trail of less than 4 percent. Therefore, no impacts would occur.

c. As noted above under Item 1a, the proposed project is located on the Coyote Point landform, which is a rock outcropped peninsula. Areas west of the rock outcropping are primarily artificial fill soils that connect the rock outcropping to the peninsula. The proposed project would be cross the Recreation Area, and would result in portions of the trail underlain by rock and portions would be constructed over artificial fill. The rocky areas would not consist of unstable soils; however, in areas with artificial fill, the soil may contain instable soils. The artificial soils are shown to have a high hazard for liquefaction. The artificial fill soils may also contain expansive soils. The proposed trails would be constructed in areas of soil instability; however, the proposed project would install base material under the paved trail to minimize impacts from soil instability. Therefore, impacts would be less than significant.

d. The project site is not in a designated Alquist-Priolo Earthquake Fault Zone. The project site is about 4.7 miles from the nearest fault, the San Andreas Fault. Thus, the proposed project is not expected to expose people to potential substantial adverse effects caused by the rupture of a known fault.

   The County and the larger San Francisco Bay Area are in a seismically active region. Recent studies by the United States Geological Survey (USGS) indicate that there is a 62 percent likelihood of a MW 6.7 or higher earthquake occurring in the Bay Area within the next 30 years, and a 21 percent chance that one or more earthquakes of a MW 6.7 or greater will occur on the San Andreas fault within the next 30 years. The project site could experience a range of groundshaking effects during an earthquake on a Bay Area fault, particularly the San Andreas fault. A characteristic earthquake on the San Andreas Fault could result in violent (Modified Mercalli Intensity IX) to strong (Modified Mercalli Intensity VII) groundshaking intensities at the project site. Violent groundshaking intensities would result in heavily damaged or destroyed masonry, damage to foundations, and shifting of frame structures (if not bolted down) off their foundations, while strong groundshaking would result in slight damage to masonry, and small slides and caving in along sand or gravel banks. The proposed project would consist of paving and reinforcing existing trail features, the project does not include construction of new structures.

Damage that may result from an earthquake would not be expected to endanger persons using the proposed trail. Therefore, groundshaking hazards are considered less than significant.

e. The project site does not involve development of any Class I or Class II agricultural soils. No impacts would occur.

f. During construction there is a potential for temporary erosion from earthwork and construction activities associated with the proposed project. The proposed project would result in less than one acre in soil disturbance. Therefore, the County would not be required by the Regional Water Quality Control Board to satisfy the National Pollutant Discharge Elimination System (NPDES) in obtaining coverage under the State Construction Activity Stormwater General Permit for the management of site stormwater runoff and pollution. Consequently, the proposed project would be exempt from preparing and implementing a project-specific stormwater pollution prevention plan (SWPPP). However, because the County has implemented the San Mateo County Stormwater Pollution Prevention Program (STOPPP), the proposed project would be required to obtain coverage under STOPPP's Phase I Municipal Stormwater Permit and comply with performance standards set forth by STOPPP's Stormwater Management Plan and Provision C.3 New Development and Redevelopment Performance Standards. Compliance with the STOPPP performance standards would reduce impacts to erosion and siltation during construction to a less-than-significant level.

   Also, as noted in the Coyote Point Master Plan, erosion is a concern for the Peninsula Beach, located in the northwestern corner of Coyote Point. Erosion has begun to destroy existing rip rap along the shoreline and undercut the paved promenade behind it. However, design plans for this promenade are underway as a separate project. The western portion of the proposed project in the vicinity of the beach is not, however, near the shoreline. The proposed trail improvements would be constructed in the area of the existing trail and would not result in increased erosion or siltation in this area after construction. The proposed project would have a less-than-significant impact.

g. The project site is not located on any agricultural land, and would not result in the loss of soil capability or agricultural productivity. There would be no impact.

h. The proposed project would be constructed within a 100-year flood hazard zone. Because the proposed project is a surface trail, the project would not construct buildings within the floodplain. Impacts would be considered less than significant because it would not change runoff conditions around the site and would not displace flood waters to nearby properties.

i. The western portions of Coyote Point include artificial fill soils, and are noted to have a high water table with depths to water ranging from 30 to 60 inches in some areas due to fluctuating tides. The proposed project would not require excavation beyond about 4 inches for the base

material to be used for the trail. Excavation would not be expected to encounter groundwater. Therefore this impact would be less than significant.

j. The Recreation Area is adjacent to the San Francisco Bay and there is a natural overland flow of water toward the Bay; however within the project site there is no natural drainage channel or streambed, or watercourse. There would be no impact.

Mitigation Measures

There are no potentially significant land suitability and geology impacts; therefore, no mitigation measures are required.

2. VEGETATION AND WILDLIFE

	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	Source(s)
Will (or could) this project:						
a. Affect federal or state listed rare or endangered species of plant life in the project area?	☐	☒	☐	☐	☐	G, I
b. Involve cutting of heritage or significant trees as defined in the County Heritage Tree and Significant Tree Ordinance?	☐	☐	☒	☐	☐	B,I
c. Be adjacent to or include a habitat food source, water source, nesting place or breeding place for a federal or state listed rare or endangered wildlife species?	☐	☐	☒	☐	☐	G,I
d. Significantly affect fish, wildlife, reptiles, or plant life?	☐	☐	☒	☐	☐	G,I
e. Be located inside or within 200 feet of a marine or wildlife reserve?	☒	☐	☐	☐	☐	I
f. Infringe on any sensitive habitats?	☐	☐	☒	☐	☐	G,I
g. Involve clearing land that is 5,000 sq. ft. or greater (1,000 sq. ft. within a County Scenic Corridor), that has slopes greater than 20% or that is in a sensitive habitat or buffer zone?	☒	☐	☐	☐	☐	I

Discussion

a. No special-status plant species have been reported within the park or the immediate vicinity. Most of the project site is developed or landscaped and experiences high visitor use. It is unlikely

that any rare plant species occur around the proposed project. Therefore, this impact would be less than significant.

b. The proposed project would be constructed within a stand of eucalyptus trees that include trees greater than 38 inches in diameter. Eucalyptus trees are not listed by the County as a potential heritage tree species; however, the County has a Significant Tree Ordinance that protects any species with a diameter of 38 inches or greater. The proposed project would be required to comply with the County's regulations for removal of significant trees. No trees designated as "Heritage Trees" by the County of San Mateo are expected to be impacted by the proposed project. Because the proposed project would have to comply with the Significant Tree Ordinance, removal of Significant Trees within the park would be a less-than-significant impact. No trees designated as "Heritage Trees" by the County of San Mateo are expected to be impacted by the proposed project. However, implementation of **Mitigation Measure 1** (page 18) has been included to ensure that the proposed project would have a less-than-significant impact regarding possible heritage trees in its vicinity.

c. There has been one recorded occurrence within the project site of the San Francisco garter snake (*Thamnophis sirtalis tetrataenia*), which is a State- and Federally Endangered species, and which is known to be found in a variety of riparian and wetland habitats. Populations of monarch butterfly (*Danaus plexippus*) have been reported to winter in the eucalyptus grove; this species is a California Department of Fish and Game (CDFG) "Species of Concern." Potentially suitable habitat exists in the salt marsh habitat at the project site for the following special-status wildlife species: 1) the State- and Federally Endangered salt marsh harvest mouse (*Reithrodontomys raviventris*); 2) the State- and Federally Endangered California clapper rail (*Rallus longirostris obsoletus*); and 3) the State Threatened California black rail *(Laterallus jamaicensis coturniculus*).

   Potential San Francisco garter snake habitat could occur along the western portion of the project site within the Arroyo Willow Riparian Woodland, Freshwater Marsh, and/or Coastal Salt Marsh habitats. Salt marsh harvest mouse, California clapper rail, and California black rail are likely to occur in the Coastal Salt Marsh habitats that are next to the western and eastern ends of the project alignment

   Mitigation Measure 2, (page 19), if implemented, will serve to protect potential habitat for threatened and endangered species, in particular, of the San Francisco garter snake. Implementation of this measure would ensure that the proposed project would have a less-than-significant impact on rare and endangered species.

d. Red-tailed hawk, red-shouldered hawk, great horned owl and American kestrel have been documented within the project site and could nest in the Eucalyptus grove that covers the Knoll

around Segment B.[1] If actively nesting within the project site, these raptors would be protected by the Migratory Bird Treaty Act and California Fish and Game Code 3503, 3503.5, and 3800.

With the implementation of **Mitigation Measure 3** (page 19), the proposed project would have a less-than-significant impact on nesting birds.

e. The proposed development would not affect any designated marine or wildlife reserves; there would be no impact.

f. There are approximately 16.5 acres of Coastal Salt Marsh habitat present within the project site. This vegetative community type is considered sensitive under the County Code, a wetland under the Coastal Act, and considered a sensitive natural community by the CDFG. Coastal salt marshes are considered areas of high biological productivity, warranting preservation and management. In addition, Segment A of the trail extends immediately alongside a 0.3-acre arroyo willow riparian woodland as depicted in Figure 6. The widening of the trail could have an adverse impact on this woodland corridor if not mitigated.

Riparian and wetland habitats are considered sensitive by the County of San Mateo and CDFG. With the implementation of **Mitigation Measure 2** (page 19), the proposed project would have a less than significant impact on riparian and wetland habitats.

g. The proposed project would not involve the clearing of over 5,000 square feet of land, slopes greater than 20 percent, or land that is in a sensitive habitat or buffer zone. There would be no impacts.

Mitigation Measures

Mitigation Measure 1 - Heritage Trees Provisions. All tree removals shall comply with the San Mateo County Heritage Tree Ordinance and Significant Tree Ordinance (Sections 11,000 et seq and 12,000 et seq of the San Mateo County Ordinance Code, requiring replacement at a 1:1 ratio of any native trees greater than 38 inches in circumference. A programmatic tree replacement and restoration plan has already been prepared for the area known as the Knoll. This program involves removing aged eucalyptus (*Eucalyptus spp*.) that are diseased and/or creating a public safety hazard. As trees are removed, they are being systematically replaced with more appropriate trees such as native oaks and redwoods. Diseased trees will continue to be removed through a variety of techniques described in the Coyote Point Recreation Area Reforestation Management Plan. Tree removal will require a great degree of sensitivity as removing trees from some locations can change the direction of the wind potentially affecting the quality of the visitors' recreation experience and even affecting the Marina beyond the Knoll (and potentially causing damage to boats moored in the docks). Tree removal done in conformance with the Reforestation Management Plan will take into account the forest density, wildlife populations, wind turbulence, the degree of development in the area, and any positive or negative impacts on public use.

[1] *San Mateo County Parks Vegetation Resources*, March 2002, page 14.

Mitigation Measure 2 – Preserve Willow Riparian Habitat. The widening of the trail in Segment A should avoid intrusion into the arroyo riparian woodland adjoining it in order to protect its sensitive species and habitat values. The trail should thus be widened exclusively or predominately on its northern side rather than to its southern edge where the existing trail is only a few feet from this riparian corridor. Widening to the north would expand the trail alignment into the existing West Beach Road right-of-way (ROW) by three to four feet and require a new curb and a slightly narrowed road ROW for this portion that essentially functions as an access to a parking lot. The riparian willow corridor should be flagged to avoid the removal or cutting of any willows during construction of the trail.

Mitigation Measure 3 – Monitor Nesting Raptors. Raptors that could potentially nest in the Eucalyptus grove adjacent Segment B include red-tailed hawk, red-shouldered hawk, great horned owl, and American kestrel. In order to avoid impacts to nesting raptors, a nesting survey should be conducted by a qualified biologist 30 days prior to commencing any construction work if this work would commence between March 15th and August 31st. If raptors or other migratory birds are identified nesting in trees proposed for removal, tree removal shall be postponed until it has been determined by a qualified ornithologist that the young have fledged and left the nest.

3. PHYSICAL RESOURCES

	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	Source(s)
Will (or could) this project:						
a. Result in the removal of a natural resource for commercial purposes (including rock, sand, gravel, oil, trees, minerals or top soil)?	☐	☒	☐	☐	☐	J,K
b. Involve grading in excess of 150 cubic yards?	☐	☒	☐	☐	☐	A,D
c. Involve lands currently protected under the Williamson Act (agricultural preserve) or an Open Space Easement?	☒	☐	☐	☐	☐	A,D
d. Affect any existing or potential agricultural uses?	☒	☐	☐	☐	☐	A,D

Discussion

a. The project site is located in Mineral Resources Zone 3 (MRZ-3). According to the Mineral Land Classification Report for the San Francisco and Monterey Bay Areas, there are "Franciscan Complex greenstone and chert at Coyote Point." Furthermore, "this site contains a small, inactive quarry, and suitable material remains in place. However, there does not appear to be sufficient material to attain threshold value." Since the proposed project would not inhibit access to the

project area, implementation of the proposed project would result in less-than-significant impacts to mineral resources.

Trees and topsoil would be affected by the San Francisco Bay Trail Project. The San Francisco Bay Trail Project would involve minimal grading to lay out the trail, and would not involve major construction. The proposed project would not be expected to remove a substantial amount of topsoil, nor remove many trees. As noted in the Section 2, Vegetation and Wildlife, there would be no significant impacts to heritage trees. Therefore, this impact would be less than significant.

b. The proposed project would involve more than 150 cubic yards (CY) of grading, as trail design plans call for 3,385 CY of cut and 1,151 CY of fill. Most grading would be to excavate subsoil beneath the trail alignment and replace it with engineered fill, such that the net cut and fill would be zero. The majority of grading would place on Segment B, particularly in the relocated segment of the trail, where the "Knoll's" slope would be cut to situate the trail alignment at its toe. However, the grading would not be very noticeable, given the gentle slope of the hill into which the trail would be cut at a grade roughly comparable to the adjacent Coyote Point Drive and the fact of its being a linear feature, extending a distance of approximately 0.3 miles. Thus, this impact would be less than significant.

c. The project site consists of public open space. The project area includes no lands protected under the Williamson Act. There would be no impact.

d. The project site does not involve agricultural uses and no agricultural uses are planned for the site. As noted above, the project site consists of public open space. There would be no impact.

Mitigation Measures

There are no potentially significant land suitability and geology impacts; therefore, no mitigation measures are required.

4. AIR QUALITY, WATER QUALITY, SONIC

	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	Source(s)
Will (or could) this project:						
a. Generate pollutants (hydrocarbon, thermal odor, dust or smoke particulates, radiation, etc.) that will violate existing standards of air quality on-site or in the surrounding area?	☐	☐	☒	☐	☐	P
b. Involve the burning of any material, including brush, trees and construction materials?	☒	☐	☐	☐	☐	A

c. Be expected to result in the generation of noise levels in excess of those currently existing in the area, after construction?	☐	☒	☐	☐	☐	D,E
d. Involve the application, use or disposal of potentially hazardous materials, including pesticides, herbicides, other toxic substances, or radioactive material?	☐	☒	☐	☐	☐	A,D
e. Be subject to noise levels in excess of levels determined appropriate according to the County Noise Ordinance or other standard?	☐	☒	☐	☐	☐	E,Q
f. Generate noise levels in excess of levels determined appropriate according to the County Noise Ordinance standard?	☐	☐	☒	☐	☐	E,Q
g. Generate polluted or increased surface water runoff or affect groundwater resources?	☐	☒	☐	☐	☐	A,D
h. Require installation of a septic tank/leachfield sewage disposal system or require hookup to an existing collection system which is at or over capacity?	☒	☐	☐	☐	☐	A,D,P

Discussion

a. The proposed project would generate short-term air emissions associated with construction activities. Construction activities associated with the proposed project would generate fugitive dust (measured as particulate matter less than ten microns in diameter (PM_{10})) from grading, demolition, and other construction activities. Dust and equipment exhaust generated by construction activities can pose a nuisance to the nearby park users and residential areas. Therefore, dust emission would be a potentially significant impact on a localized level. Using the methodology outlined in the *BAAQMD CEQA Guidelines*, for projects with less than 4 acres per day of ground disturbance during construction, basic control measures such as watering, covering loose materials during transport, and sweeping would be sufficient to reduce PM_{10} to less-than-significant levels.[2] **Mitigation Measure 4** (page 23) addresses feasible control measures for fugitive dust. Implementation of this measure would ensure that the proposed project would have a less-than-significant impact regarding this pollutant.

Emissions of reactive organic gases (ROG) and nitrogen oxides (NO_X) would be generated from operation of construction equipment. Construction projects using typical construction equipment which temporarily emit ozone precursors are already included in the emission inventories of

[2] BAAQMD. *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans,* April 1996, revised December 1999.

state- and federally-required air plans and would not have a significant impact on attainment and maintenance of air quality standards.

b. The project would require the removal of trees and brush for placement of the San Francisco Bay Trail Project. Most all of the materials would be removed from site for disposal, although some may chipped and/or composted for re-use on site. The proposed project would not involve the burning of any materials at the project site. There would be no impact.

c. After construction, noise levels would increase in the project area as a result of the project. Noise levels increase would primarily be associated with the increase in users of the San Francisco Bay Trail Project and associated vehicle traffic. As discussed below under the Traffic section, the number of person trips (pedestrians and bicycles) anticipated to increase under the project as a result of the improvements would be no more than about five to ten percent of the current users. Increases in the number of motor vehicles could occur if there are new users on the San Francisco Bay Trail Project that choose to access the site by driving there and then walking or unloading a bicycle. The number of vehicles that would be associated with this increase would therefore be less than five to ten percent of the current traffic. Because of this, the proposed project would not be expected to result in a significant noise increase.

d. Construction of the proposed project would involve minor quantities of household paints, solvents, oil and grease, and petroleum hydrocarbons. The project would need to comply with hazardous materials best management practices (BMPs) as identified in the San Mateo Countywide STOPPP that would reduce potential impacts from spills or leaks associated with construction hazardous materials to a less-than-significant level. Following construction, hazardous materials storage, use, and disposal at the project site would be limited to minor quantities of pesticides and herbicides associated with landscape maintenance along the trail. Because the trail is an existing use, these materials are currently in use at the site, and would continue to be in use under the proposed project as part of normal park operations. As long as users adhere to the warning labels and storage recommendations from the individual manufacturers, these hazardous materials would not pose any greater risk than at any other landscaping activities. Therefore, impacts would be less than significant.

e. The San Mateo County Code Chapter 4.88, Noise Control, serves as the County's regulations for noise. This includes standards for exterior noise for residential units, schools, hospitals, churches, and public libraries; they do not apply to recreational uses. Section 3.68.130 provides noise regulations for noise within a County park, including the prohibition of amplified sounds with a park. The proposed project is being constructed within an existing County park. The County Code does not provide exterior noise standards for a recreational area; however, because the regulations for County parks prohibits unnecessary noise sources, the proposed project would not be expected to be exposed to noise levels above existing conditions.

f. Implementation of the proposed project would result in intermittent short-term noise impacts resulting from construction-related activities. Construction-related activities associated with the project would include demolition, grading, and paving. San Mateo County Code Section 4.88.360 indicates that noise sources associated with demolition, construction, repair, remodeling, or grading of any real property are exempt from the noise standards, provided they do not take place between the hours of 6:00 p.m. and 7:00 a.m. weekdays, 5:00 p.m. and 9:00 a.m. on Saturdays or at any time on Sundays, Thanksgiving and Christmas. Construction of the proposed project would be completed during daytime hours, and therefore would not be expected to result in significant impacts. However, implementation of **Mitigation Measure 5** has been included to ensure that the proposed project would have a less-than-significant impact regarding construction noise.

g. Stormwater runoff generated from the project site is directed towards the Bay primarily by overland flow. The proposed project would result in a small increase in the volume of stormwater runoff currently generated at the project site because it would slightly increase on-site impermeable surface area with construction of the widened portions of the proposed trail. However, the project would be required to comply with the County's STOPPP and Provision C.3 standards, which would include development of a stormwater control plan for projects that increase impervious surfaces by 10,000 square feet or more. Compliance with these regulations would result in less than significant impacts from surface runoff.

   During operation of the proposed project, typical landscape and vehicular chemicals may contaminate runoff from the project site. Such contaminants include pesticides, fertilizers, lubricants, and gasoline. However, compliance with County requirements described above would minimize the generation of polluted runoff and reduce the associated impact to a less-than-significant level.

h. The proposed project would not require installation of any facilities that would require connection to a sewer system. There would be no impact from the proposed project.

Mitigation Measures

Mitigation Measure 4 – Control Fugitive Dust. Implement feasible control measures for construction emission of fugitive dust. The County shall ensure implementation of the following mitigation measures during project construction, in accordance with BAAQMD standard mitigation requirements:

a. Water all active construction areas at least twice daily.

b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.

c. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.

d. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.

e. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

Mitigation Measure 5 – Control Construction Hours. Operation of construction equipment shall be limited to the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, 9:00 a.m. and 5:00 p.m. on Saturdays, and shall not occur during any time on Sundays and holidays, in compliance with San Mateo County Code.

5. TRANSPORTATION

	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	Source(s)
Will (or could) this project:						
a. Affect access to commercial establishments, schools, parks, etc.?	☒	☐	☐	☐	☐	A,D,E
b. Cause noticeable increase in pedestrian traffic or a change in pedestrian patterns?	☐	☒	☐	☐	☐	A,D,E
c. Result in noticeable changes in vehicular traffic patterns or volumes (including bicycles)?	☐	☒	☐	☐	☐	A,D,E
d. Involve the use of off-road vehicles of any kind (such as trail bikes)?	☒	☐	☐	☐	☐	A,D,E
e. Result in or increase traffic hazards?	☐	☒	☐	☐	☐	A,D,E
f. Provide for alternative transportation amenities such as bike racks?	☐	☒	☐	☐	☐	A,D,E
g. Generate traffic which will adversely affect the traffic carrying capacity of any roadway?	☐	☒	☐	☐	☐	A,D,E

Discussion

a. The proposed project would improve access to Coyote Point for non-motorized modes of transportation, such as pedestrians and bicycles. Motor vehicles would not be affected as there would be no changes in roadway access. Because the proposed project would improve non-motorized access routes and there would be no adverse impacts for roadways, the project would have no impacts associated with access to the park.

b. The improvements for this segment of the San Francisco Bay Trail Project could cause an increase in trail users but no change in pattern of usage or intended destinations is expected.

Since this segment of the San Francisco Bay Trail Project is currently in disrepair and the proposed project would widen and improve the trail, a five to ten percent increase in patronage could be possible; this increase would not cause any significant effect on the trail nor the crossings.

c. The project would not change motor vehicle access to any portion of Coyote Point; therefore, there would be no anticipated changes in motor vehicle travel patterns.

The number of bicyclists could experience an increase of approximately five to ten percent, similar to pedestrians discussed previously in Item 5b. Increases in the number of motor vehicles could occur if there are new users on the San Francisco Bay Trail Project that choose to access the site by driving there and then walking or unloading a bicycle.

Because the San Francisco Bay Trail Project is a well-known regional trail, it is likely many of the new users would be those passing through Coyote Point rather than people driving to the park, parking, and then utilizing the Trail. Therefore, demand for parking would be less than significant.

d. There would be no use of off-road vehicles on this urban, paved trail, except for the use of park maintenance vehicles.

e. Proposed modifications to the three street crossings would result in a safer environment for both trail users and motor vehicles. Since there could be an anticipated small increase in the number of trail users, there would be a similar increase in the number of conflicts at the crossings. This would not be a significant issue as the trail user increase is small and three of the crossings would experience modifications that would substantially increase crossing safety of bicyclists and pedestrians.

These modifications consist of reduced turn radii (resulting in slower turning motor vehicles) and improved sight distance as a result of the removal of the “free” right turn lanes (therefore motor vehicles, bicyclists, and pedestrians would be better able to see each other at the intersections). See also discussion of pedestrian and bicyclist safety improvement in the Project Description (page 1).

f. The proposed project would include substantial improvements to an existing multi-use trail, but other types of alternative transportation amenities, such as bike racks, are not a part of the project.

g. The trail improvements proposed by the project would not generate significant increases in motor vehicle traffic as the project is an upgrade to an existing facility. Also, while the proposed intersection improvements would slow turning movements for motor vehicles, the improvements would not do so to an extent to affect traffic capacity.

Mitigation Measures

There are no potentially significant transportation impacts; therefore, no mitigation measures are required.

6. LAND USE AND GENERAL PLANS

	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	Source(s)
Will (or could) this project:						
a. Result in the congregating of more than 50 people on a regular basis?	☐	☒	☐	☐	☐	A,D
b. Result in the introduction of activities not currently found within the community?	☒	☐	☐	☐	☐	A,D
c. Employ equipment which could interfere with existing communication and/or defense systems?	☒	☐	☐	☐	☐	A,D
d. Result in any changes in land use, either on or off the project site?	☒	☐	☐	☐	☐	A,D
e. Serve to encourage off-site development of presently undeveloped areas or increase development intensity of already developed areas (examples include the introduction of new or expanded public utilities, new industry, commercial facilities or recreation activities)?	☐	☒	☐	☐	☐	A,D
f. Adversely affect the capacity of any public facilities (streets, highways, freeways, public transit, schools, parks, police, fire, hospitals), public utilities (electrical, water and gas supply lines, sewage and storm drain discharge lines, sanitary landfills) or public works serving the site?	☐	☒	☐	☐	☐	A,D
g. Generate any demands that will cause a public facility or utility to reach or exceed its capacity?	☐	☒	☐	☐	☐	A,D
h. Be adjacent to or within 500 feet of an existing or planned public facility?	☒	☐	☐	☐	☐	A,D
i. Create significant amounts of solid waste or litter?	☐	☒	☐	☐	☐	A,D
j. Substantially increase fossil fuel consumption (electricity, oil, natural gas, coal, etc.)?	☐	☒	☐	☐	☐	A,D
k. Require an amendment to or exception from adopted general plans, specific plans, or community policies or goals?	☒	☐	☐	☐	☐	A,D
l. Involve a change of zoning?	☒	☐	☐	☐	☐	A,D
m. Require the relocation of people or businesses?	☒	☐	☐	☐	☐	A,D

6. LAND USE AND GENERAL PLANS	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	Source(s)
n. Reduce the supply of low-income housing?	☒	☐	☐	☐	☐	A,D
o. Result in possible interference with an emergency response plan or emergency evacuation plan?	☒	☐	☐	☐	☐	A,D
p. Result in creation of or exposure to a potential health hazard?	☒	☐	☐	☐	☐	A,D,F

Discussion

a. The congregation of over 50 people on a regular basis already occurs on the project site because the site consists of a park. This impact would be less than significant.

b, d, k, l. The project site consists of a park and would remain a park with implementation of the proposed project. Therefore, there would be no impacts regarding a change in activities; land use; general, specific, or community plan policies; or zoning.

c. The proposed project consists of a trail. The project would not employ equipment which could interfere with existing communication and/or defense systems. There would be no impact.

e. The project site is already a heavily used recreation area. The proposed project would improve and expand upon an existing trail in the park and would not be expected to generate a substantial number of additional trips to the park. According to the traffic analysis, implementation of the proposed project would increase trips to the parks by about five to ten percent. The proposed project would not induce growth; thus, the project would not serve to encourage off-site development of presently undeveloped areas or increase the development intensity of already developed areas. This impact would be less than significant.

f, g, i, j. As noted above, the proposed project would not be expected to generate a substantial number of additional trips to the park, and would not affect the capacity of the park or surrounding area. The project would not increase use such that demands would be generated that could exceed the capacity of the facilities and utilities within the project site, nor would the proposed project create significant amounts of solid waste or litter, nor substantially increase fossil fuel consumption (electricity, oil, natural gas, coal, etc.). These impacts would be less than significant.

h. The Master Plan currently being prepared for the park (described in the Project Description) includes a new public facility, a performing arts and community center. The proposed project

would not preclude or affect the future construction or use of this facility. There would be no impact.

m, n. The project would not demolish or replace existing residences or occupied businesses. Therefore, there would be no impacts regarding the replacement of residences or businesses, or low-income housing.

o. The proposed project would not inhibit access to any part of Coyote Point. The improvements and modifications to the San Francisco Bay Trail Project would serve to increase pedestrian and bicycle safety within the park. Therefore, the project would not result in possible interference with an emergency response plan or emergency evacuation plan; there would be no adverse impact.

p. The project site is not listed as a hazardous waste site, or as part of one on the "GeoTracker" website. The proposed project would involve the use and storage of diesel fuels and engine oil at the project site during the construction phase associated with diesel construction equipment. These are common to construction areas and would not pose a significant risk to nearby park users. The proposed project would also use pesticides and fertilizers as part of the landscaping. Landscaping materials are common in parks and are currently being used at the project site in other areas of the park as part of the general maintenance program. Because the construction and landscaping materials that would be used on the project site would not be expected to result in potential health hazards and because the project is not located on a site that could expose persons to hazardous materials, the impacts would be less than significant.

Mitigation Measures

There are no potentially significant land use impacts; therefore, no mitigation measures are required.

7. AESTHETIC, CULTURAL AND HISTORIC

	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	Source(s)
Will (or could) this project:						
a. Be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?	☒	☐	☐	☐	☐	A,B,C
b. Obstruct scenic views from existing residential areas, public lands, public water body, or roads?	☒	☐	☐	☐	☐	A,C
c. Involve the construction of buildings or structures in excess of three stories or 36 feet in height?	☒	☐	☐	☐	☐	A,C

7. AESTHETIC, CULTURAL AND HISTORIC	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	Source(s)
d. Directly or indirectly affect historical or archaeological resources on or near the site?	☐	☐	☒	☐	☐	A, N,O
e. Visually intrude into an area having natural scenic qualities?	☒	☐	☐	☐	☐	A,C

Discussion

a. The project site is not adjacent to a designated Scenic Highway or within a State or County Scenic Corridor. There would be no impact.

b, e. The project site consists of public lands, but the proposed project would not include the construction of any structures. The proposed project would enhance and extend the San Francisco Bay Trail Project, and therefore would not obstruct scenic views or visually intrude into an area having natural scenic qualities. There would be no impacts.

c. The project would not involve the construction of buildings in excess of three stories or 36 feet. There would be no impact.

d. Construction of the trail would include minor soil disturbance. A record search by the Native American Heritage Commission of the sacred land file did not indicate the presence of Native American cultural resources within Coyote Point. A record search by the Northwest Information Center (NWIC) indicated six recorded Native American archeological resources, and five noted Native American an archeological resources. The six recorded Native American archeological resources include CA-SMA-1, CA-SMA-106, CA-SMA-120, CA-SMA-122, and CA-SMA-123, all of which are habitation sites, and CA-SMA-273, an isolated burial. The five noted archeological resources include C-128, C-786, C-787, and C-788, all Native American habitation sites, and one historic period site referred to in study S-19920, the remains of the Steam Schooner Daisy Gadsby. There is also one Native American tribal territory on or adjacent to the park referenced in the ethnographic literature.

Based on the evaluation of the environmental setting and features associated with known sites, Native American cultural resources in this part of San Mateo County have been found adjacent to the bayshore and other seasonal and perennial watercourses. Coyote Point contains an area of marshland adjacent to the bayshore. Given the similarity of these environmental features and the ethnographic sensitivity of the area, there is a high likelihood that unrecorded Native American cultural resources exist within the park.

The NWIC has record of two archeological studies that include a small portion of the park. State and federal inventories list no historic properties within the park. Review of historical literature and maps indicated historic-period archeological resources within the project area. Therefore, while there are no historic properties, there is a high possibility of encountering historic-period archeological resources.

Mitigation Measure 6 would address potential impacts related to Native American and historic-period archaeological resources, and human remains. With implementation of this measure, impacts to cultural resources would be less than significant.

Mitigation Measures

Mitigation Measure 6 - Conduct Protocol and Procedures for Encountering Cultural Resources. The following provisions shall be incorporated into the grading and construction contracts to address the potential to encounter currently unknown cultural resources:

a. Prior to the initiation of construction or ground-disturbing activities, all construction personnel shall receive environmental training that will include discussion of the possibility of buried cultural and paleontological resources, including training to recognize such possible buried cultural resources, as well as the procedures to follow if such cultural resources are encountered.

b. If potential historical or unique archaeological resources are discovered during construction, all work in the immediate vicinity shall be suspended and alteration of the materials and their context shall be avoided pending site investigation by a qualified archaeological or cultural resources consultant retained by the project sponsor The immediate vicinity wherein work shall be suspended shall be approximately 50 feet from the discovery or within an appropriate distance to be determined by the archaeologist or cultural resources consultant. Construction work shall not commence again until the archaeological or cultural resources consultant has been given an opportunity to examine the findings, assess their significance, and offer proposals for any additional exploratory measures deemed necessary for the further evaluation of and/or mitigation of adverse impacts to any potential historical resources or unique archaeological resources that have been encountered.

c. If the find is determined to be an historical or unique archaeological resource, and if avoidance of the resource would not be feasible, the archaeological or cultural resources consultant shall prepare a plan for the methodical excavation of those portions of the site that would be adversely affected. The plan shall be designed to result in the extraction of sufficient volumes of non-redundant archaeological data to address important regional research considerations. The work shall be performed by the archaeological or cultural resources consultant, and shall result in detailed technical reports. Such reports shall be submitted to the California Historical Resources Regional Information Center. Construction in the vicinity of the find shall be accomplished in

accordance with current professional standards and shall not recommence until this work is completed.

d. The project sponsor shall assure that project personnel are informed that collecting significant historical or unique archaeological resources discovered during development of the project is prohibited by law. Prehistoric or Native American resources can 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 resources can include nails, bottles, or other items often found in refuse deposits.

e. If human remains are discovered, there shall be no further excavation or disturbance of the discovery site or any nearby area reasonably suspected to overlie adjacent human remains until the project applicant has complied with the provisions of State CEQA Guidelines Section 15064.5(e). In general, these provisions require that the County Coroner shall be notified immediately. If the remains are found to be Native American, the County Coroner shall notify the Native American Heritage Commission within 24 hours. The most likely descendant of the deceased Native American shall be notified by the Commission and given the chance to make recommendations for the remains. If the Commission is unable to identify the most likely descendent, or if no recommendations are made within 24 hours, remains may be re-interred with appropriate dignity elsewhere on the property in a location not subject to further subsurface disturbance. If recommendations are made and not accepted, the Native American Heritage Commission will mediate the problem.

III. RESPONSIBLE AGENCIES

- Bay Conservation Development Commission
- County of San Mateo Public Works Department
- City of San Mateo (Planning Department)

IV. MITIGATION MEASURES

The following mitigation measures would reduce potentially significant impacts to a less-than-significant level in all cases:

- Mitigation Measure 1- Heritage Trees Provisions. (page 18)
- Mitigation Measure 2 - Preserve Willow Riparian Habitat. (page 19)
- Mitigation Measure 3 - Monitor Nesting Raptors. (page 19)
- Mitigation Measure 4 – Control Fugitive Dust. (page 23)
- Mitigation Measure 5 Conduct protocol and procedures for encountering cultural resources. (page 24)
- Mitigation Measure 6 Conduct Protocol and Procedures for Encountering Cultural Resources. (page 31)

V. MANDATORY FINDINGS OF SIGNIFICANCE

	YES	NO
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒
2. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☒
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable?	☐	☒
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒

There are no potentially significant project impacts that could not be reduced to a less-than-significant level with implementation of the mitigation measures included in this document. Therefore, there would be no impacts that could degrade the quality of the environment; achieve short-term environmental goals to the disadvantage of long-term environmental goals; be cumulatively considerable; or cause substantial adverse effects on human beings, either directly or indirectly. There would be no significant impacts.

SOURCES

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B. *San Mateo County General Plan*, November 1986.

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D. Project Description, May 2007.

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T. ABAG, Liquefaction Hazard Map for San Mateo, http://www.abag.ca.gov/bayarea/eqmaps/liquefac/liquefac.html, accessed May 16, 2007.

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