



Midpeninsula Regional Open Space District

MITIGATED NEGATIVE DECLARATION

El Corte de Madera Creek Parking/Staging Area and Trails Project El Corte de Madera Creek Open Space Preserve San Mateo County, CA

October 6, 2009

Midpeninsula Regional Open Space District
330 Distel Circle
Los Altos, CA 94022
650-691-1200

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Midpeninsula Regional Open Space District PROPOSED MITIGATED NEGATIVE DECLARATION

A notice, pursuant to the California Environmental Quality Act of 1970, as amended (Public Resources Code 21,000, et seq.) that the Midpeninsula Regional Open Space District proposes to determine that the El Corte de Madera Creek Parking/Staging Area and Trails Project (Project), when implemented, will not have a significant impact on the environment.

PROJECT DESCRIPTION

The project consists of the construction of a new 65-vehicle, four-horse trailer parking and staging area at El Corte de Madera Creek Open Space Preserve (Preserve), a 0.25-mile connector trail, a 1.75-mile perimeter trail, a 0.2-mile trail realignment, and restoration of 0.7 miles of abandoned trail; installation of “No Parking” signs to remove approximately 40 roadside parking spaces on Skyline Boulevard; and relocation of an existing Skyline Boulevard trail/pedestrian crossing.. The proposed parking area would serve as the Preserve’s first dedicated parking area. All current parking occurs along the Skyline Boulevard roadside or at a Caltrans vista point parking lot known as Skeggs Point Lot. The proposed trails would connect the new parking area to the existing trail system, enhance public access in the eastern part of the Preserve, and address erosion issues on an existing trail alignment. The “No Parking” signs would eliminate deficient roadside parking spaces with poor lines of sight and insufficient shoulder width. The purpose of relocating the roadway trail/pedestrian crossing would be to improve trail user and traffic safety as trail users travel between the Preserve and the Bay Area Ridge Trail. The proposed project components are described in more detail below:

- (1) A new paved parking lot for 65 vehicles and four horse trailers that includes:
 - a. A large preserve entrance sign
 - b. A two-stall, unisex, ADA-accessible, self-contained vault restroom facility
 - c. Two ADA-accessible parking spaces (part of the 65 vehicles spaces)
 - d. Two trailhead signboards with brochure holders
 - e. A bicycle tire and hiking boot cleaning station
 - f. Split-rail wood fencing
 - g. A new 20-foot wide driveway entry
 - h. Designating the Gate CM04 access road as a service road only (no public use)
 - i. A series of bioretention basins where stormwater runoff is collected and allowed to percolate into the soil

The parking lot will be constructed using earth-moving equipment such as a compact bulldozer and mini-excavator and will incorporate best management practices for erosion control from the District’s Watershed Protection Program and Details and Specifications Guidelines.

- (2) A “connector” trail approximately five feet wide and 0.25 miles in length. This proposed trail connects the southwestern end of the new parking area to the Gordon Mill Trail. The trail travels along the upper reaches of the Preserve at a gentle grade, first going under the canopy of a mixed evergreen forest, then across an open grassy hillside, and finally again through mixed evergreen forest until reaching the trail junction. The trail will be constructed using small earth-moving equipment such as a compact bulldozer and mini-excavator at an average 10% gradient and will incorporate best management practices for erosion control from the District’s Watershed Protection Program and Details and Specifications Guidelines.
- (3) Completion of the “perimeter” trail, three to five-feet wide and approximately 1.75 miles in length. This proposed trail traverses steep forested canyons of the upper northeastern reaches of the Preserve, beginning near the Gordon Mill trailhead and gradually descending and crossing numerous swales to first connect with the Steam Donkey Trail, then extending further south to connect with upper Springboard Trail. This trail would be designated as part of the regional Bay Area Ridge Trail (referenced as “BART” in the enclosed figures). The trail will cross approximately six ephemeral streams and one intermittent stream, requiring the installation of small diameter culverts, rock fords, and/or low puncheons. This trail

- (4) A realignment of the Steam Donkey Trail, three to five-feet wide and approximately 0.2 miles in length. This trail will be constructed on moderate side slopes of 20 to 50% at a trail gradient between 5% and 10% and cross a mixed redwood and tanoak forest. The realignment will require one ephemeral stream crossing using a small culvert. The preferred alternative for the stream crossing is a culvert, but if field conditions change, a puncheon or rock ford would be considered. The realignment will allow for the closure and decommissioning of approximately 0.5 miles of existing steep and poorly drained trail, which will involve the removal of two culvert crossings across intermittent streams. An additional 0.2 miles of old logging roads and skid trails located within close vicinity will also be decommissioned and the native slope restored to the greatest extent possible. The work will be performed using small earth-moving equipment such as a compact bulldozer and mini-excavator at an average 10% gradient and incorporate best management practices for erosion control from the District's Watershed Protection Program and Details and Specifications Guidelines.
- (5) Installation of "No Parking Any Time" signs along Skyline Boulevard, between Swett Road and Bear Gulch Road East at key locations where roadside parking is deficient due to poor line of sight and inadequate clearances. Approximately 40 roadside parking spaces would be removed through this signage program.
- (6) Relocation of the Skyline Boulevard trail/pedestrian crossing from its current site near Preserve Gate CM04 to a new location approximately 1,000 feet south of Preserve Gate CM02 that offers longer sight distances that improve traffic and trail user safety. The relocation would include installation of signs and barriers to redirect visitors to the new crossing and to limit access through Preserve Gate CM04 to service vehicles only (no public access). The relocation work would also include construction of approximately 350 feet of new narrow trail and installation of new signs and stiles on either side of the roadway to connect to existing trail systems on the east and west of Skyline Boulevard. The crossing is important for continuity of the Bay Area Ridge Trail and connects trail users traveling between Huddart/Wunderlich County Parks and El Corte de Madera Creek Open Space Preserve. This crossing also connects neighbors along the east side of Skyline Boulevard to the Preserve.
- (7) Construction of each project component will cover a three to four month period between the months of April and October due to County restrictions on the timing of earthwork operations. Construction operations and procedures would include:
 - a. Pre-construction nesting bird surveys conducted by a qualified biologist within 30 days of construction. Discovery of nesting birds will result in the establishment of an appropriate buffer zone or postponement of construction activity until all young have fledged;
 - b. Compliance with basic and enhanced control measures for construction emissions of PM 10 per the Bay Area Air Quality Management District's CEQA Guidelines;
 - c. Minimizing removal of woody vegetation within 50 feet of active stream channels and installation of protective fencing around trees;
 - d. Implementation of all applicable Best Management Practices from the District's Watershed Protection Program and Details and Specifications Guidelines;
 - e. Best management practices to reduce the potential for release of construction-related fuels and other hazardous materials into the environment.

Since 2004, the District has been working through a watershed protection program for the Preserve, upgrading roads and trails to improve drainage, reduce sedimentation, and improve water quality, so that the Preserve is able to accommodate projected visitor use while protecting the aquatic environment. Over the long term, functions

and values of wetlands and other waters are expected to vastly improve due to the reduction in sediment entering aquatic ecosystems both within the project area and throughout the El Corte de Madera Creek watershed.

FINDINGS AND BASIS FOR MITIGATED NEGATIVE DECLARATION

The Planning Department of the Midpeninsula Regional Open Space District, based upon substantial evidence in the record, finds that:

1. The mitigation measures, as listed below and incorporated into the project, are adequate to mitigate the environmental effects to a less than significant level.
2. The project will not adversely affect agricultural resources, mineral resources, population and housing, and public services in that such impacts simply do not apply to the proposed project, given the rural, vegetated environment of the project, the low-intensity recreational uses that are associated with the project, and the minor construction disturbance expected by the project.
3. The project will not adversely affect land use or public services, based on project-specific factors that allow the project to avoid potentially significant impacts.
4. The project will not adversely affect air quality, aesthetics, geology & soils, hydrology and water quality, noise, recreation, or utilities and service systems based on project-specific factors that reduce impacts to a less than significant level.
5. The project will not adversely affect biological resources, cultural resources, hazards and hazardous materials, or traffic and transportation because the incorporation of mitigation measures into the project has reduced the impacts to a less than significant level.
6. In addition, the project will not:
 - Create impacts that 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 community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory, due to the project's fundamentally small scale, localized nature.
 - Create impacts that are individually limited, but cumulatively considerable, based on project-specific factors that reduce these impacts to a less than significant level.
 - Create environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, based on project-specific factors that reduce these impacts to a less than significant level.

Therefore, the Midpeninsula Regional Open Space District has determined that the project will have no significant effect on the environment.

MITIGATION MEASURES incorporated into the project

Mitigation in Section I(b): *AESTH-1*. Replace trees that need to be removed, which are both larger than 12 inches in diameter at breast height and located within 100 feet from Skyline Boulevard, at a 1:1 ratio using 5-gallon size redwood trees. Based on field analysis and the survey map prepared for the project, three trees have been identified that require replacement: one Douglas fir and two redwoods measuring 36, 20 and 18 inches in diameter at breast height, respectively. The new trees will be incorporated into the landscaping plan for the parking lot.

- Mitigation in Section IV(a):
- BIO-1. Focused plant surveys for each species listed in Table IV(1) shall be conducted prior to initial ground breaking to determine the species' presence or absence in areas that would be disturbed by construction and earth movement activities. If any special-status plant species are found, areas supporting the species shall be avoided, where feasible. Work shall not start if a special-status plant specimen and its required habitat conditions are found within the impact area while a plan detailing on-site mitigation is developed based on consultation with CDFG. Construction work may start once such plan has been approved by CDFG.
 - BIO-2. The three to four month construction period for each project component would occur between the months of April and October due to County restrictions on the timing of earthwork operations and thus would overlap the raptor breeding season (April through August). Therefore, pre-construction surveys shall be conducted by a qualified biologist after breeding season has begun and no more than 30 days prior to construction to determine if raptors are nesting in the project area. If nests of these species are found, no noise-generating construction activities shall occur within ¼ mile of the nest. Activities will be postponed until all young are fledged.
 - BIO-3. The three to four month construction period for each project component would occur between the months of April and October due to County restrictions on the timing of earthwork operations and thus would overlap the migratory bird breeding season (April through August). If suitable avian nesting trees are proposed for removal during the breeding season, a qualified biologist should conduct pre-construction nesting bird surveys within 30 days of the onset of any construction activity. The pre-construction survey should search all trees and snags greater than 6 inches DBH and all shrubs taller than 8 feet proposed for removal. If bird nests are observed, an appropriate buffer zone will be established around all active nests to protect nesting adults and their young from construction disturbance. Removal of trees, snags, or woody shrubs with identified avian nests shall be postponed until all young are fledged.
 - BIO-4. A qualified biologist shall conduct San Francisco dusky-footed woodrat nest surveys prior to initial ground breaking to determine the presence or absence of nests in areas that would be disturbed by construction and earth movement activities. If feasible, disturbance of woodrat nests shall be avoided by routing the trail and by staging construction-related equipment and materials away from known nest sites. If avoidance of San Francisco dusky-footed woodrat nests is not feasible, CDFG will be consulted regarding the possibility of relocating the nests outside of the work area.
- Mitigation in Section V(b):
- CULT-1. Implementation of the following measure will reduce potential impacts to cultural and historical resources in the proposed driveway area, including buried and unknown archeological, paleontological, and human remains, to a less-than-significant level:
 - Due to the observation of one isolated lithic artifact and two potential lithic artifacts within the vicinity of the proposed driveway, all initial ground disturbance activities during construction of the driveway shall be monitored by a qualified archaeological professional. If cultural and/or historical resources are encountered during construction, the measures outlined in CULT-2 shall be followed.
 - CULT-2. Implementation of the following measures will reduce potential impacts to cultural and historical resources, including buried and unknown archeological, paleontological, and human remains, to a less-than-significant level:
 - If cultural and/or historical resources are encountered during construction, every reasonable effort shall be made to avoid the resources. Work shall stop within 50 feet of the find until a qualified cultural and/or historical resources expert can assess the

- A reasonable effort will be made by the District to avoid or minimize harm to the discovery until significance is determined and an appropriate treatment can be identified and implemented. Methods to protect finds include fencing and covering remains with protective material such as culturally sterile soil or plywood.
- If vandalism is a threat, 24-hour security shall be provided.
- Construction operations outside of the find location can continue during the significance evaluation period and while mitigation for cultural and/or historical resources is being carried out, preferably with a qualified cultural and/or historical resources expert monitoring any subsurface excavations.
- If a resource cannot be avoided, a qualified cultural and/or historical resources expert will develop an appropriate Action Plan for treatment to minimize or mitigate the adverse effects. The District will not proceed with construction activities within 100 feet of the find until the Action Plan has been reviewed and approved.
- The treatment effort required to mitigate the inadvertent exposure of significant cultural and/or historical resources will be guided by a research design appropriate to the discovery and potential research data inherent in the resource in association with suitable field techniques and analytical strategies. The recovery effort will be detailed in a professional report in accordance with current professional standards. Any non-grave associated artifacts will be curated with an appropriate repository.
- Project construction documents shall include a requirement that project personnel shall not collect cultural and/or historical resources encountered during construction. This measure is consistent with federal guideline 36 CFR 800.13(a) for invoking unanticipated discoveries.

Mitigation
in Section
V(d):

CULT-3. If human remains are uncovered during project construction, the District will immediately halt work, contact the San Mateo County Coroner to evaluate the remains, and follow the procedures and protocols set forth in §15064.5(e) of the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387). No further disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has made a determination of origin and disposition, which shall be made within two working days from the time the Coroner is notified of the discovery, pursuant to State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) within 24 hours, which will determine and notify the Most Likely Descendant (MLD). The MLD may recommend within 48 hours of their notification by the NAHC the means of treating or disposing of, with appropriate dignity, the human remains and grave goods. In the event of difficulty locating a MLD or failure of the MLD to make a timely recommendation, the human remains and grave goods shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.

The mitigation under section V(b) calls for stopping work and evaluating significance if an artifact find is made, which will also reduce the potential for disturbance of human remains.

Mitigation
in Section
VII(h):

HAZ-1. All equipment to be used during construction must have an approved spark arrester.

HAZ-2. Cut grass and reduce fuels around construction sites where vehicles are allowed to park.

HAZ-3. Minimize use of mechanical construction equipment during hot, dry, windy weather.

HAZ-4. Hired contractors shall be required to:

- i) Provide water to suppress potential fires caused by the work performed.
- ii) Remind workers that smoking is prohibited at the work site and on any District land per contract conditions and District Ordinance.
- iii) Maintain working ABC fire extinguishers on all vehicles in the work area.
- iv) Contact both Mountain View Dispatch at (650) 968-4411 and the California Department of Forestry, Skylonda, at (650) 851-1860 for emergency response in the event of a fire (these numbers are to report emergencies only).

RESPONSIBLE AGENCY CONSULTATION

California Department of Fish and Game (also a Trustee Agency)

California Department of Transportation

San Francisco Bay Regional Water Quality Control Board

San Mateo County

U.S. Army Corps of Engineers

INITIAL STUDY

A copy of the initial study is attached.

REVIEW PERIOD

The Review Period is October 6, 2009 through November 6, 2009. If you have any comments about the proposed Mitigated Negative Declaration or Initial Study, have information that should be included, and/or disagree with the findings of our study as set forth in the proposed Mitigated Negative Declaration, please submit your comments in writing no later than 5 p.m. on October 27, 2009 to Midpeninsula Regional Open Space District, 330 Distel Circle, Los Altos, CA 94022.

CONTACT PERSON

Tina Hugg, Open Space Planner II, 650-691-1200



Ana Ruiz, Planning Manager
Midpeninsula Regional Open Space District

Midpeninsula Regional Open Space District INITIAL STUDY

Project title: El Corte de Madera Creek Staging Area and Trails Project

Lead agency name and address: Midpeninsula Regional Open Space District (District)
330 Distel Circle, Los Altos, CA 94022

Contact person and phone number: Tina Hugg, (650) 691-1200

Project location: The project is situated in and adjacent to El Corte de Madera Creek Open Space Preserve (Preserve), a 2,817-acre public preserve located in unincorporated San Mateo County, adjacent to the Town of Woodside, generally west of Skyline Boulevard (Highway 35), between Star Hill Road and Bear Gulch Road East. The project area encompasses a new 65-car, four-horse trailer parking lot, 2.0 miles of new trail, 0.2 miles of trail realignment, decommissioning 0.7-miles of abandoned trail and old logging roads, installation of “No Parking” signs along Skyline Boulevard, and relocation of a Skyline Boulevard trail/pedestrian crossing.

Project APN: 072-320-200 (parking lot);072-320-320 (trail improvements); 072-320-160 and 072-320-210 (“No Parking” signs on Skyline Boulevard);072-320-160 (trail/pedestrian crossing)

Project sponsor's name and address: Midpeninsula Regional Open Space District
330 Distel Circle, Los Altos, CA 94022

General plan designation:	<u>Timber Production, General Open Space</u>	Zoning:	<u>Timberland Preserve District (TPZ), Resource Management District (RM)</u>
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Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The general location of the project is shown in Figure 1. The proposed parking area would serve as the Preserve’s first dedicated parking area. All current parking occurs along the Skyline Boulevard roadside or at a Caltrans vista point parking lot known as Skeggs Point Lot. A diagram showing the features of the parking component is included in Figure 2. The proposed trails would connect the new parking area to the existing trail system, enhance public access in the eastern part of El Corte de Madera Creek Open Space Preserve (Preserve), and address erosion issues on an existing trail alignment. The location of the proposed trails is shown in Figure 3. The “No Parking” signs would eliminate deficient roadside parking spaces with poor lines of sight and insufficient clearances. The new roadway trail/pedestrian crossing location would have greater sight distances to improve trail user and traffic safety; its approximate location is shown in Figure 4. The proposed project components are explained in more detail below:

1. A new parking area for 65 vehicles and four horse trailers that includes:
 - a. A large preserve entrance sign
 - b. A two-stall, unisex, ADA-accessible, self-contained vault restroom facility
 - c. Two ADA-accessible parking spaces (part of the 65 vehicles spaces)
 - d. Two trailhead signboards with brochure holders
 - e. A bicycle tire and hiking boot cleaning station
 - f. Split-rail wood fencing

- g. A new 20-foot wide driveway entry
- h. Designating the Gate CM04 access road as a service road only (no public use)
- i. A series of bioretention basins where stormwater runoff is collected and allowed to percolate into the soil

The parking lot will be constructed using earth-moving equipment such as a compact bulldozer and mini-excavator and will incorporate best management practices for erosion control from the District's Watershed Protection Program and Details and Specifications Guidelines.

2. A "connector" trail approximately five feet wide and 0.25 miles in length. This proposed trail connects the southwestern end of the new parking area to the Gordon Mill Trail. The trail travels along the upper reaches of the Preserve at a gentle grade, first going under the canopy of a mixed evergreen forest, then across an open grassy hillside, and finally again through mixed evergreen forest until reaching the trail junction. The trail will be constructed using small earth-moving equipment such as a compact bulldozer and mini-excavator at an average 10% gradient and will incorporate best management practices for erosion control.
 3. Completion of the "perimeter" trail, three to five-feet wide and approximately 1.75 miles in length. This proposed trail traverses the steep forested canyons of the upper northeastern reaches of the Preserve, beginning near the Gordon Mill trailhead and gradually descending and crossing numerous swales to first connect with the Steam Donkey Trail, then extending further south to connect with upper Springboard Trail. This trail would be designated as part of the regional Bay Area Ridge Trail. The trail will cross approximately six ephemeral streams and one intermittent stream, requiring the installation of small diameter culverts, rock fords, and low puncheons. This trail contours across 20 to 75% sideslopes and crosses a variety of habitats, including Douglas fir-redwood forest, redwood stands, and California bay-tanoak forest. The trail will be constructed using small earth-moving equipment such as a compact bulldozer and mini-excavator at an average 10% gradient and incorporate best management practices for erosion control.
 4. A realignment of the Steam Donkey Trail, three to five-feet wide and approximately 0.2 miles in length. This trail will be constructed on moderate side slopes of 20 to 50% at a trail gradient between 5 and 10% and cross a mixed redwood and tanoak forest. The realignment will require one ephemeral stream crossing using a small culvert, low puncheon, or rock ford. This realignment will allow for the closure and decommissioning of approximately 0.5 miles of existing steep and poorly drained trail, which will involve the removal of two culvert crossings across intermittent streams. An additional 0.2 miles of old logging roads and skid trails located within close vicinity will also be decommissioned and the native slope restored to the greatest extent possible.
 5. Installation of "No Parking Any Time" signs along Skyline Boulevard, between Swett Road and Bear Gulch Road East at key locations where roadside parking is deficient due to poor line of sight and inadequate clearances. Approximately 40 roadside parking spaces would be removed through this signage program.
 6. Relocation of the Skyline Boulevard trail/pedestrian crossing from its current site near Preserve Gate CM04 to a new location approximately 1,000 feet south of Preserve Gate CM02 that offers longer sight distances that improve traffic and trail user safety. The relocation would include installation of signs and barriers to redirect visitors to the new crossing and to limit access through Preserve Gate CM04 to service vehicles only (no public access). The relocation work would also include construction of approximately 350 feet of new narrow trail and installation of new signs and stiles on either side of the roadway to connect to existing trail systems on the east and west of Skyline Boulevard. The crossing is important for continuity of the Bay Area Ridge Trail and connects trail users traveling between Huddart/Wunderlich County Parks and El Corte de Madera Creek Open Space Preserve. This crossing also connects neighbors along the east side of Skyline Boulevard to the Preserve.
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7. Construction of each project component will take place over a three to four month period between the months of April and October due to County restrictions on the timing of earthwork operations and thus would overlap the raptor and migratory bird breeding seasons. Construction operations and procedures would include:
 - a. Pre-construction nesting bird surveys conducted by a qualified biologist within 30 days of construction. Discovery of nesting birds will result in the establishment of an appropriate buffer zone or postponement of construction activity until all young have fledged;
 - b. Compliance with basic and enhanced control measures for construction emissions of PM 10 per the Bay Area Air Quality Management District's CEQA Guidelines;
 - c. Minimizing removal of woody vegetation within 50 feet of active stream channels and installation of protective e fencing around trees;
 - d. Implementation of all applicable Best Management Practices from the District's Watershed Protection Program and Details and Specifications Guidelines;
 - e. Best management practices to reduce the potential for release of construction-related fuels and other hazardous materials into the environment.

Since 2004, the District has been working through a watershed protection program for the Preserve, upgrading roads and trails to improve drainage, reduce sedimentation, and improve water quality, so that the Preserve is able to accommodate projected visitor use while protecting the aquatic environment. Over the long term, functions and values of wetlands and other waters are expected to vastly improve due to the reduction in sediment entering aquatic ecosystems both within the project area and throughout the El Corte de Madera Creek watershed.

A detailed project description is on file at the District's administrative office.

SUBSEQUENT ACTIONS

Upon District Board certification of this negative declaration, the following actions will occur:

1. Application for California Department of Transportation Encroachment Permit for Parking Lot ingress/egress and installation of No Parking signs
2. Application for San Mateo County Grading and Building Permit for a New Parking Lot and Trail Improvements
3. Application for California Department of Fish and Game (CDFG) Streambed Alteration Permits.
4. Application for Clean Water Act Section 404 Nationwide permit from the U.S. Army Corps of Engineers (USACE)
5. Application for Clean Water Act Section 401 Water Quality Certification from the San Francisco Bay Regional Water Quality Control Board
6. Enter into a trail easement agreement with California Water Service Company to relocate the Skyline Boulevard pedestrian/trail crossing
7. Release of bid package, bid opening, Board of Directors authorization for award of bid
8. Construction of the project

Surrounding land uses and setting: Briefly describe the project's surroundings:

The project is located within and adjacent to El Corte de Madera Creek Open Space Preserve, a 2,817-acre preserve owned and managed by Midpeninsula Regional Open Space District, containing more than 35 miles of predominantly multiple-use (hiking, mountain biking, and equestrian use) trails. The Preserve is located in unincorporated San Mateo County, adjacent to the limits of the Town of Woodside along Skyline Boulevard (Highway 35), between Star Hill Road and Bear Gulch Road East.

The project is bounded to the north by Skyline Boulevard and its right of way, and beyond by Wunderlich County Park, California Water Service watershed lands, and the Bear Gulch Road East neighborhood. The remainder of the project lies within the 2,817-acre Preserve.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

- California Department of Fish and Game Streambed Alteration Permit
 - California Department of Transportation Encroachment Permit
 - Clean Water Act Section 404 Nationwide permit from the U.S. Army Corps of Engineers
 - Clean Water Act Section 401 Water Quality Certification from the San Francisco Bay Regional Water Quality Control Board
 - San Mateo County Grading and Building Permit
-

Document availability:

All documents referenced in the Initial Study are available for review from 8:30 a.m. to 5:00 p.m. Monday through Friday at the Midpeninsula Regional Open Space District administrative office at the address listed above.

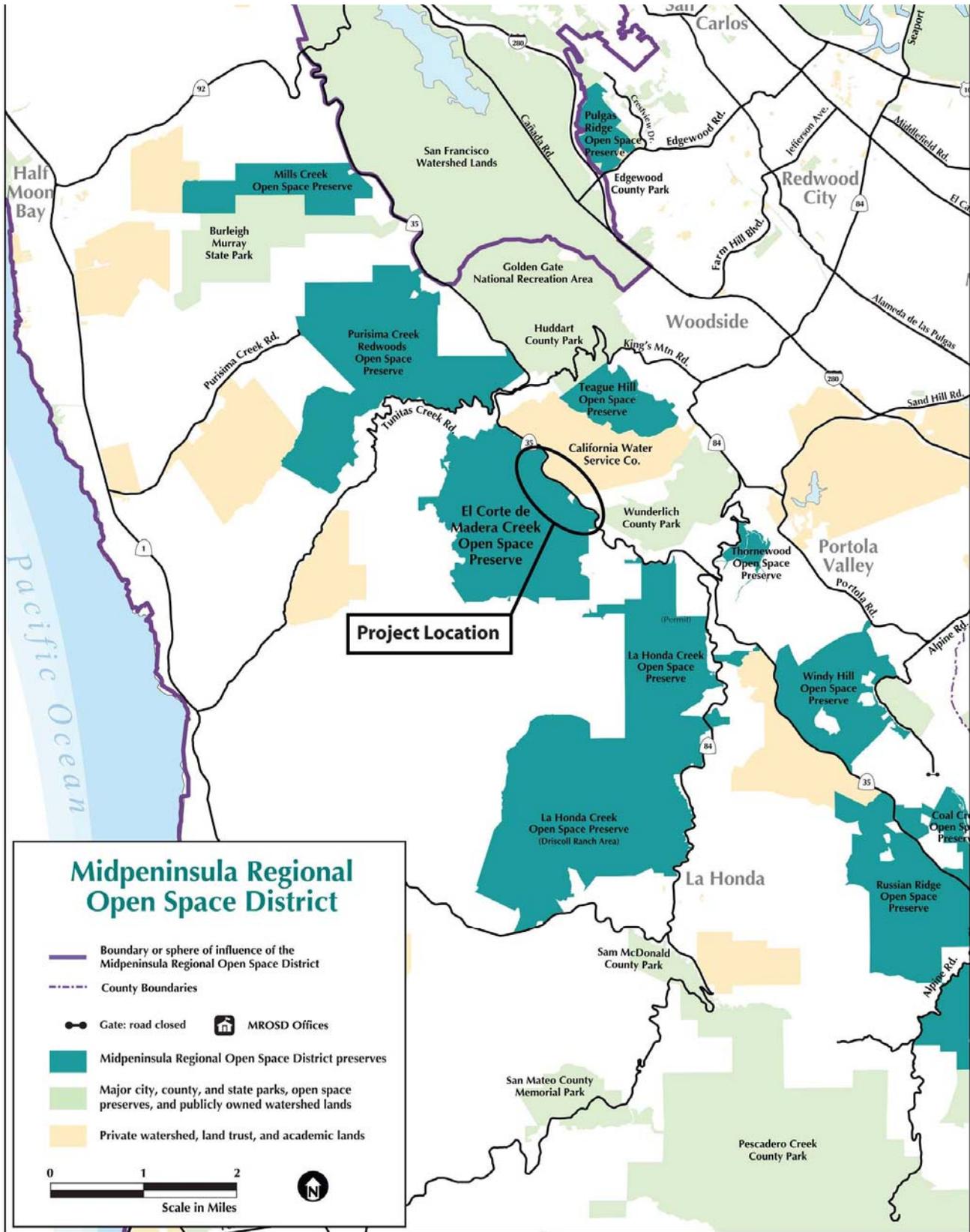


Figure 1: Regional Location Map

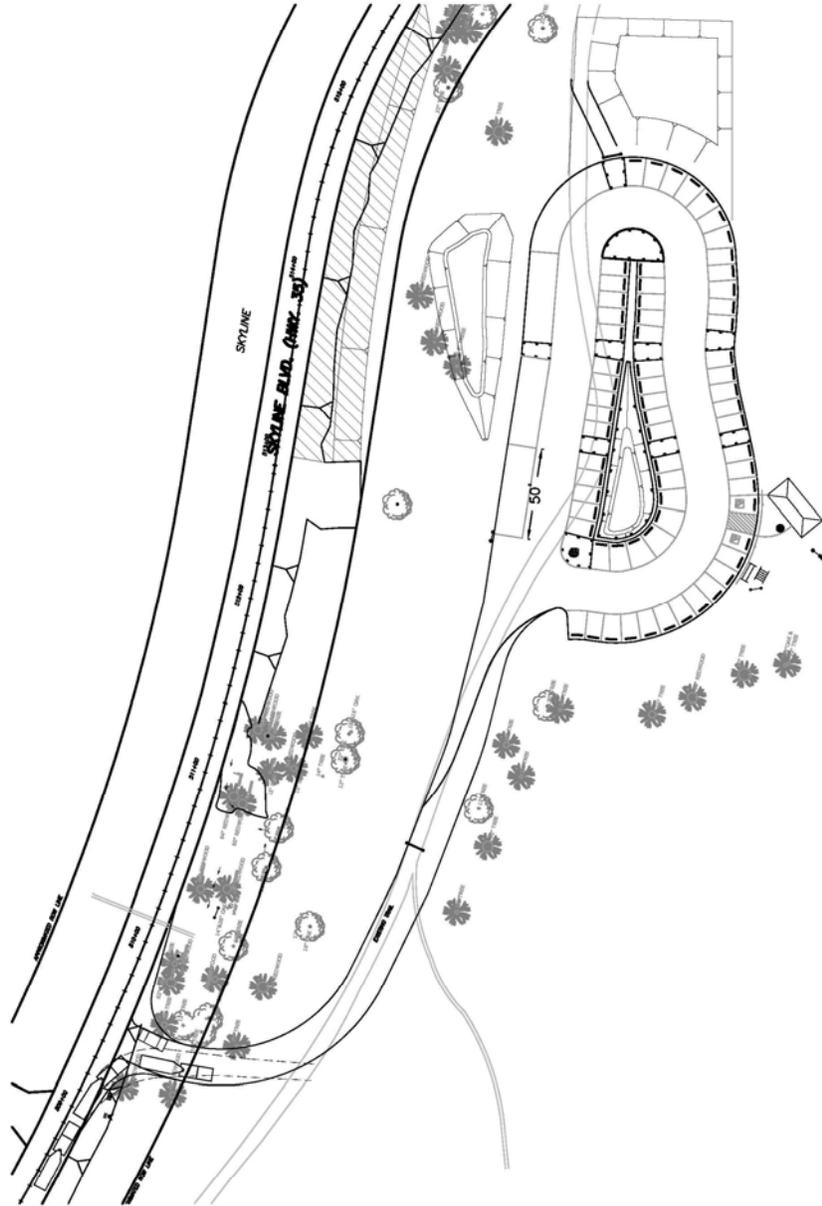


Figure 2: Staging Area Component

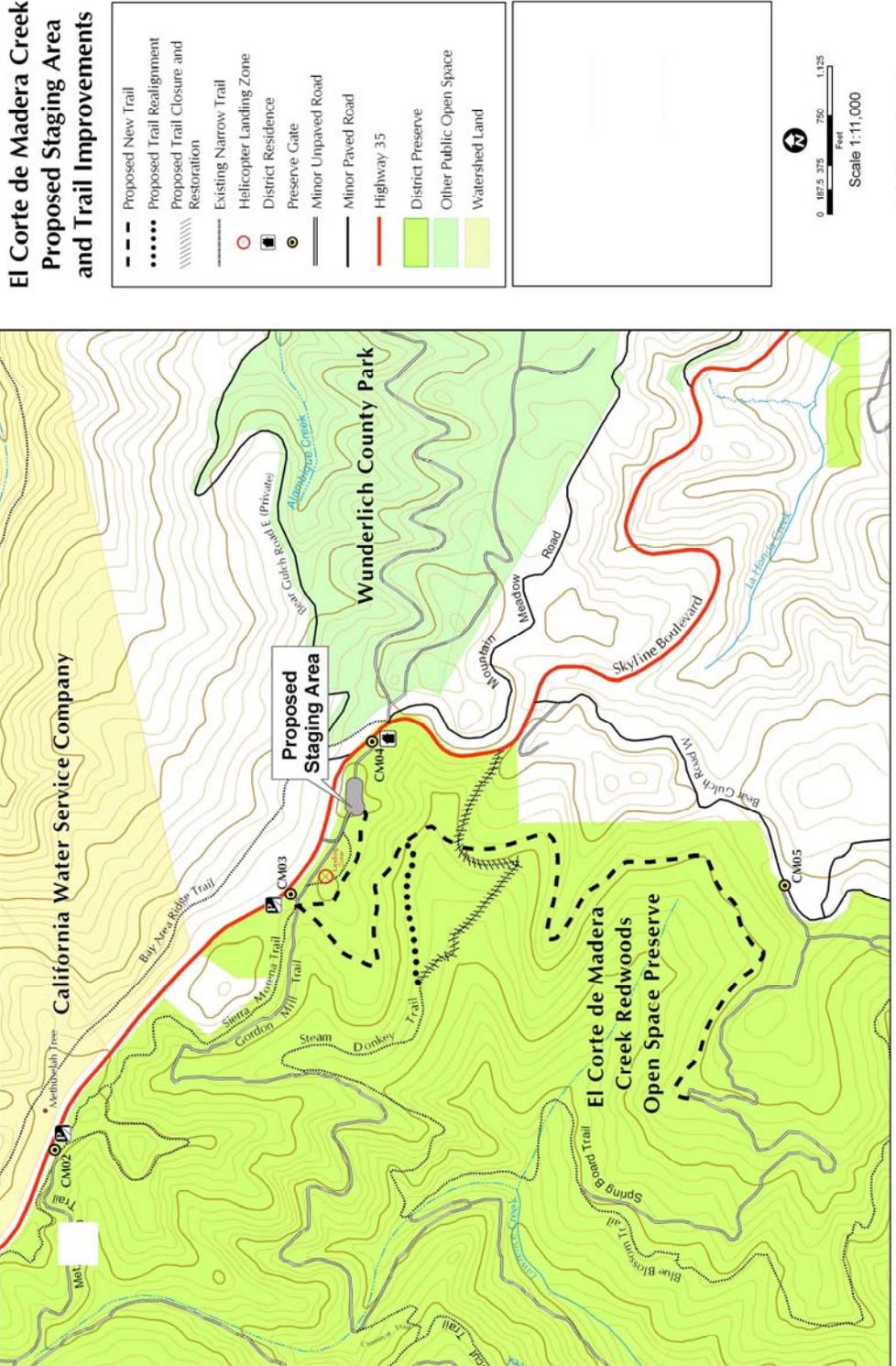


Figure 3: Project Map

El Corte de Madera Creek Potential BART Crossing

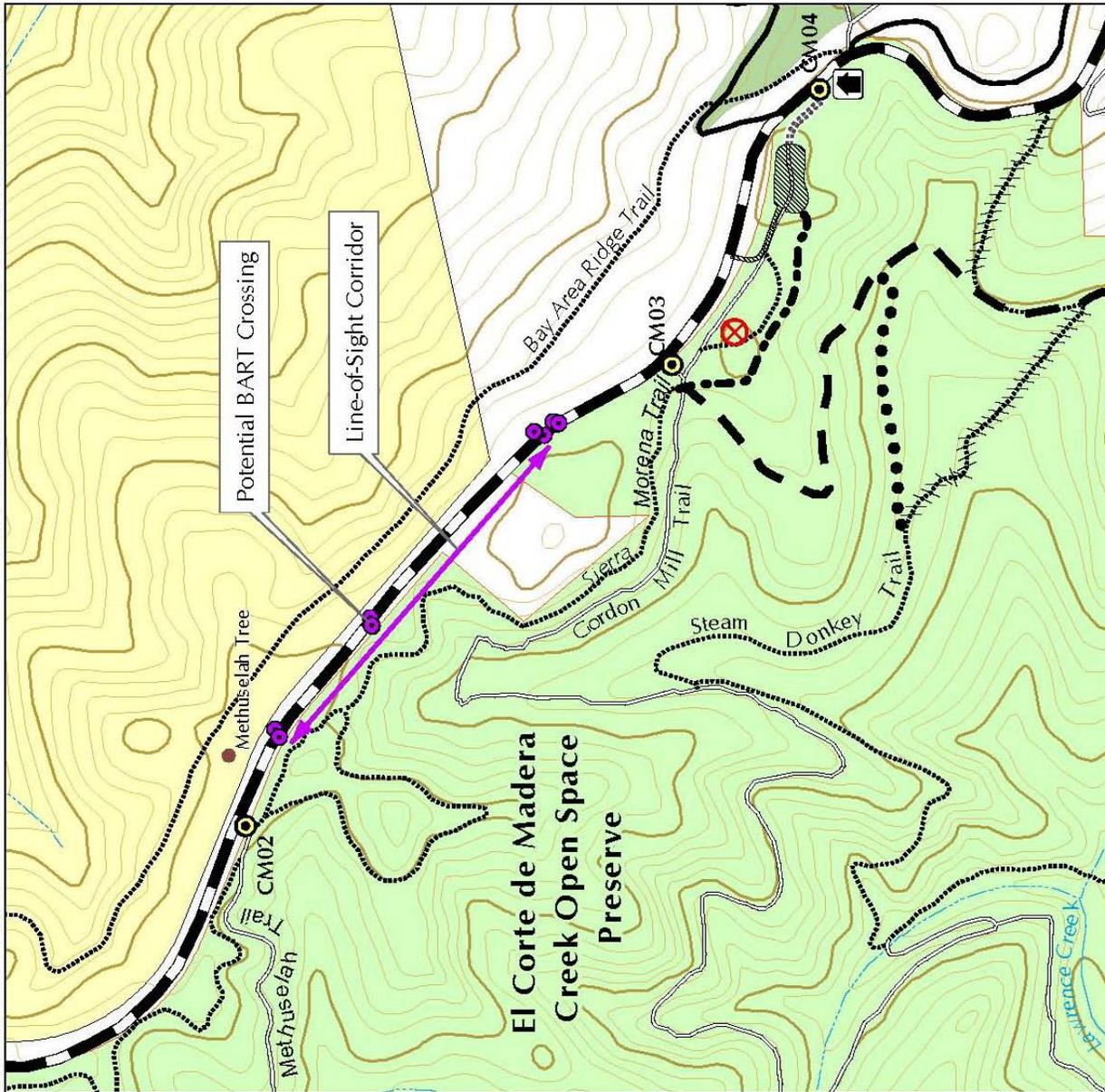
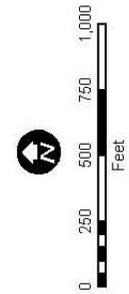
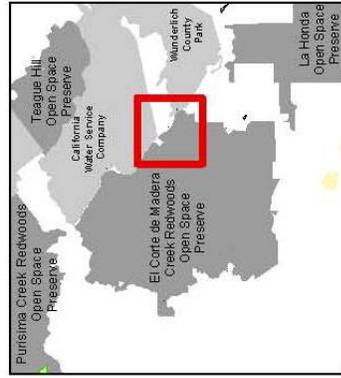
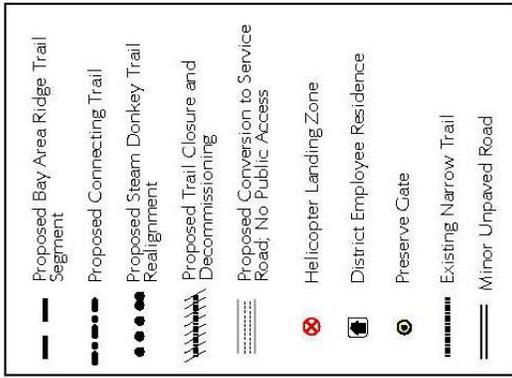


Figure 4: Trail Crossing Approximate Location Map

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

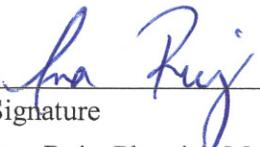
- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION:

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature
Ana Ruiz, Planning Manager

Printed Name

10/06/09

Date
Midpeninsula Regional Open Space District

For

INSTRUCTIONS FOR EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL IMPACTS

Issues:

I. AESTHETICS

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

Would the project:

I(a) Have a substantial adverse effect on a scenic vista?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Explanation: (Sources: 4, 5, 6). The project is located in the 2,817-acre El Corte de Madera Creek Open Space Preserve (Preserve) approximately 2,100 feet above mean sea level at the crest of the Santa Cruz Mountains, and about four miles west of Woodside, San Mateo County, California. The project includes an asphalt, 65-car, four-equestrian trailer space parking lot with a self-contained, vault restroom facility and a staging area; a driveway leading to the parking lot; approximately 2.2 miles of new narrow trail (including a 0.2-mile trail realignment); the closure and decommissioning of approximately 0.7 miles of existing steep trail; installation of “No Parking” signs to remove approximately 40 roadside parking spaces on Skyline Boulevard; and relocation of the Skyline Boulevard trail/pedestrian crossing.

A new trail segment within the Preserve will connect the new parking lot to the junction of the Gordon Mill Trail, Sierra Morena Trail, and new Bay Area Ridge Trail. The connecting trail will traverse mixed evergreen forest and grassland and provide access to one of the most prominent viewpoints in the Preserve. At five to six feet wide near the parking lot, the trail will not have an adverse effect on the viewpoint itself. The trail’s width and orientation along a natural contour line will prevent it from being visible outside the immediate vicinity, so it will not have a significant impact on views looking into the Preserve. The new Bay Area Ridge Trail and realignment of Steam Donkey Trail will traverse a variety of habitats, including Douglas fir-redwood forest, redwood stands, and California bay-tanoak forest. The trails will be constructed to be three to six feet wide. The steep topography and dense surrounding vegetation will restrict views within the project area to the trail corridors and the immediate surroundings. These factors will also prevent views into the project area from surrounding locations. These new trails will therefore have a less than significant impact on views within or into the Preserve.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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I(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Explanation: (Sources: 1 through 6, 8 through 13). Skyline Boulevard is designated as a State Scenic Highway and County Scenic Corridor. The mixed-evergreen forest landscape along Skyline Boulevard extends throughout much of the corridor, particularly in areas north of the Highway 84 intersection and south of the Page Mill Road intersection.

The parking lot is located on a flat, previously disturbed one acre site, approximately 25 feet higher in elevation and 100 feet from the edge of Skyline Boulevard. Prior to District ownership, the site was cleared for use as a logger’s campground during past timber harvest operations. The site is now overgrown with non-native invasive French broom and periwinkle and is surrounded by mixed-evergreen forest. The nearby Skyline Boulevard corridor (also known as Highway 35) is a two-lane paved road that is designated as a State Scenic Highway and County Scenic Corridor. The existing topography and surrounding vegetation limit views from both within and

outside of the parking lot site. Views are constrained to the immediate surrounding foreground and to the driveway that connects the parking lot to Skyline Boulevard. The topography and vegetation will serve to screen the parking lot from the view of motorists traveling on Skyline Boulevard.

In addition, at least 200 feet of thick, vegetated buffer exist between the parking lot and two nearby residential properties: about 100 feet between the site and the roadway and another 100 feet between the roadway and the closest house. The two nearest residences are located 250 to 500 feet north of the proposed parking lot, across from Skyline Boulevard and about 25 to 50 feet below the roadway, with views oriented away from the project area. The parking lot site is located another 25 feet above the roadway. A District owned residence is located approximately 300 feet southeast from the proposed parking lot and is buffered from it by dense, forested vegetation. The parking lot will therefore not have a significant adverse effect on the views from Skyline Boulevard or nearby residences.

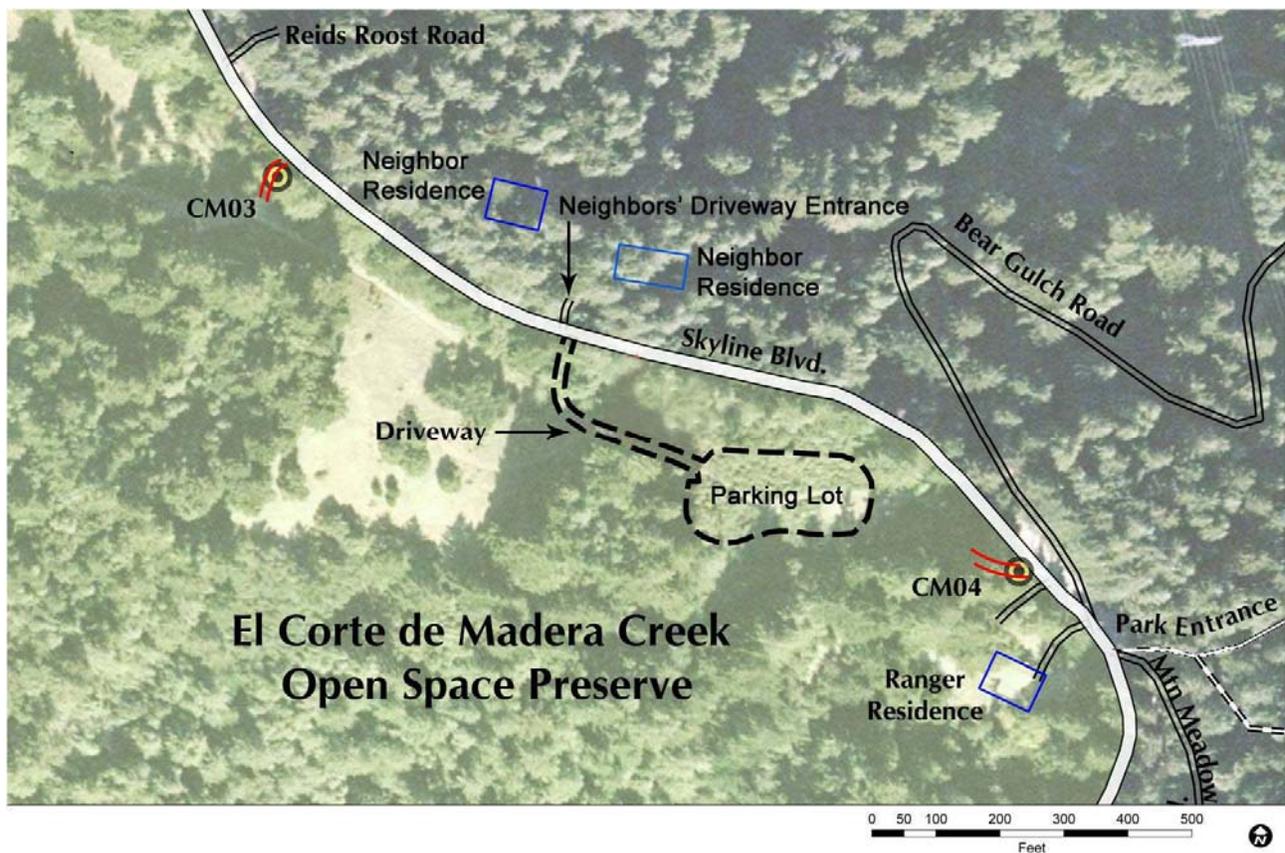


Figure 1: Staging Area and Surrounds

A paved driveway will connect the parking lot to Skyline Boulevard. The majority of the driveway is laid out along the alignment of an existing interior unpaved access road that is surrounded and screened from Skyline Boulevard by mixed-evergreen forest. The existing topography and surrounding vegetation will limit views from the driveway to the immediate foreground. The portion of the driveway that will run parallel to Skyline Boulevard will not be visible from the roadway or the nearby residences. Approximately 75 feet of the driveway that connects the parking lot to Skyline Boulevard will be visible from both the roadway and a private driveway located on the opposite side of the roadway. The parking lot's driveway will intersect Skyline Boulevard perpendicularly and its narrow 20-foot width and Caltrans standard flared connection will have a minimal

footprint. Common views along Skyline Boulevard include overhead utility lines, private paved driveways, paved road intersections, pullouts, mailbox clusters, fencing, gates, and residences. Though portions of the driveway, a standard District gate, and preserve signage will be visible from Skyline Boulevard, these improvements will not be vivid elements in the overall setting and are typical of what is already commonly found along the roadway corridor. The driveway and miscellaneous roadside furnishings will thus have a less than significant impact on views from Skyline Boulevard and nearby residences.



Figure 2: Typical District Gate, Fence, Stile, and Signage



Figure 3: Typical Roadway Signage

Proposed “No Parking Any Time” signs and the relocated pedestrian crossing will be visible to motorists traveling on Skyline Boulevard. The signs will be installed along Skyline Boulevard between Swett Road and Bear Gulch Road East, at up to ten locations where roadside parking is deficient due to poor lines of sight, and inadequate, narrow shoulder widths. The sign design and installation will follow Caltrans standards.

The elements of the relocated pedestrian crossing will include “Trail Crossing” signs, stiles, and approximately 350 feet of new, narrow trail, most of which will be below and out of sight of the roadway. The trail as it connects to the Skyline Boulevard will be perpendicular to it, and its narrow width will result in a minimal visible footprint. The “No Parking Any Time” and “Trail Crossing” signs and connecting trail will not be vivid elements in the Skyline Boulevard corridor. They will therefore have a less than significant impact on views from Skyline Boulevard.

Construction of the parking lot driveway will require the removal of three large trees within the Scenic Corridor: two redwoods and one Douglas fir. The Douglas fir is approximately 36 inches in diameter measured at breast height; the two redwoods are between 18 and 20 inches in diameter measured at breast height. These trees are typical of the surrounding vegetation and of mixed evergreen forests found in the canyons and east-facing slopes of the Santa Cruz Mountains. The trees to be removed are not landmark trees under the terms of the San Mateo County tree protection ordinance, nor do they form a distinctive group. Up to as many as 24 small trees, between four and twelve inches in diameter, may also be removed.

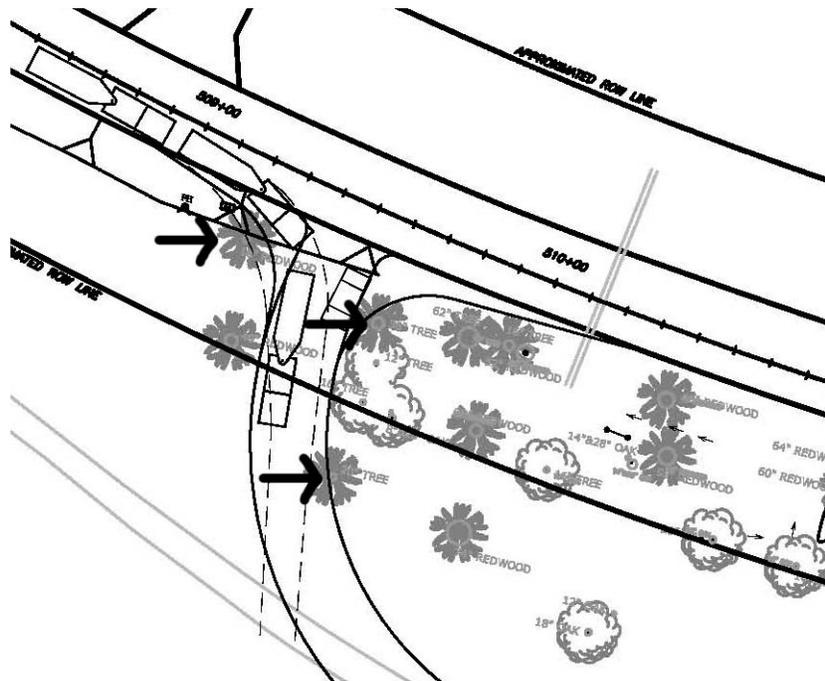


Figure 4: Plan Showing Large Trees to be Removed along Scenic Corridor



Figure 5: Large Trees to be Removed along Scenic Corridor (third tree obscured by leftmost tree)



Figure 6: Roadway Environment at Proposed Driveway (large trees to be removed shown in yellow, third tree obscured)

Views of the driveway will be limited to the 20-foot wide, 75-foot long section perpendicular to Skyline Boulevard, which will be visible only momentarily to motorists traveling on the roadway. The visible segment of the driveway will be similar to the other commonly existing residential and commercial driveways located in the forested areas off Skyline Boulevard. Views of the remaining length of driveway and the parking lot will be obscured by the topography and surrounding vegetation. Because the parking lot and driveway are screened from view so that most of the vehicles and pavement are not visible from the roadway, Appendix E of Caltrans Scenic Highway Guidelines provides that they constitute only, a minor visual intrusion on the scenic qualities of the roadway.

There are no unique or massive rock formations, historic buildings, or other scenic resources in the parking lot site or along the driveway alignment. The new connecting trail, Ridge Trail, Steam Donkey realignment, and relocated pedestrian crossing will pass near interesting rock outcroppings, groves of scenic trees, and/or vista points.

The new trails will allow the public to access and enjoy these visual resources, thus providing a public benefit. The narrow three- to five-foot wide trails will be constructed so as to not damage these scenic resources through avoidance, e.g. routing the trail around large trees, minimal grading, and following natural contours to the greatest extent possible. Two to four trees exceeding the 12-inch diameter (38-inch circumference) threshold of the County's Significant Tree Ordinance may be harvested for on-site building materials to construct trail support. This would require a permit from the County. These trees are located in a densely vegetated area of the Preserve along a section of proposed trail that is remote and not visible from adjacent properties. The location is in the interior of the Preserve where access to building material is limited and technically difficult to transport in.

In addition, the pruning of larger trees and the removal of small trees may be needed as part of the trail construction. Pruning will be done in accordance with District standard practices to minimize potential damage to trees and to meet the 12-foot high clearance requirements for multiple-use trails. Only if needed, trees less than 12 inches in diameter at breast height would be removed. These trees would be scattered across the trail corridor in an already heavily forested environment. Any small tree removal associated with the trail construction will occur in the interior of the Preserve, more than 100 feet from Skyline Boulevard.

Impacts

No heritage or protected tree or community of trees, as defined by San Mateo County, will be removed as a result of the project. San Mateo County defines significant trees as "any live woody plant rising above the ground with a single stem or trunk of a circumference of 38 inches or more measured at 4.5 feet vertically above the ground." Removal of significant trees within the Timberland Preserve Zone (TPZ) does not require a permit, unless the trees are located within 100 feet of a County or State scenic road or highway. The three large trees that will need to be removed to accommodate the driveway as described above are greater than 38 inches in circumference and considered significant trees due to their location within the County Scenic Corridor. Section 12000 of the County's Ordinance Code, The Significant Tree Ordinance of San Mateo County, requires the replacement of trees removed within the Skyline County Scenic Corridor at a 1:1 ratio using minimum 5-gallon size trees as a condition of approval for tree removal permits. The following is a list of allowable replacement trees: redwood, coast live oak, big leaf maple, black oak, California bay laurel, valley oak, islay or wild cherry, or madrone.

Mitigation incorporated into project:

AESTH-1. Replace trees that need to be removed, which are both larger than 12 inches in diameter at breast height and located within 100 feet from Skyline Boulevard, at a 1:1 ratio using 5-gallon size redwood

trees. Based on field analysis and the survey map prepared for the project, three trees have been identified that require replacement: one Douglas fir and two redwoods measuring 36, 20 and 18 inches in diameter at breast height, respectively. The new trees will be incorporated into the landscaping plan for the parking lot.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

I(c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Explanation: (Sources: 5). The parking lot is located on a flat one acre previously disturbed site. The site is overgrown with non-native invasive French broom and periwinkle. The French broom is so thick that views in the project area are heavily constrained to the existing unpaved access road and to the mixed evergreen overstory that surrounds the parking lot site. As part of the project, the non-native plants will be eradicated and native plant and tree species will be used in the proposed landscaping. It is therefore expected that the project will actually improve the visual character of the site by opening up views in the parking lot and removing undesirable views of a thicket of non-native vegetation.

The majority of the proposed driveway will be laid out along the alignment of an existing interior unpaved access road, which is partially surrounded by mixed-evergreen forest. The section of driveway that will connect perpendicularly to Skyline Boulevard requires the removal of three large trees and up to 24 small trees (see Section I(b) for more information). The required tree removal will not significantly impact the visual character of the site given the area’s surrounding forest environment and abundant tree cover. See section I(b) for more information.

The proposed “No Parking Any Time” and “Trail Crossing” signs and connecting trail associated with the pedestrian crossing will not be vivid elements in the Skyline Boulevard corridor. The signs will be in keeping with Caltrans standards, few in number, and similar in nature to those currently located along the roadway. The 350-foot long trail will connect to Skyline Boulevard perpendicularly, and its narrow width will result in a minimal visible footprint (see Section I(a) for more information). The “No Parking Any Time” and “Trail Crossing” signs and connecting trail will therefore not significantly impact the visual character of the site given the area’s surrounding environment.

The new connecting trail, Ridge Trail, and Steam Donkey realignment will be constructed according to District standards to, in part, minimize potential impacts on the visual character of the surrounding Preserve. The trails will be between three and six feet wide, and will generally follow natural contours. The trails will traverse and meander through mixed-evergreen forest. Trail construction may require the removal of small trees, but the meandering nature and narrow width of the trail will allow the District to avoid tree removal to the greatest extent possible. Only if needed, small trees (less than 12 inches in diameter at breast height) and up to 4 larger trees (exceeding 12 inches in diameter) would be removed and trees pruned to accommodate a narrow multiple-use trail. The installation of trail signs and small drainage structures (rocked fords, puncheons, and small culverts) will result in only localized changes that are not expected to significantly alter the scenic qualities of the trail or drainage corridors. The project’s design ensures that man-made structures and construction materials will be visually compatible with typical District trail construction and the open space surroundings. The new trails will therefore result in less than significant impact the visual character of the site.

The abandoned steep section of Steam Donkey Trail will be closed and decommissioned to restore natural surface drainage flow and prevent further erosion. The decommissioned area will be partially re-contoured, fill within the drainages will be removed, and the disturbed surfaces will be mulched and/or re-seeded using native seed, which will have a positive effect on the visual character of the site.

I(d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation: (Sources: 5, 7). The project does not include exterior lighting fixtures. The vault restroom facility will not include windows or other fixtures that may produce glare. Flat, non-reflective paint or integrated coloring that will blend with the characteristic landscape will be used in all exterior building materials associated with the restroom. District Ordinance 93-1, Section 805.2 prohibits the use of the Preserve by the public between one-half hour after sunset and sunrise. Preserve users and their vehicles that are parked in the parking lot will therefore vacate the premises by one-half hour after sunset, while still light, after which time the driveway entrance gate will be closed and locked to prevent vehicles from accessing the site when the Preserve is closed. The project will therefore not create a new source of substantial light or glare.

Aesthetics Section Sources:

- San Mateo County. *Zoning Regulations. Chapter 34: Timberland Preserve Zone (TPZ) District, Section 6102.71.1 Skyline Area, 6325.1 Primary Scenic Resources Areas Criteria.* July 1999.
http://www.co.sanmateo.ca.us/vgn/images/portal/cit_609/9441580Zregs-wp.pdf
- Freyer and Laureta, Inc. *El Corte de Madera Creek Staging Area Survey.* June 14, 2005.
- Midpeninsula Regional Open Space District Details and Specifications Committee. *Pruning Procedures Detail.* December 17, 2001.
- California Department of Transportation. *California Scenic Highway Mapping System.* Updated 12-07-2007.
http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm. Accessed on May 1, 2008.
- LFR Inc. *El Corte de Madera Creek Open Space Preserve Public Access Improvements Plans.* August 2007.
- San Mateo County. *General Plan. Chapter 4: Visual Quality Policies.* 1986.
- Midpeninsula Regional Open Space District. *Regulations for Use of Midpeninsula Regional Open Space District Lands.* Adopted by Ordinance No. 93-1, July 28, 1993. Last Revised and Adopted by Ordinance No. 04-01, August 25, 2004.
- California Department of Transportation. *Scenic Highway Guidelines. Appendix E Parking Lots.*
http://www.dot.ca.gov/hq/LandArch/scenic/guidelines/scenic_hwy_guidelines.pdf. Accessed on May 13, 2008.
- California Department of Transportation. *Standard Environmental Reference. Chapter 27: Visual and Aesthetics Review.*
<http://www.dot.ca.gov/ser/vol1/sec3/community/ch27via/chap27via.htm#project>. Accessed on May 13, 2008.
- San Mateo County. *San Mateo County Ordinance Code. Section 11000. Regulation of the Removal and Trimming of Heritage Trees.* April 5, 1977.
- San Mateo County. *San Mateo County Ordinance Code. Section 12000. The Significant Tree Ordinance of San Mateo County.* May 15, 1990.
- San Mateo County. *Application Form for Permit to Trim or Remove (Heritage Tree(s) or Significant Tree(s)) and Recommended Species of Replacement Trees.* May 10, 2007.
- San Mateo County. *Zoning Maps. Sheet 27.* May 1992 Edition.

II. AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

- II(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- II(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- II(c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanations for a, b, and c: (Sources: 1, 2, 3). The subject parcels (072-320-320, 072-320-200, 072-320-160, and 072-320-210) that would be affected by the project are part of a larger collection of land holdings totaling 2,817 acres that together create the El Corte de Madera Creek Open Space Preserve. This Preserve is managed for resource protection and ecologically sensitive public recreational use, in keeping with the District’s mission state. No change in land management or use of the Preserve is proposed as part of this project.

The California Department of Conservation Farmland Mapping and Monitoring Program maps for the project vicinity indicate that no prime farmland, unique farmland, or farmland of statewide importance would be disturbed by the project.

The properties are not under Williamson Act contracts. The project area is zoned Timberland Preserve Zone (TPZ). Allowable uses for TPZ Districts in San Mateo County include outdoor public recreation and development to support recreation. The parking component of the project aims to establish a formal parking lot for the Preserve to offer visitors a better parking alternative that does not require them to park on the roadside, in highway pullouts, or at an offsite Caltrans vista point rest stop. The trails component of the project will improve Preserve trail circulation and enhance the visitors’ overall recreational experience. The relocated pedestrian crossing across Skyline Boulevard (also known as Highway 35) will provide a crossing location with better lines of sight, and the posting of “No Parking” signs will prevent parking along the roadway where shoulders are narrow and lines of sight are an issue. These changes will occur at and adjacent to a preserve that is already open to the public. The project does not conflict with the permitted land uses per the San Mateo Zoning Ordinance and will not involve or create changes in the existing environment that could result in conversion of Farmland.

Agricultural Resources Section Sources:

1. California Department of Conservation. *Farmland Mapping and Monitoring Program maps for San Mateo County*. 2004. <http://www.consrv.ca.gov/dlrp/fmmp>.
2. San Mateo County. *Zoning Regulations. Chapter 34: Timberland Preserve Zone*. July 1999. http://www.co.sanmateo.ca.us/vgn/images/portal/cit_609/9441580Zregs-wp.pdf
3. San Mateo County. *Zoning Maps. Sheet 27*. January 1, 1990.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

III(a) Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

III(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

III(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation: (Source: 1 through 11). Ambient air quality standards for criteria pollutants have been established by both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB). The EPA sets national standards for six criteria pollutants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. The EPA also oversees state air quality programs to meet these standards. The ARB makes state area designations for ten criteria pollutants: ozone, suspended particulate matter (PM10), fine suspended particulate matter (PM2.5), carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, lead, hydrogen sulfide, and visibility reducing particles. These standards represent levels of air quality considered to be safe with an adequate margin of safety to protect public health and safety. They are designed to protect “sensitive receptors,” those people who are most susceptible to further respiratory stress, such as asthmatics, the elderly, very young children, people already weakened by disease or illness, and people who are engaged in strenuous work or exercise. At a local and regional level, the Bay Area Air Quality Management District (BAAQMD) regulates and monitors levels of air pollutants in the San Francisco Bay Area Basin (Bay Area) and the Bay Area’s attainment status.

Project

The project is located in a 2,817-acre preserve approximately 2,100 feet above mean sea level at the crest of the Santa Cruz Mountains, and about four miles west of Woodside, San Mateo County, California. The prevailing winds are from the west and average from 5 to 10 mph. The project includes an asphalt, 65-car, four-equestrian trailer space parking lot with a self-contained, vault restroom facility and a staging area; a driveway leading to the parking lot; approximately 2.2 miles of new narrow trail (including a 0.2-mile trail realignment); the closure and decommissioning of approximately 0.5 miles of existing steep trail; installation of “No Parking” signs to remove approximately 40 roadside parking spaces on Skyline Boulevard; and relocation of the Skyline Boulevard trail crossing.

Due to the anticipated short construction period of three to four months for each project component, the proposed control measures to be implemented, the projected low emissions generated by the parking lot, and the

low amount of dust generated by the parking lot's asphalt surface and the Preserve's trail system, the project's construction and operations emissions are not anticipated to conflict with or obstruct implementation of the applicable air quality plan or produce levels of emissions that violate any air quality standard or contribute substantially to an existing or projected air quality violation. The project is not expected to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Construction

The nature of particulates is that larger, coarser material settles out quickly and closer to the emission source whereas smaller particulates are in suspension for a longer period of time and are able to travel further. Due to the dense vegetative buffer and the discrete, small-scale area of the one acre parking lot construction zone, any potential dust emissions created by the project's construction activities would tend to remain more localized and limited to the short-term, three to four month construction period for each project component.

The trail work is small-scale in nature as well, approximately one acre in size when its length and width are considered, so that any potential dust emissions resulting from the project would also be localized and limited to three to four month construction period for each project component. In addition, the proposed trail work corridor is narrow, the majority being three to five feet in width, and is primarily located within dense vegetation and tree canopy that would buffer the construction zone from winds. Due to the narrowness and inaccessibility of the trail work area, the number and size of construction equipment is limited and also small-scale in nature, reducing the level of potential dust emissions.

Moreover, construction-related earthmoving activities that will occur during the daylight hours of summer will avoid the high PM10 levels generally recorded in the evening and night hours and during the winter, when increased use of wood burning stoves and fireplaces occur, cool temperatures, low wind speeds, low inversion layers, and high humidity favor the buildup of PM levels.

In addition, the control measures listed below from the BAAQMD CEQA Guidelines will be implemented during construction to minimize PM emissions from both trail work and parking lot construction. Finally, as part of the project, mobile source control measures related to ozone precursor emissions will include limiting idling time for diesel powered construction equipment and limiting hours of operation for construction equipment.

Measures Based on Basic and Enhanced Control Measures for Construction Emissions of PM10 from BAAQMD 1999 CEQA Guidelines:

- Water all active construction areas at least twice daily where needed, based on site and ambient conditions, to reduce dust emissions.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites where needed, based on site and ambient conditions, to reduce dust emissions.
- Sweep daily all paved access roads, parking areas and staging areas at construction sites if visible soil material is accumulating on surfaces.
- Sweep streets daily if visible soil material is carried onto adjacent public streets.
- Enclose, cover, water daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)
- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

- Replant vegetation in disturbed areas as quickly as possible.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.

Modeling

Estimates for the proposed parking lot's construction and operational emissions (pounds per day) were prepared using two methods. The first was the ARB program named URBEMIS2007 Version 9.2.4, which estimates the emissions that result from various land use development projects. The second is a spreadsheet, the Sacramento Metropolitan Air Quality Management District (SMAQMD)'s Roadway Construction Emissions Model, Version 5.2, prepared by Jones & Stokes under the financial support and direction of SMAQMD.

Both models were used for the emissions estimates of the proposed parking lot, so as to form as complete an estimate as possible. The two modeling methods overlap in the paving and grading components of the construction phase. Nevertheless, even added together, the estimated emissions for grading and paving are below BAAQMD's thresholds of significance for ROG, NO_x, and PM₁₀. Under both models, construction emissions from for ROG, NO_x, and PM₁₀ were each found to be in the range of 3 to 40 pounds per day, well below 80 pounds per day, BAAQMD's thresholds of significance for these pollutants. Under the URBEMIS2007 model, operational emissions for ROG, NO_x, and PM₁₀ were also each found to be less than 5 pounds per day, also below 80 pounds per day. Levels of CO emissions were estimated to be below BAAQMD's threshold of significance, and generation of SO₂ and lead emissions is not anticipated.

Operations

Visitors reach the Preserve primarily through vehicular modes of transportation, as there is currently no mass transit system that provides access along its length and there are no present plans to provide such a system. Access via bike transportation is technically possible, but the steep routes and long distances required to reach Skyline Boulevard and the Preserve make this option less feasible and less likely compared to access by vehicle.

Although the Preserve is primarily reached via personal vehicle, a significant increase in vehicular traffic and related emissions as a result of the project is not anticipated. The District's rangers and staff's historical experience is that the highest use of the Preserve occurs on the weekend. It is estimated that the maximum number of peak hour trips the parking lot would generate is 70 peak hour trips on the weekend, based on a June 2009 traffic analysis that used highway capacity methodology, parking analysis, and trip generation estimation. Traffic counts were conducted in the summer from 5:00 AM to 12:00 AM midnight over one weekend at the Skeggs Point parking lot which is currently used by visitors of the Preserve. Based on the traffic analysis of these counts, it is estimated that there will be a maximum of approximately 315 vehicle trips generated by the new parking lot per day on the weekend.

Under the worst-case scenario used for analysis in this initial study, all of the trips generated by the parking lot would be new (in reality, some vehicles that currently park along the roadside would relocate to the lot, as the project includes removal of 40 roadside parking spaces along Skyline Boulevard due to unsafe parking conditions such as inadequate, narrow shoulder widths and poor lines of sights). Emissions modeling estimates that incorporate this maximum number of new vehicle trips indicate that operational emissions for ROG, NO_x, and PM₁₀ are less than 5 pounds per day, below BAAQMD's threshold of significance of 80 pounds per day. For discussion of modeling results, refer to the Modeling section above.

The type of uses in the Preserve, namely hiking, mountain biking, and horse-riding, generally require a long duration of stay, and thus generate a low turnover in parking. Due to the amount of emissions that are calculated to fall below BAAQMD's thresholds of significance and the minimal amount of dust that is generated by vehicles driving on asphalt surfacing, future use of the paved parking lot and driveway is not anticipated to conflict with applicable air quality plans, regulations, or programs.

The new trail alignments that are part of the project will be constructed per District trail standards at an average 10% grade with frequent grade reversals and an outslopped trail surface. The trail tread will be narrow, ranging from five to six feet nearest the parking lot to three to five feet elsewhere. These trails will largely traverse a mixed evergreen forest that is dominated by Douglas fir, redwood, and Tanoak, which will provide a source of forest duff on the trail surface to minimize soil exposure.

In the Preserve itself, the proposed expansion of the Preserve’s trail system is not anticipated to generate odors, dust, or other air pollutant emissions that conflict with the above applicable air quality plans, regulations, or programs. The project’s proposed trail system does not involve an increase in motor vehicle operation within the Preserve itself. Operationally, the trails will attract non-motorized recreational uses such as hiking, mountain biking, and horse-riding, which do not produce emissions. In addition, as described in III (a), under District Ordinance 96-1, operation of motor vehicles by the public within the Preserve itself is prohibited, thus limiting motor vehicle emissions within the Preserve to ranger patrol and maintenance vehicles. However, no expansion of patrol levels would be required by the project. Maintenance work on the trail will be infrequent and limited to small-scale equipment and hand tools. Therefore, the project is not expected to significantly increase operational emissions within the Preserve and trail system itself.

Due to the design and minimal footprint of the new trails, future use of the new trails is not anticipated to conflict with applicable air quality plans, regulations, or programs. In addition, the project’s operations are not expected to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

III(d) Expose sensitive receptors to substantial pollutant concentrations?

Explanation: (Sources: 3, 5, 8, 11). According to the BAAQMD, sensitive receptor groups include people who are most susceptible to further respiratory stress, such as asthmatics, the elderly, very young children, people already weakened by disease or illness, and people who are engaged in strenuous work or exercise. Such receptor groups are particularly vulnerable to the harmful effects of air pollutants. The ARB has indicated that a correlation has been found between the proximity of sensitive land uses (residences, schools, day care centers, playgrounds, or medical facilities) to specific air pollution sources (freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).

Due to the projected short construction period of three to four months for each project component and given the nature of the project, namely a trail system and small-scale parking lot for an open space preserve whose uses will not be significant sources of emissions, it is expected that the project will not expose sensitive receptors or sensitive land uses to substantial pollutant concentrations.

Individuals who are visiting the Preserve for recreation and exercise may be considered at a higher risk of suffering adverse health effects from the inhalation of minute dust particles classified as particulate matter, which are small enough to be inhaled into the deepest part of the lungs. However, since the project area would be closed to all public use during construction activities, persons recreating and exercising in the Preserve would be restricted from accessing the construction site and therefore would not be exposed to any potentially localized elevations of particulate matter levels.

Dust emissions from construction activities can also affect properties adjacent to project sites. The nature of

particulates is that larger, coarser material settles out quickly and closer to the emission source whereas smaller particulates are in suspension for a longer period of time and are able to travel further. However, due to the vegetative buffer surrounding the construction zones, any potential dust emissions created by the project’s construction activities would tend to remain more localized and limited to the short-term, three to four month construction period for each project component. A District owned residence is located approximately 300 feet southeast from the proposed parking lot and is buffered from it by dense, forested vegetation. Two residential properties are located approximately 250 to 500 feet north of the proposed parking lot, across from Skyline Boulevard. At least 200 feet of thick, vegetated buffer exist between the parking lot site and the two residential properties: about 100 feet between the site and the roadway and another 100 feet between the roadway and the closest house. In addition, the site is situated about 25 feet above the roadway and the closest houses are located between 25 and 50 feet below the roadway. Other properties are located over 500 to 1000 feet away from the project and with the dense, vegetated buffer, should not be significantly impacted by the construction activities.

To address emissions from construction activities, control measures as listed above under III(a-c) from the BAAQMD CEQA Guidelines will be implemented during construction to minimize PM emissions from both the trail work and parking lot construction. Examples of control measures include watering active construction areas, limiting traffic speeds on unpaved roads, and limiting grading and excavating activity during periods of high wind gusts. In addition, mobile source control measures related to ozone precursor emissions will include limiting idling time for diesel powered construction equipment and limiting hours of operation for construction equipment. Thus, the project is not expected to have a significant construction impact on the exposure of sensitive receptors to substantial pollutant concentrations.

The parking lot’s operational impact to sensitive receptors is expected to be insignificant as well due to the projected low emissions generated by the parking lot and the low amount of dust generated by the parking lot’s asphalt surface and the Preserve’s trail system. The project’s proposed trail system does not involve an increase in motor vehicle operation within the Preserve itself. As described in III (a-c), motorized vehicles are prohibited under District ordinance except for ranger patrol and maintenance vehicles. No expansion of patrol levels would be required by the project and therefore, no increase in related emissions is expected within the trail system itself. Maintenance work on the trail will be infrequent and be limited to small-scale equipment and hand tools. Thus, the project is not expected to have a significant operational impact on the exposure of sensitive receptors to substantial pollutant concentrations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
III(e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation: The intent of the trail work is to provide low-intensity, non-motorized recreational uses of the Preserve. These uses do not emit objectionable odors, and would not contribute to a significant impact. In addition, as described above in III(a-c), due to the small-scale nature of the project area and projected low emissions generated, the parking lot is also not expected to create any objectionable odors affecting a substantial number of people.

In addition, construction activities for both the parking lot and the trail system will be localized and phased with each project component limited to a short-term, three to four month construction period. As described in III(d) public access to the construction site will be restricted and a wide, densely vegetated buffer exists between adjacent residential properties and the site.

Operationally, only the self-contained, vault restroom facility has the potential to generate odors. However, any

odors would not affect a substantial number of people, as the restroom's black ventilation stack is heated by the sun to draw potential odors up and out where they will dissipate. In the event that odors sink before dissipating, they would remain localized around and within the unit itself, and, from District Ranger staff experience with complaints, would not impact a substantial number of people in the Preserve or, on neighboring properties.

Air Quality Section Sources:

1. Midpeninsula Regional Open Space District. *Regulations for Use of Midpeninsula Regional Open Space District Lands*. Adopted by Ordinance No. 93-1, July 28, 1993. Last Revised and Adopted by Ordinance No. 04-01, August 25, 2004
2. U.S. EPA. *National Ambient Air Quality Standards (NAAQS)*. Posted on <http://www.epa.gov/air/criteria.html>. Last updated March 28, 2008.
3. California Environmental Protection Agency and California Air Resource Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005
4. San Mateo County Transit District (samTrans). *Bus route map for samTrans 85 Community Service*. Effective December 23, 2007 (revise A).
5. Bay Area Air Quality Management District. *BAAQMD CEQA Guidelines*. December 1999
6. Bay Area Air Quality Management District. *Bay Area 2005 Ozone Strategy*. Final adopted January 4, 2006.
7. Bay Area Air Quality Management District. *Particulate Matter Implementation Schedule*. November 9, 2005.
8. Bay Area Air Quality Management District. *Ambient Air Quality Standards & Bay Area Attainment Status*. http://hank.baaqmd.gov/pln/air_quality/ambient_air_quality.htm. Accessed September 20, 2009.
9. Bay Area Air Quality Management District. *Air Quality Plans – Planning for the Future*. <http://www.baaqmd.gov/pln/plans/index.htm>. Last updated January 4, 2007.
10. Hexagon Transportation Consultants, Inc. *El Corte de Madera Staging Area Traffic and Site Access Review*. June 30, 2009.
11. LFR Inc. *Email correspondence with Nick Cartagena, Senior Staff Civil Engineer*. November 21, 2007.

IV. BIOLOGICAL RESOURCES

Would the project:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IV(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?

Explanation: (Sources: 1 through 9, 18 through 20). A number of special-status species surveys and resource inventory projects have been completed within the Preserve. Most recently, Albion Environmental, Inc. conducted a thorough biological assessment of the Preserve in order to identify special status species and other sensitive biological resources such as riparian resources and wetlands, and to identify mitigation measures to avoid potential impacts, if warranted.

The parking lot, trail construction, trail realignment, and trail closure will be located in a variety of habitats, including mixed-evergreen forest, Douglas fir-redwood forest, redwood stands, and California bay-tanoak forest. The project will not have a significant impact on special status species through significant habitat removal, landscape alteration, or food chain modification. Potential adverse impacts to sensitive species, as well as sensitive habitats, would be generally limited to temporary construction impacts. All potential adverse impacts can be either avoided or reduced to insignificant levels through incorporation of the mitigation measures listed in this section.

The parking lot is located on a flat, previously disturbed one acre site, approximately 25 feet higher in elevation and 100 feet from the edge of Skyline Boulevard. Prior to District ownership, the site was cleared for use as a logger’s campground during past timber harvest operations. The site is now overgrown with non-native invasive French broom and periwinkle and is surrounded by mixed-evergreen forest.

1. SPECIAL STATUS PLANT SPECIES

A search of US Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG), and California Native Plant Society (CNPS) special status plant species lists indicated no known special status plant occurrences in the project area. The nearest recorded special status plant species, Kings Mountain Manzanita (*Arctostaphylos regismontana*), is found north of the new connector trail and west of the new Ridge Trail alignment. Six other special-status species may potentially be present in or near the project area though none were observed based on reconnaissance-level surveys of the project sites; see table IV(1) below. The proposed parking area site is heavily disturbed and is dominated by French broom. Furthermore, no individuals of western leatherwood (*Dirca occidentalis*) or Kings Mountain Manzanita (*Arctostaphylos regis-montana*) shrubs were observed at the site or along the proposed trail corridor.

Table IV(1): Special Status Plant Species Potentially Present in the Project Area

Plant Species Common Name	Plant Community	Habitat	Blooming Period
Santa Cruz Manzanita (<i>Arctostaphylos andersonii</i>) CNPS list (1B)	Broadleaf upland forest, chaparral	Open, exposed areas, usually 60-730 meters elevation	November-April

Arcuate bush mallow (<i>Malacothamnus arcuatus</i>) CNPS list (1B)	Chaparral	Chaparral, 15-335 m.	April - September
Dudley's lousewort (<i>Pedicularis dudleyi</i>) CNPS list (1B)	Maritime chaparral, cismontane woodland, North Coast coniferous forest	Open areas, 60-900 m.	April - June
Clustered Lady's slipper (<i>Cypripedium</i> sp.) CNPS list (4)	Broadleaf upland forest, mixed evergreen forest	Wooded communities with 60-80% canopy closure, near streambanks, 100-2435 m.	March - July
Mountain Lady's slipper (<i>Cypripedium</i> sp.) CNPS list (4)	Broadleaf upland forest, mixed evergreen forest	Wooded communities with 60-80% canopy closure, 185-2225 m.	March - August
California bottle-brush grass (<i>Elymus californicus</i>) CNPS list (4)	Broadleaf upland forest, cismontane woodland, riparian woodland	North Coast Coniferous forest, Riparian habitats, 15-470 m.	May-November

Impacts to special-status plant species:

Ground disturbance associated with the project could potentially result in adverse impacts to the above special-status species, if they occur within the project area.

Mitigation incorporated into project for impacts to special-status plants species:

BIO-1. Focused plant surveys for each species listed in Table IV(1) shall be conducted prior to initial ground breaking to determine the species' presence or absence in areas that would be disturbed by construction and earth movement activities. If any special-status plant species are found, areas supporting the species shall be avoided, where feasible. Work shall not start if a special-status plant specimen and its required habitat conditions are found within the impact area while a plan detailing on-site mitigation is developed based on consultation with CDFG. Construction work may start once such plan has been approved by CDFG.

2. SPECIAL STATUS ANIMAL SPECIES

Special status animal species that have the potential to occur within the project area include the marbled murrelet, Cooper's hawk, Sharp-shinned hawk, and the San Francisco dusky-footed woodrat. Other sensitive animal species that could occur within the project area include a variety of migratory bird species protected under the Migratory Bird Treaty Act. The California Central Coast steelhead trout is not present within the project area, but could be indirectly impacted through sediment-generating construction activities. No suitable habitat exists for the California red-legged frog (*Rana aurora draytonii*) in the vicinity of the parking lot and trail system.

Central California Coast Steelhead

CCC steelhead, a federally listed threatened species, are known in the lower reaches of El Corte de Madera Creek, but not in the project area due to natural downstream passage barriers. Consequently, the project would not directly affect steelhead.

Optimal steelhead spawning and rearing habitat consists of clear, cold, well-oxygenated fresh water with a silt-free gravel substrate. Desirable spawning streams typically offer ample cover in the form of substrate, woody debris, overhanging vegetation and/or overhanging banks. Project erosion control and water quality

considerations are discussed extensively in Sections VIII(a), (c), and (f). Because the project avoids and minimizes the potential for water quality degradation, it is not expected to result in any indirect adverse impacts to downstream steelhead. Moreover, the project would provide close and restore 0.7 miles of steep, erosion-prone existing trail, improving conditions for aquatic species such as steelhead.

California red-legged frog

California red-legged frog (CRLF) is a federally listed threatened species and California species of special concern that is known to occur in western San Mateo County. CRLFs are generally found along marshes, streams, ponds, and other permanent sources of water where dense scrubby vegetation such as willows, cattails, and bulrushes dominate, and water quality is good. Breeding sites occur along watercourses with pools that remain long enough for breeding (usually between late November and April depending on winter rains) and the development of larvae. Appropriate refugia for CRLF include small mammal burrows, downed logs or vegetation, or dense forest litter.

Red-legged frog surveys conducted in 1999 and 2000 (Seymore and Westphal) failed to locate any CRLF or breeding sites in the 2,817-acre preserve. According to the California Natural Database (CNDDDB) they are not present in the vicinity of the project area, nor were they observed during the 2003 biological assessment conducted by Albion Environmental, Inc. Due to high levels of past disturbance, deep shade, and/or other factors, the Preserve lacks significant development of hardwood species normally associated with mature, structurally complex riparian vegetation in the Santa Cruz Mountains, such as red alder, big-leaf maple, box elder, western creek dogwood, and other species. No suitable habitat for CRLF exists within the project vicinity. The project therefore is not expected to result in any direct impacts to CRLF. Project effects on habitat are discussed under IV(b) below.

Potential indirect impacts to CRLF, if present in this area, could include temporary increase in turbidity and downstream sedimentation during construction activities. However, the project includes water quality protection measures that reduce the potential for such impacts to a less than significant level. Erosion control and water quality considerations are discussed further in Sections VIII(a), (c), and (f). Therefore, the project would avoid direct and indirect impacts to California red-legged frogs.

Marbled Murrelet

The marbled murrelet, a federally listed threatened species, is dependent on old growth coniferous forests for nesting and near-shore marine waters for foraging. No observations of marbled murrelet have been recorded in the Preserve. In the Santa Cruz Mountains, and redwood forests in general, most murrelet nests occur in large branches, or structures associated with large branches of old growth trees. USFWS describes individual marbled murrelet nest trees as large trees, generally more than 32 inches in diameter at breast height (dbh) with the presence of potential nest platforms or deformities sufficient in size to support adult murrelets. In California, murrelets begin nesting from early April to early July. Adults usually fly from ocean feeding areas to nest sites at dusk and dawn to feed their young.

For suitable habitat to occur, nest trees (platform trees) must be present and need to be surrounded by other large trees (a nest tree cannot be an isolated tree). The surrounding trees need not be platform trees, but really serve more to provide shelter to the platform tree. Due to extensive logging of the Preserve before the District acquired the property, only three old growth trees are known to remain in the Preserve. In addition, a marbled murrelet habitat assessment was prepared in March 2007 and found that there was no suitable habitat located within 0.5 miles from the project sites. Due to the short-term nature of the project and the distance to potential

suitable habitat, the minimal equipment involved in project construction, and the distance to potential nest trees, no indirect adverse noise-related impacts to nesting marbled murrelets would occur as a result of the project.

The project avoids tree removal to the extent practicable by constructing the parking lot in a previously disturbed site and winding the proposed new trail segment around trees where possible. Nonetheless, the project will require the removal of three large trees. Of these, only one is larger than 32 inches dbh. However, that tree does not provide suitable nesting habitat and lacks deformities or platforms suitable for nesting use. No suitable habitat exists within the entire Preserve for the marbled murrelet.

Cooper's and sharp-shinned hawks

The Cooper's hawk and sharp-shinned hawk are both State species of special concern that are considered rare breeders in the Santa Cruz Mountains. Cooper's hawks prefer forested habitats in mountainous regions, but also use lowland riparian woodlands and forage in both dense cover and open habitats. In California, nests are usually constructed in oak trees. The local breeding season spans from March through July. Sharp-shinned hawks prey mostly on small songbirds and breed from April through July. Potentially suitable breeding habitat for sharp-shinned hawks occurs over much of the forested mountainous terrain of the Santa Cruz Mountains. Nesting sharp-shinned hawks typically inhabit dense coniferous forests adjacent to foraging habitat. Densely foliated conifers that are surrounded by dense canopy cover are considered prime nesting trees.

Impacts to Cooper's and sharp-shinned hawks

The project area may offer potential nesting and migrating habitat for Cooper's and sharp-shinned hawks. Temporary construction noise may create a disturbance to nesting hawks and potentially result in nest abandonment and mortality of young. Removal of trees containing hawk nests may potentially result in the loss of an active nest and mortality of young.

Mitigation incorporated into project for impacts to Cooper's and sharp-shinned hawks:

BIO-2. The three to four month construction period for each project component would occur between the months of April and October due to County restrictions on the timing of earthwork operations and thus would overlap the raptor breeding season (April through August). Therefore, pre-construction surveys shall be conducted by a qualified biologist after breeding season has begun and no more than 30 days prior to construction to determine if raptors are nesting in the project area. If nests of these species are found, no noise-generating construction activities shall occur within ¼ mile of the nest. Activities will be postponed until all young are fledged.

Migratory Bird Species

The Migratory Bird Treaty Act (MBTA), amended in 1992, includes all migratory bird species. MBTA generally prohibits the taking, killing, possession of, or harm to migratory birds species listed in Title 50 code of federal regulation (CFR) Section 10.13. Section 3513 of the California Fish and Game Code supports the MTBA. Nesting habitat for different species may occur in the project area. Cavity nesters such as acorn woodpeckers (*Melanerpes formicivorus*), pygmy nuthatches (*Sitta pygmaea*) and chestnut-backed chickadees (*Parus rufescens*) may occur in snags and debris left from past logging operations.

Impacts to migratory bird species:

Removal of trees, shrubs or snags suitable for avian nesting (trees and snags greater than 6 inches dbh or woody shrubs greater than 8 feet tall) within the project area during the breeding season (February 1 to August 1) could destroy active nest sites or stress nesting adults and result in nest abandonment or failure.

Mitigation incorporated into project for migratory bird species:

BIO-3. The three to four month construction period for each project component would occur between the months of April and October due to County restrictions on the timing of earthwork operations and thus would overlap the migratory bird breeding season (April through August). If suitable avian nesting trees are proposed for removal during the breeding season, a qualified biologist should conduct pre-construction nesting bird surveys within 30 days of the onset of any construction activity. The pre-construction survey should search all trees and snags greater than 6 inches DBH and all shrubs taller than 8 feet proposed for removal. If bird nests are observed, an appropriate buffer zone will be established around all active nests to protect nesting adults and their young from construction disturbance. Removal of trees, snags, or woody shrubs with identified avian nests shall be postponed until all young are fledged.

San Francisco dusky-footed woodrat

The San Francisco dusky-footed woodrat is a State species of concern. Woodrats are small mammals that build nests made of sticks typically at the base of trees and shrubs. The species prefers forested habitat with a moderate canopy and brushy understory, particularly on the upper banks of riparian forests. The dusky-footed woodrat is known to feed on a variety of woody plants, fungi, flowers and seeds. No suitable habitat exists in the vicinity of the proposed parking lot. There is potential for woodrat nests to be present in the undisturbed areas where new trails are proposed. Woodrat nest surveys were not performed; however, even if they had been, they would need to be repeated immediately prior to construction to ensure validity after the passage of time.

Impacts to San Francisco dusky-footed woodrat:

Given that there is a potential that suitable habitat for woodrats occurs in the undisturbed areas where new trails are proposed, ground disturbance and temporary equipment and material staging may potentially result in the removal and loss of woodrat nests.

Mitigation incorporated into project for impacts to San Francisco dusky-footed woodrat:

BIO-4. A qualified biologist shall conduct San Francisco dusky-footed woodrat nest surveys prior to initial ground breaking to determine the presence or absence of nests in areas that would be disturbed by construction and earth movement activities. If feasible, disturbance of woodrat nests shall be avoided by routing the trail and by staging construction-related equipment and materials away from known nest sites. If avoidance of San Francisco dusky-footed woodrat nests is not feasible, CDFG will be consulted regarding the possibility of relocating the nests outside of the work area.

IV(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation: (Source: 1, 5, 21, 22). Special-status natural communities are those that are considered rare in the region, support special-status plant or wildlife species, or receive regulatory protection, e.g. critical habitat designated by the USFWS under the Endangered Species Act, §404 of the Clean Water Act, and/or the CDFG §1600 *et seq.* of the California Fish and Game Code. The California Natural Diversity Database has also

designated a number of natural communities as rare. Riparian habitats are considered to be sensitive and declining resources by CDFG and the USFWS. The San Mateo County Local Coastal Plan also discusses sensitive habitat.

The riparian corridor of Lawrence Creek tributaries extends through the project area. Lawrence Creek is a spring-fed perennial creek that drains the Preserve. The headwaters begin at the northern end of the Preserve near Skyline Boulevard. The project’s erosion control measures allow the project to avoid adverse erosion and water quality degradation impacts to riparian areas as a result of ground-disturbing construction activities. Refer to Sections VI(b) and VIII(c) for further discussion.

The project specific guidelines to minimize removal of woody vegetation within 50 feet of active stream channels and install protective fencing around trees will minimize potential adverse impacts to riparian areas resulting from the parking lot and trail construction. These guidelines are more protective than California Forest Practice Rules and buffers required by adjacent Bay Area counties.

IV(c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation: (Sources: 1, 10). The Clean Water Act is a broad statute with the goal of maintaining and restoring waters of the United States. Among many provisions for the control of water pollution, Section 404 of the Act requires permits for filling of or discharge of dredged materials into wetlands and waters of the United States.

Impacts to wetlands:

The project includes eight small stream crossings along the new trail alignments. Proposed crossings will consist of rock fords, low puncheons, and small diameter culverts. Installation of these structures may result in minimal fill entering jurisdictional wetlands. However, given the minor extent of disturbance and the abundance of wetlands within the larger project area, the project would not have a substantial adverse impact on the federally protected wetland resources of the Preserve. Consequently, the project is not expected to result in a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IV(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Explanation: (Source: 1, 10, 11, 12). The project would not interfere with wildlife movement corridors or impede wildlife movement, including movements of any fish, or impede the use of wildlife nursery sites. The parking lot and trails will not be fenced, and will not act as a barrier to wildlife movement. Installation of the stream crossings will occur within small intermittent drainages that are dry the majority of the year and do not

support resident fish populations. Natural and man-made fish barriers along El Corte de Madera Creek, inventoried by California Fish and Game, obstruct the ability for anadromous fish species to migrate upstream in the vicinity of the project sites.

IV(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation: (Source: 13, 14, 15) The project area is located in a densely forested setting within the Timberland Preserve-Coastal Zone (TPZ-CZ), which is exempt from permitting requirements for tree removal under San Mateo County’s Significant Tree Ordinance. Removal of non-significant trees within the Timberland Preserve Zone does not require a permit, unless the trees are located within 100 feet of a County or State scenic road or highway. The aesthetic impact of the project as it pertains to a County scenic highway is addressed in Section I. The project avoids tree removal to the extent practicable by constructing the parking lot in a previously disturbed site and winding the proposed new trail segment around trees where possible. The project will require the removal of several trees, only one of which would meet San Mateo County’s definition of a heritage tree if the tree ordinance were applicable in the project area. As discussed in section I(b), the three large trees to be removed will be replaced per the County’s Zoning Ordinance. Therefore, tree removal will remain consistent with local tree ordinances. Since the project includes tree protection and revegetation of disturbed areas, the project would remain consistent with local ordinances protecting other biological resources.

IV(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation: (Source: 16, 17). No Habitat Conservation Plan or Natural Community Conservation Plan applies to the project area.

Biological Resources Section Sources:

1. Biotic Resources Group and Dana Bland & Associates. *Virginia Mill Trail Project Biological Impact Report*. May 8, 2002.
2. Corelli, Toni. *Vegetative Resources of El Corte de Madera Open Space Preserve*. September 1994.
3. Federal Emergency Management Agency, Region IX. Sandro Amaglio, Regional Environmental Officer. *Letter to Wayne White, Field Supervisor, U.S. Fish and Wildlife Service*. April 2001.
4. U.S. Fish and Wildlife Service. Jan Knight, Chief, Endangered Species Division. *Letter to Sandro Amaglio, Regional Environmental Officer, Federal Emergency Management Agency*. May 14, 2001.
5. Federal Emergency Management Agency, Region IX. *Supplemental Environmental Assessment: FEMA-1203-DR-CA, Virginia Mill Trail Project*. June 21, 2001.

6. Seymour, R. and M. Westphal. *Results of a one-year survey for amphibians on lands managed by the Mid-peninsula Regional Open Space District in the Santa Cruz Mountains, California*. Report submitted to Midpeninsula Regional Open Space District. 2000.
7. Calflora website. <http://www.calflora.org/>. November 26, 2002.
8. California Native Plant Society. *Inventory of Rare and Endangered Vascular Plants of California*. Special Publications Number 1, Fifth Edition. February 1994.
9. Sander, S. California Department of Fish and Game and California Interagency Wildlife Task Group. *California Wildlife Habitat Relationship System*. <http://www.dfg.ca.gov/whdab/B240.html>. November 26, 2002.
10. Personal communication, Kathy Lyons, Biotic Resources Group, November 20, 2002.
11. California Department of Fish and Game. *Stream Survey of El Corte de Madera Creek*. October 21, 1985.
12. California Department of Fish and Game. *Stream Survey: El Corte de Madera Creek, San Mateo County*. 1996.
13. San Mateo County Ordinance Code. *Section 12000: Regulation of Removal of Significant Trees*. June 11, 1990.
14. San Mateo County Ordinance Code. *Section 11000: Regulation of Removal of Heritage Trees*. April 5, 1977.
15. San Mateo County Department of Public Works. *Endangered Species and Watershed Protection Program, Volume 1: Maintenance Standards*. February 20, 2001.
16. California Department of Fish and Game, Habitat Conservation Planning Branch. <http://www.dfg.ca.gov/hcpb/conproj/conproj.shtml>. November 4, 2002.
17. California Department of Fish and Game, Natural Community Conservation Planning Program. <http://www.dfg.ca.gov/nccp/>. November 4, 2002.
18. Albion Environmental, Inc. *Biological Assessment of El Corte de Madera Creek Open Space Preserve*. December 2003.
19. Keith L. Bildstein and Ken Meyer. *Sharp-shinned Hawk (Accipiter striatus)*. In *The Birds of North America, No. 482* (A. Poole and F. Gill, Eds.). 2000.
20. R.N. Rosenfield and J. Bielefeldt. *Cooper's Hawk (Accipiter cooperii)*. In *The Birds of North America, No. 75* (A. Poole and F. Gill, Eds.). 1993.
21. Richard R. Harris, Susan D. Kocher, and Kallie Marie Kull. *Effects of County Land Use Policies and Management Practices on Anadromous Salmonids and Their Habitats*. Final Report. January 2001.
22. California Department of Forestry and Fire Protection. *California Forest Practice Rules*. January 2007.

V. CULTURAL RESOURCES

Would the project:

V(a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation: (Source: 1, 2, 3). No above-grade structures (historic or otherwise) are present within the project area. A literature review and records search at the Northwest Information Center (NWIC) of the California Historical Resources Information System at Sonoma State University conducted in 2003 indicates that the project area contains no recorded Native American or historic cultural resources. Although there is a history of timber harvesting at this Preserve, there are no recorded historic sawmill sites within the project area. District staff observed no significant historic materials in the proposed driveway, staging area, or trail alignment. The proposed staging area and driveway location was also highly disturbed from use of the site by the previous owner, who used the area for equipment storage, disposal, and labor to support logging on the property.

V(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation: (Source: 1 through 4). The records search performed by NWIC of the California Historical Resources Information System at Sonoma State University did not identify any archaeological or historic resources in the project area. However, there is a possibility that Native Americans may have inhabited the project area prehistorically or at the time of Spanish entry into the Bay region. This region of the Santa Cruz mountains was also developed for timber harvesting and residential purposes during the 19th and 20th centuries, and it is possible that there are unknown archaeological remains from this historic period.

District staff surveyed the proposed trail alignment and the proposed driveway and staging area for cultural resources. No surface artifacts were observed along the proposed Bear Gulch trail alignment. No artifacts were observed in the proposed staging area location, and historic aerial photographs of the area show that it was highly disturbed by use of the site for equipment storage and logging support operations in the 1980s. Therefore, the potential for discovery of intact archaeological deposits during construction of the staging area location is low.

District staff observed one chert artifact and two non-diagnostic, potentially anthropogenic lithic fragments in the vicinity of the proposed driveway. After observing these fragments, staff intensively surveyed the driveway area but did not observe any additional surface artifacts. The driveway area has also been disturbed by a historic roadbed and a Caltrans drainage area.

Impacts:

Given the sparse distribution of the artifacts in the vicinity of the proposed driveway and the disturbed nature of the site, the chances of finding an intact archaeological deposit there are small, and further archaeological testing of the site is not warranted. However, all ground initial disturbance activities during the construction of the driveway should be monitored by a qualified archaeological professional for the unlikely event that intact significant archaeological resources could be discovered in this area.

Since the construction of the parking lot and trails involves ground disturbance in an area with the possibility of containing unknown cultural resources, the project may accidentally disturb or unearth archaeological resources. Archeological resources include buried features such as stone or adobe foundations or walls, wooden remains with square nails, other historic artifacts, chert or obsidian flakes, projectile points, mortars and pestles, dark

friable soil containing shell and bone dietary debris, and heat-affected rock.

Mitigation incorporated into project:

CULT-1. Implementation of the following measure will reduce potential impacts to cultural and historical resources in the proposed driveway area, including buried and unknown archeological, paleontological, and human remains, to a less-than-significant level:

- Due to the observation of one isolated lithic artifact and two potential lithic artifacts within the vicinity of the proposed driveway, all initial ground disturbance activities during construction of the driveway shall be monitored by a qualified archaeological professional. If cultural and/or historical resources are encountered during construction, the measures outlined in CULT-2 shall be followed.

CULT-2. Implementation of the following measures will reduce potential impacts to cultural and historical resources, including buried and unknown archeological, paleontological, and human remains, to a less-than-significant level:

- If cultural and/or historical resources are encountered during construction, every reasonable effort shall be made to avoid the resources. Work shall stop within 50 feet of the find until a qualified cultural and/or historical resources expert can assess the significance of the find.
- A reasonable effort will be made by the District to avoid or minimize harm to the discovery until significance is determined and an appropriate treatment can be identified and implemented. Methods to protect finds include fencing and covering remains with protective material such as culturally sterile soil or plywood.
- If vandalism is a threat, 24-hour security shall be provided.
- Construction operations outside of the find location can continue during the significance evaluation period and while mitigation for cultural and/or historical resources is being carried out, preferably with a qualified cultural and/or historical resources expert monitoring any subsurface excavations.
- If a resource cannot be avoided, a qualified cultural and/or historical resources expert will develop an appropriate Action Plan for treatment to minimize or mitigate the adverse effects. The District will not proceed with construction activities within 100 feet of the find until the Action Plan has been reviewed and approved.
- The treatment effort required to mitigate the inadvertent exposure of significant cultural and/or historical resources will be guided by a research design appropriate to the discovery and potential research data inherent in the resource in association with suitable field techniques and analytical strategies. The recovery effort will be detailed in a professional report in accordance with current professional standards. Any non-grave associated artifacts will be curated with an appropriate repository.
- Project construction documents shall include a requirement that project personnel shall not collect cultural and/or historical resources encountered during construction. This measure is consistent with federal guideline 36 CFR 800.13(a) for invoking unanticipated discoveries.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
V(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation: No unique paleontological resources are known to exist within the project area. The mitigation under section V(b) calls for stopping work and evaluating significance if an artifact find is made, which will also reduce potential impacts and inadvertent damage to unknown paleontological resources to a less than significant level.

There are no known unique geologic features within the project area. The proposed project will not substantially change the overall landform and therefore the uniqueness of any geologic feature will not be significantly impacted by the project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
V(d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation: (Source: 1, 4, 5). No human remains are known to exist within the project area. However, given the possibility of prehistoric resources, as discussed under V(b) above, unknown human remains may be present in the project area and may be discovered during project construction.

Impacts:

Since the construction of the project involves ground disturbance in an area with a possibility of cultural and historical resources, the project may accidentally disturb unknown human remains.

Mitigation incorporated into project:

CULT-3. If human remains are uncovered during project construction, the District will immediately halt work, contact the San Mateo County Coroner to evaluate the remains, and follow the procedures and protocols set forth in §15064.5(e) of the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387). No further disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has made a determination of origin and disposition, which shall be made within two working days from the time the Coroner is notified of the discovery, pursuant to State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) within 24 hours, which will determine and notify the Most Likely Descendant (MLD). The MLD may recommend within 48 hours of their notification by the NAHC the means of treating or disposing of, with appropriate dignity, the human remains and grave goods. In the event of difficulty locating a MLD or failure of the MLD to make a timely recommendation, the human remains and grave goods shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.

The mitigation under section V(b) calls for stopping work and evaluating significance if an artifact find is made, which will also reduce the potential for disturbance of human remains.

Cultural Resources Section Sources:

1. Haydu, Damon. *Literature Review for El Corte de Madera Creek*. Northwest Information Center, California Historical Resources Information System. Rohnert Park, California. November 3, 2003.
2. Stanger, Frank M. *Sawmills in the Redwoods: Logging in the San Francisco Peninsula, 1849-1967*. San Mateo County Historical Association. San Mateo, California. 1967.
3. Midpeninsula Regional Open Space District. Photographs of previous land use at proposed staging area. June 1, 1983 and October 1, 1986.
4. CEQA Guidelines, Section 15064.5. <http://ceres.ca.gov/ceqa/guidelines/>. Accessed on May 6, 2008.
5. California Law. Official California Legislative Information website. California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387; State Health and Safety Code Section 7050.5; Public Resources Code Section 5097.98 <http://www.leginfo.ca.gov/calaw.html>. Accessed on May 6, 2008.

VI. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VI(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VI(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation for a and c: (Sources: 2, 3, 4, 7, 8). The project includes: an asphalt, 65-car, four-equestrian trailer space parking lot with a self-contained, vault restroom facility and a staging area; a driveway leading to the parking lot; approximately 2.2 miles of new three to five-foot wide recreational trail; the closure and decommissioning of approximately 0.7 miles of existing steep trail; installation of “No Parking” signs to remove approximately 40 informal roadside parking spaces on Skyline Boulevard; and relocation of the Skyline Boulevard pedestrian crossing. The proposed project is located within a near-wilderness rural mountain setting. No structures for human occupancy are proposed. A 2009 engineering-geologic evaluation of the project was conducted to identify engineering methods to reduce the potential for trail erosion, and the project’s civil engineer has included on-site bioretention basins for the parking lot as explained in the project description.

The project site lies in a tectonically active region of the coast range in northern California high in the Santa Cruz Mountains. Compression associated with the nearby San Andreas Fault Zone has caused a high rate of tectonic uplift, resulting in relatively high denudation rates. The geomorphology of the project area is consistent with both shallow and deep-seated landsliding. El Corte de Madera Creek Open Space Preserve (Preserve) is located in this region of high seismic activity, approximately five miles southwest of the active San Andreas Fault zone, which is the closest fault to the property with a high probability of generating a large magnitude earthquake in the next 50 years. The San Francisco Peninsula Segment of the San Andreas Fault has been assigned a slip rate that results in a M_w 7.3 earthquake with a recurrence interval of 400 years. Other faults in the vicinity include the Pilarcitos fault, which lies 2.5 miles northeast of the site; the La Honda fault, 2 miles to the southwest; and the San Gregorio fault, 5.5 miles to the southeast. According to the Woodside Quadrangle of the Alquist-Priolo Fault-Rupture Hazard Zone Map, the project area is not in a known hazard zone for earthquake fault ruptures. Mean Peak Ground Acceleration (PGA) on firm rock at the subject site with a 10% probability of exceedance in 50 years is reported to be 0.72g. High ground accelerations associated with fault rupture along this fault system is likely a contributing factor if not a dominant factor for movement on many of the deep-seated landslides found in the area. Due to the presence of surface and shallow bedrock in the project area, the risk of liquefaction at this site is very low.

Shallow landsliding and stream bank erosion are locally present along the steep streamside slopes within the Preserve. These rainfall-activated failures include shallow debris slides, debris flows, channel bank failures, and

road fill failures. They are characterized by rapid, shallow movement of surficial soil, colluvium, and weathered bedrock and are generally less than ten feet thick. Most of the observed shallow landslides occurred on slopes over 60%. The proposed parking lot location and access road are on a relatively flat slope and are not in danger of steep bank erosion.

The proposed trails avoid steep slopes to the greatest extent feasible. Nonetheless, where the proposed trail will be required to cross the head of an old/relic shallow landslide scar or will cross slopes greater than 60%, there is a potential for small scale shallow slope failures during adverse climatic or seismic events. A 2002 inventory (Best, 2002) of roads and trails in the Preserve identified slope failures along old logging roads and skid roads due to thick fill that was loosely side-casted onto steep slopes, overly steep trail alignments, and poor road drainage. This inventory created the basis for the 2004 Watershed Protection Program (WPP), a project designed to reduce erosion and sedimentation potential to the aquatic environment from the 35-mile network of unpaved roads within the Preserve. The WPP was developed in cooperation with San Mateo County Planning, Regional Water Quality Control Board, NOAA Fisheries, and CA Dept of Fish and Game, among other agencies. The inventory recommends design upgrades and physical improvements for the road network. These recommendations, coupled with the District's Details and Specifications Guidelines, provide direction for implementing road upgrades while protecting the aquatic environment from sedimentation.

Examples of some of the Best Management Practices (BMPs) from the WPP and the District's Details and Specifications Guidelines include permanent practices such as frequent rolling dips, built-in grade reversals, insloping/ outsloping cross slopes, rocking, and other trail design techniques designed to properly drain roads and trails to be resilient to large storm events without causing erosion. Temporary construction BMPs include practices such as proper application of silt fence, straw and/or native mulch, native plantings, bioengineering techniques, and application of water for dust control and appropriate compaction. The new trails have been designed to minimize the potential for erosion that may arise from future trail use. The new trails will maintain an average trail grade of 10% and will be constructed with an outsloped pitch where appropriate, incorporating frequent cross drains such as rolling dips, reverse grades, and nicks to allow for proper drainage and avoid concentrating water on the trail surface. The project will incorporate BMPs described in the WPP to minimize the potential for erosion arising from trail construction activities, including compacting loose fill, scatter casting (placing loose material at a stable location where sediment transport will not occur) versus side-casting excess soil, end hauling additional spoils, and watering the construction site as needed.

The most likely scenario for geologic failures will be small surface slumps occurring along the cutbank, requiring the trail tread to be cleared of debris. Large-scale slope failures are not expected. Future slide movement is unlikely to result in harm to users of the parking lot or trails and is not expected to result in substantial sediment delivery to streams.

There are several known deep-seated landslides in the region surrounding the project area, including along segments of the proposed new and realigned trails. The slides were identified in the aerial photographs and elevation models for the site and on the ground surface by benched topography, landslide scarps, and juvenile drainage patterns. The larger slides are comprised of several smaller slide blocks that coalesce or are nested together to form a larger landslide complex. Many of these slides appear to be periodically initiated or reactivated by long duration rainfall, undercutting of slopes by drainages, and strong ground motions during earthquakes such as the 1989 Loma Prieta earthquake. Some landslides in the Preserve appear weathered and dormant, with straight-standing second growth trees. Others show signs of recent small-scale movement, such as localized, discontinuous scarps and poor- to moderately-incised drainages. The morphology of these slides indicates that they have been periodically active for centuries. Future slide movement caused by heavy rainfall or intense ground shaking due to earthquakes is expected in the project area, but catastrophic slides are not expected.

Future landslides on this Preserve will occur regardless of land use activities. Given the nature of low-intensity

recreational use and the infrequency of experiencing seismic and landslide hazards as discussed above, visitors using the trails or the parking lot would not be subject to substantial adverse effects from geologic hazards beyond a reasonable level. A reasonable level of geologic risk is defined as where damage to the trail may occur during adverse geologic events, e.g. intense storms and high ground accelerations during earthquakes, but unlikely to result in significant harm or death to recreational users. In accordance with the design recommendations of a Certified Engineering Geologist, trails will be designed and constructed to minimize future erosion and geologic failures. The narrow, three to five-foot width footprint of the trails will result in small cuts and fills with little impact on these slides since the mass balance and hydrology of each slide will not be substantially altered. Therefore, the potential for an increased risk of deep-seated landsliding as a result of the trail construction is considered to be low. In addition, the District routinely patrols trails and provides maintenance to avoid and minimize public exposure to hazardous geologic conditions. Therefore, the likelihood for adverse effects to people or structures from seismic ground shaking or surface failure is less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VI(b) Result in substantial soil erosion or the loss of topsoil?

Explanation: (Sources: 1 through 8). The Preserve is located in the headwaters of the 33,379-acre San Gregorio Creek watershed. Precipitation in the watershed is highly seasonal, with 90% falling between October and April. Based on site-specific mapping and field observations, the site soils are naturally well drained and highly susceptible to erosion. The parking lot will include on-site drainage improvements in the form of interconnected bioretention basins, as recommended by the project civil engineers, to collect and retain storm water onsite and allow for natural percolation, thus preventing offsite erosion. Little to no storm water is anticipated to exit the site as a result of this project.

Trail construction will incorporate drainage improvements, as recommended by the project engineering geologist, for proper surface drainage to minimize the potential for soil erosion and sedimentation. The new trails will maintain an average trail grade of 10% and will be constructed with an outsloped pitch where appropriate, incorporating frequent cross drains such as rolling dips, reverse grades, and nicks to allow for proper drainage and avoid concentrating water on the trail surface. The new trails will include eight small drainage crossings in ephemeral channels or springs using rock fords, low puncheons, and small culverts to prevent sedimentation to the aquatic environment.

The realignment of the Steam Donkey Trail will result in the closure and decommissioning of a poor culvert crossing and an overly steep section of trail with slopes ranging between 15% and 30%. The realignment will reduce future erosion in a location that was identified as a high priority for sediment reduction in the 2004 Watershed Protection Program (WPP) specifically prepared for the Preserve.

Since 2004, as part of the WPP, the District has made upgrades ten miles of roads and trails to improve drainage, reduce sedimentation, and improve water quality, so that the Preserve is able to accommodate projected visitor use while protecting the aquatic environment. The project will incorporate BMPs from the WPP and the District’s Details and Specifications Guidelines to minimize the potential for erosion arising from trail construction activities, including compacting loose fill, scatter casting (placing loose material at a stable location where sediment transport will not occur) versus side-casting excess soil, end hauling additional excess spoils, and watering the construction site as needed. Following construction, disturbed areas beyond the trail tread and parking lot will be re-seeded with native seed and/or mulched. Most importantly, project construction will take place during the typical dry season (April to October), and erosion control measures will be installed prior to the onset of rains to minimize erosion. The combination of employing ecologically-sensitive trail construction standards and erosion control/dust suppression measures will reduce the potential for substantial soil erosion and

the loss of topsoil resulting from the project to less than significant levels. Moreover, the decommissioning and realignment of a poorly aligned trail segment and removal of in-stream fill will reduce the potential for future sedimentation resulting from existing conditions in the Preserve.

VI(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation: (Source: 2). Based on site observations, the site soils have low plasticity, and have a low potential for expansion. No signs of highly expansive soils, e.g. shrinkage cracks, were observed. The project does not include the construction of structures that could be significantly affected by expansive soils. Given the open space setting of the project area and the lack of habitable structures, no substantial risk to Preserve users or property is expected due to expansive soils.

VI(e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation: The project area is located in a heavily vegetated, unimproved area, and no septic tanks or disposal systems are proposed as part of the project. The self-contained, vault restroom that will be installed adjacent to the parking lot does not use a septic system, but stores effluent waste in a contained, concrete vault. This waste will be pumped out of the restroom vault at least two to three times per year and will be properly disposed of. No effluent waste will be discharged as a result of this project. Effluent waste will be transported via a service truck to an appropriate offsite wastewater receiving facility.

Geology and Soils Section Sources:

1. San Mateo County Department of Public Works. *Endangered Species and Watershed Protection Program, Volume 1: Maintenance Standards*. April 14, 2004.
2. Best, Timothy C., CEG. *Engineering Geologic Review of the Proposed Bear Gulch Trail Project, El Corte de Madera Creek Open Space Preserve*. February 26, 2009.
3. California Division of Mines and Geology CD-ROM 2000-004 (2000). *Official Map of Alquist-Priolo Earthquake Fault Zones, Woodside Quadrangle*. 1974, revised 2000.
4. Best, Tim, CEG. *Road and Trail Erosion Inventory: El Corte de Madera Creek Open Space Preserve, Final Report*. November 2002.
5. Midpeninsula Regional Open Space District. *El Corte de Madera Creek Open Space Preserve Watershed Protection Program*. January 2004.
6. Weaver, William, and Hagans, Danny. Pacific Watershed Associates. *Handbook for Forest and Ranch Roads*. June 1994.
7. LFR Inc. *El Corte de Madera Creek Open Space Preserve Public Access Improvements Plans*. August 2007.
8. Midpeninsula Regional Open Space District. *Details and Specifications Guidelines*. September 2009.

VII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Explanation: (Source: 1). This project will not result in the routine transport, use, or disposal of hazardous materials. The District does not currently routinely transport, use, or dispose of hazardous materials at the Preserve, and District Ordinance 93-1, Section 409.2 prohibits persons from possessing or using harmful substances on District lands. Potential risks associated with releases during the construction process are discussed in section (b), below.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VII(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Explanation: (Source: 1, 6, 7). Under District Ordinance 93-1, the operation of unauthorized motor vehicles within the interior of the Preserve is prohibited. General public use of the Preserve is limited to low-intensity, non-motorized, and non-emitting uses, including hiking, bicycling, and equestrian use. The possibility of the incidental release of motor vehicle oil, grease, or fuel is therefore limited to the infrequent use of the interior Preserve trails and roads by District patrol and maintenance vehicles and occasional emergency responders, the vehicles and machinery used during the construction process, and the vehicles that will park in the parking area.

The project will not result in a significant increase in maintenance, patrol, or emergency response use of the Preserve. The project includes less than 2.2 miles of new narrow trail and restoration of 0.7 miles of existing trail, which amounts to a small increase in the total available mileage of public trails (approximately 35 miles) in the Preserve. These new trails will not be wide enough to accommodate standard patrol, maintenance, and emergency vehicles. Instead, smaller-scale equipment such as All Terrain Vehicles (ATV), Multi-Use Lightweight Equipment (MULE) utility vehicles, and SWECO small trail dozers will be able to access most new trail segments.

Construction activities will include best management practices (BMPs), based on the Regional Water Quality Control Board’s *Erosion and Sediment Control Field Manual*, to reduce the potential for release of construction-related fuels and other hazardous materials into the environment, as follows:

BMP Category	BMP Description	Timing	Inspection and Maintenance
Solid Waste Management	Remove all trash and construction-related waste to a secured, covered location at the end of each working day to maintain a clean worksite. Dispose of hazardous materials according to all specified regulations.	Implement during construction.	Inspect for trash on a daily basis.

Materials Storage	Store chemicals in a non-reactive container. Store bagged, dry reactive materials in a secondary container. Protect all material storage areas from vandalism.	Implement during construction.	Inspect storage areas daily to ensure no leaks or spills have occurred.
Spill Prevention and Control	Good housekeeping practices shall be followed to minimize storm water contamination from any petroleum products or other chemicals. Maintain spill cleanup materials where readily accessible during use.	Implement during construction.	Clean up leaks and spills immediately using absorbent materials and as little water as possible.
Vehicle and Equipment Maintenance & Fueling	Conduct proper and timely maintenance of vehicles and equipment. Cleaning or equipment maintenance shall be prohibited except in designated areas located near the entrance to the Preserve. If fueling must occur on-site, use designated areas located away from drainage courses and use a drip pan to catch spills. Place drip pans under heavy equipment stored onsite overnight.	Implement during construction.	Inspect on-site vehicles and equipment for leaks on a routine basis; periodically check incoming vehicles for leaking oil and fluids while on paved roads near the entrance to the Preserve.
Training	All personnel shall be instructed regarding the correct procedure for spill prevention and control, waste disposal, use of chemicals, and storage of materials.	Implement during construction.	None.

The parking lot is designed to drain the storm water runoff from the pavement into a series of three engineered bioretention basins. The storm water will then percolate into the ground, thus preventing runoff, including contaminated runoff, from flowing into drainage ways (refer to Section VIII, Hydrology and Water Quality for more information).

The risk of accidental release of hazardous materials into the environment is therefore considered less than significant.

VII(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation: (Source: 2). The project area is not located within one-quarter mile of an existing or proposed school. The nearest school, Kings Mountain Elementary School, is located approximately two miles northwest of the project area.

VII(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation: (Source: 3). The project site is not located on the list of hazardous materials sites. No EPA regulated facilities are found in the project area or the Preserve.

VII(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII(f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation for e and f: (Source: 4). The project is not within an airport land use plan, within two miles of an airport, or within the vicinity of a private airstrip.

VII(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation: The project will not interfere with any adopted emergency response plans and evacuation plans, as there are none for the area. The project will not add a significant number of users to the area and therefore will not increase resources required for emergency response or evacuation. An existing emergency helicopter landing zone is located on a grassy knoll near the parking lot and connecting trail. This landing zone and its access points will not be affected by the project. The parking lot will provide de facto overflow parking for emergency vehicles in the event that multiple emergency responders access the site simultaneously.

VII(h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation: (Sources: 1, 5). The project area is located in a minimally developed portion of unincorporated San Mateo County in the Santa Cruz Mountains. The California Department of Forestry and Fire Protection (CAL FIRE) designates the project area as lying within a zone of high fire hazard severity, based on local

vegetation type (fuel loading), slope and weather. However, the project will not change the degree of exposure to wildfires, because the Preserve is already open to public use. The Preserve has approximately 35 miles of trails and unpaved roads open to hiking, mountain bicycling, and equestrian use, including trails that are located within the project area. The project includes approximately 2.2 new miles of trail and the decommissioning of 0.7 miles of existing trail. The 1.5 net miles of new trails will not change the level of exposure to wildfires from or to the visiting public and trail-related structures.

The paved parking lot will include physical barriers, including split-rail fencing, tall vegetation, and boulders, to prevent vehicles from driving onto other areas of the Preserve or from parking on surrounding grass areas. The District's current operational practice is to keep vegetation adjacent to and in all parking areas cleared and trimmed to manage fuels in higher risk areas. These measures reduce the potential for fire ignitions due to the presence of parked vehicles to a less than significant level.

District Ordinance 93-1 Section 404 prohibits fires and smoking on District lands. In addition, District Rangers, who are trained in fire-fighting techniques and carry fire suppression equipment, regularly patrol the Preserve. District staff generally serve as first responders to fire emergencies within the preserves, with the primary fire protection responsibility falling to CAL FIRE, County Fire Departments, and municipal fire protection agencies. The District's radio and repeater system combined with ranger patrols and staff on call 24 hours per day enable prompt and effective communication with emergency service providers in the event of a wildland fire or an emergency response call.

During project construction, the most likely source of ignition is by mechanical activities such as chain saw operations, re-fueling, or mowing. The chance for an ignition can be greatly reduced through equipment features, fuel treatment, and management of behavior.

Mitigation incorporated into project:

HAZ-1. All equipment to be used during construction must have an approved spark arrestor.

HAZ-2. Cut grass and reduce fuels around construction sites where vehicles are allowed to park.

HAZ-3. Minimize use of mechanical construction equipment during hot, dry, windy weather.

HAZ-4. Hired contractors shall be required to:

- i) Provide water to suppress potential fires caused by the work performed.
- ii) Remind workers that smoking is prohibited at the work site and on any District land per contract conditions and District Ordinance.
- iii) Maintain working ABC fire extinguishers on all vehicles in the work area.
- iv) Contact both Mountain View Dispatch at (650) 968-4411 and the California Department of Forestry, Skylonda, at (650) 851-1860 for emergency response in the event of a fire (these numbers are to report emergencies only).

Hazards and Hazardous Materials Section Sources:

1. Midpeninsula Regional Open Space District. *Regulations for Use of Midpeninsula Regional Open Space District Lands*. Adopted by Ordinance No. 93-1, July 28, 1993. Last Revised and Adopted by Ordinance No. 04-01, August 25, 2004.
2. Google Maps. www.google.com/maps. Search of project site and school locations. Information accessed on September 21, 2009.
3. United States Environmental Protection Agency. Regulated Sites Map for 94062. www.epa.gov/enviro/wme/.
<http://134.67.99.109/wme/myWindow.asp?xl=-122.319305&yb=37.391434&xr=-122.270995&yt=37.427666>.

4. United States Geological Survey. Woodside 7.5-minute series quadrangle map. 1991.
5. CAL FIRE. *Maps of Fire Hazard Severity Zones in the State Responsibility Area of California, San Mateo County*. Adopted November 7, 2007.
6. Midpeninsula Regional Open Space District. *Details and Specifications Guidelines*. September 2009.
7. Regional Water Quality Control Board. *Erosion and Sediment Control Field Manual*. August 2002.

VIII. HYDROLOGY AND WATER QUALITY

Would the project:

VIII(a) Violate any water quality standards or waste discharge requirements?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VIII(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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VIII(f) Otherwise substantially degrade water quality?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Explanation for a, c, and f: (Sources: 1 through 6). These three items are interrelated and therefore are being discussed together to avoid repetition. These three items also relate directly to the District’s Watershed Protection Program (WPP) for El Corte de Madera Creek Open Space Preserve (Preserve). Since 2004, as part of the WPP, the District upgraded ten miles of roads and trails to improve drainage, reduce sedimentation, and improve water quality, so that the Preserve is able to accommodate projected visitor use while protecting the aquatic environment.

This project involves the construction of a connector trail system and trail realignment; an asphalt parking lot; a driveway; and a self-contained, vault restroom facility. The parking lot will be sloped to follow the existing topography of the site, and will drain into a series of three engineered bioretention basins that will collect storm water runoff. The basins are connected via pipe or overland swale. The soil matrix at the bottom of each basin will act to treat the water as it percolates into the ground. Because of these design features little to no storm water is anticipated to exit the site as a result of this project.

Effluent waste will be pumped out of the restroom vault at least two to three times per year and will be properly disposed of at an appropriate offsite wastewater receiving facility. No effluent waste would be discharged as a result of this project.

As part of the existing WPP, a section of a steep existing trail will be re-aligned to a more gentle alignment in order to reduce the potential for sedimentation. In addition, the connector trail system includes a number of trail drainage improvements and erosion prevention measures according to the District’s standard details and specifications and as outlined in the engineering geologic investigation report. All exposed soil surfaces in the parking lot construction area will be seeded and mulched. Disturbed areas along the proposed trail system will be seeded and mulched as appropriate. During the construction phase, which is expected to last three to four months, erosion control measures, as specified in the WPP, will be implemented to minimize storm water runoff from the construction site.

Alteration of drainage patterns can be of concern where the project would disturb or grade steep lands adjacent to the trail, where the trail crosses existing drainages (i.e. ephemeral creeks or swales), or where trails have the potential to collect and concentrate stormwater, such as steep pitches or inside ditches. The drainage improvement and erosion prevention features proposed in the project include cross drains such as frequent built-in reverse grades, rolling dips, and nicks. These improvements prevent the concentration of surface runoff that could result in erosion or siltation and allow the project to avoid substantial erosion on-site or siltation off-site, thus reducing the potential impact under item VIII(c) to a less than significant level.

Sedimentation can also result from wind and water erosion. As discussed in Section III(b), the project’s dust

suppression measures and the dense vegetation and tree canopy buffering the construction zone from winds will minimize the potentially negative water quality effects of wind erosion. As discussed in Section VI(b), the project will be constructed in the dry season (April to October), and erosion control measures will be installed prior to the onset of rains to avoid erosion due to surface runoff. Potential negative water quality impacts from construction involving the accidental release of hazardous materials are discussed in Section VII(b).

The project also includes a number of additional erosion control guidelines from the WPP to reduce the potential for water quality degradation. The new trail system will be laid out along contours at a trail gradient between 5% and 10%, and will be constructed with an outsloped pitch where appropriate, incorporating frequent cross drains such as rolling dips, reverse grades, and nicks to allow for proper drainage and avoid concentrating runoff water on the trail and causing erosion. Therefore, potential for the project to otherwise substantially degrade water quality is reduced to a less than significant level.

VIII(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation: Water is not provided on District trails. The project will not pump groundwater and therefore does not interfere with groundwater recharge and has no impact on groundwater supplies.

VIII(d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VIII(e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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VIII(h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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VIII(i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Explanation for d, e, h, and i: (Source: 5). These four checklist items are interrelated and therefore are being discussed together to avoid repetition. The Preserve is located in the upper headwaters of El Corte de Madera Creek watershed approximately four miles west of Woodside, California. Precipitation in the watershed is highly seasonal, with 90% falling between October and April. The extensive open space lands surrounding the project provide a vegetated buffer for the project and allow rain to percolate into the ground rather than running

off rapidly.

The project involves construction of a connector trail system and trail realignment following existing topography; an asphalt parking lot; a driveway; and a self-contained, vault restroom facility. The parking lot will be sloped to follow the existing topography of the site, and will drain into a series of three engineered bioretention basins that will collect storm water runoff. The basins are connected via pipe or overland swale. The soil matrix at the bottom of each basin will treat the water as it percolates into the ground. Because of these design features little to no storm water is anticipated to exit the site as a result of this project. The project would not substantially alter the site drainage patterns or increase the amount of runoff.

The connector trail system will be required to cross approximately seven intermittent to ephemeral streams, and will involve the construction of eight watercourse crossings consisting of culverts, rock fords, and/or low puncheons (boardwalks). All proposed stream crossings have been designed to accommodate a 100-year flood flow. The proposed trails are unlikely to have any impact on peak flows. The proposed project will not place any structures within the 100-year floodplain that might impede flood flows. In addition, trail decommissioning or removal will improve drainage by restoring the original hydrology that was altered at the time of original road construction.

Per standard District practice, District personnel regularly check drainage structures during and after storms, provide signage and barricades if needed, and perform maintenance as needed to ensure proper functioning of drainage structures and reduce the possibility that the project would expose people to significant flood risks. Therefore, potential for the project to result in flooding, expose people to flooding risks, exceed the capacity of drainage systems, or impede flood flows is reduced to a less than significant level.

VIII(g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation: The project does not involve housing.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VIII(j) Inundation by seiche, tsunami, or mudflow?

Explanation: (Sources: 4, 5). The project is situated at approximately 2,100 feet above mean sea level at the crest of the Santa Cruz Mountains. Seiche or tsunamis would have no impact on the site.

Landslides are common in the Santa Cruz Mountains and are one of the dominant geologic forces shaping the current landscape. Oversteepened slopes due to tectonic uplift and rapid downcutting of streams coupled with high intensity rainfall or intense seismic activity have resulted in a number of large and small-scale landslides.

Large, deep-seated bedrock landslides are also common in the Santa Cruz Mountains, and typically appear to be initiated or reactivated by strong ground motions during earthquakes. These failures are characterized by benched topography and are formed by translational movement of a relatively intact mass with a failure plane that extends below the colluvial layer into the underlying bedrock layer.

Natural slide movement is attributed to weak earth materials that underlie much of the slopes in conjunction with

high groundwater conditions. The rate of deep-seated slide movement is considered to be slow and episodic and in response to long duration rainfall, undercutting of the slope by stream bank erosion, and/or seismic ground shaking from nearby faults. Future movement should be expected to be in response to intense, extended rainfall events or intense ground shaking during earthquakes, and most likely as small scale displacements similar to what has occurred in the past. Catastrophic failure of large slides is not expected.

Mudflows are a form of shallow-seated landsliding known as debris flows. Shallow-seated landsliding is common throughout the Santa Cruz Mountains and is characterized by rapid, shallow downslope movement of surficial soil, colluvium, and weathered bed rock. Generally located on steep to very steep hillsides, most shallow slides are a result of a loss of soil tension due to the over-saturation of the soil profile from extended or intense storm events, and travel down slope in existing drainages.

Very few landslides have occurred along the existing narrow recreational trails, which is attributed to the low cuts and fills along the trails and the frequent drainage dips that prevent runoff from being concentrated. Old failures along old logging roads and skid trails are attributed to thick fill that was loosely sidecasted onto steep slopes, poor drainage, or failure of oversteepened cuts. Few failures have occurred in recent years, in part due to current, improved management practices. Future shallow landslides will occur within the Preserve during adverse climatic or seismic conditions regardless of land use activities.

Debris or mudflows could expose District personnel and the public to a life-threatening event if a flow occurred while people were present. The proposed project will not increase or decrease the hazard level from such an event. However, the low probability of such an event and the limited likelihood of District personnel or the public to be in harm's way during an intense storm necessary to precipitate such an event reduce this potential impact to a less than significant level.

Hydrology and Water Quality Section Sources:

1. San Mateo County Department of Public Works. *Endangered Species and Watershed Protection Program, Volume 1: Maintenance Standards*. February 20, 2001.
2. Weaver, William, and Hagans, Danny. Pacific Watershed Associates. *Handbook for Forest and Ranch Roads*. June 1994.
3. Association of Bay Area Governments. *Manual of Standards for Erosion and Sediment Control*. May 1995.
4. United States Geological Survey. *Woodside 7.5-minute series quadrangle map*. 1991.
5. Best, Timothy C., CEG. *Engineering Geologic Review of the Proposed Bear Gulch Trail Project, El Corte de Madera Creek Open Space Preserve*. February 26, 2009.
6. Midpeninsula Regional Open Space District. *El Corte de Madera Creek Open Space Preserve Watershed Protection Program*. January 2004.

IX. LAND USE AND PLANNING

Would the project:

Potential y Significan t Impact	Less Than Significant with Mitigation Incorporation	Less Than Significan t Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX(a) Physically divide an established community?

Explanation: The project is located in an existing 2,817-acre open space preserve in unincorporated San Mateo County near the Town of Woodside and adjacent to Skyline Boulevard (also known as Highway 35). The project scope is largely contained within the Preserve with the exception of the following: installation of “No Parking” signs along the Skyline Boulevard right-of-way in areas where roadside parking is deficient due to poor lines of sight and inadequate, narrow shoulder widths, and relocation of the existing roadway trail/pedestrian crossing from Preserve Gate CM04 to Gate CM02 with installation of related “Trail Crossing” signs and construction of approximately 350 feet of new, narrow trail to connect to the new crossing. The new pedestrian crossing would be located approximately 4,100 feet (0.78 miles) to the north of Gate CM04 and 1,000 feet south of Gate CM02, and maintain connectivity between the Preserve and the current Bay Area Ridge Trail alignment. The project components will enhance public access to a popular Preserve, remove unsafe roadside parking, redirect vehicles into a new District parking lot, and improve trail user and traffic safety along Skyline Boulevard. The project will not physically divide an established community.

Potential y Significan t Impact	Less Than Significant with Mitigation Incorporation	Less Than Significan t Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Explanation: (Sources: 1 through 7, 10).

San Mateo County Zoning

The project area is located within unincorporated San Mateo County and the land is zoned Timberland Preserve Zone District (TPZ). The TPZ District was in part established to protect timberlands within the County and the ecological balance of such timberlands. Compatible land uses in a TPZ that would not inhibit the growing and harvesting of timber include “management of land for wildlife habitat” and “management for recreation,” including “outdoor recreation requiring some development.” Therefore, the addition of trails, a parking facility, roadside signage, and relocation of a trail/pedestrian roadway crossing to enhance outdoor public recreation is consistent with San Mateo County’s zoning ordinance.

San Mateo County General Plan

The designated land use throughout most of the project site, including the parking lot and trails, per the San Mateo County General Plan and the Skyline Area Amendment to the General Plan, is “Timber Preserve/Production,” consistent with the TPZ. The designated land use of the remaining locations along the Skyline Boulevard frontage is “Open Space.” The General Plan specifically states that some of the lands owned and managed by Midpeninsula Regional Open Space District are zoned for Timberland Production to reflect the current recreational land use and prior timber harvesting activities on the property. The District will continue to manage the Preserve for public recreation and resource protection, which is compatible with the land use designation.

San Mateo County Trails Plan

The 2001 San Mateo County Trails Plan (Trails Plan) identifies the Bay Area Ridge Trail as a multiple-use regional trail that would extend for approximately 400 miles along the ridges of the San Francisco Bay. The

Trails Plan includes an extension of the Bay Area Ridge Trail through the project area to close one of the gaps along this long distance regional trail corridor. Therefore, the Bay Area Ridge Trail extension, as included in the project description, is consistent with the policies and goals identified in the Trails Plan.

San Mateo County is currently updating the 2001 Trails Plan Policies, Design, Use and Management Guidelines. As of June 2009, a final version of the 2007 Trails Plan Update was not available. As such, this document will apply the guidelines and standards set forth in the currently available and published 2001 Trails Plan Policies, Design, Use and Management Guidelines.

Local Coastal Program Area

The project area is located outside the local coastal program area.

County Scenic Roadways and Caltrans Scenic Highway Guidelines

Refer to Section I(b) for discussion.

Midpeninsula Regional Open Space District Use and Management Plans

The Board of Directors of Midpeninsula Regional Open Space District has taken prior actions that support the goals and proposed elements of the project. These include the following.

On March 24, 1999, the Board adopted a Use and Management Plan Amendment for the Study Area 2 Trail Use Plan (Trail Use Plan) for El Corte de Madera Creek Open Space Preserve. The Trail Use Plan included various new trail alignments and proposed an onsite parking and staging area off Skyline Boulevard located south of the Gordon Mill trailhead, between Gates CM03 and CM04.

On January 21, 2004, the Board approved the El Corte de Madera Creek Open Space Preserve Watershed Protection Program. That program is briefly described in Section VI. The Watershed Protection Program identifies the feasibility study and design of the proposed parking lot as a key project. The proposed parking lot would establish a centralized staging location where interpretive signs and Preserve notices can be posted to disseminate information about the Watershed Protection Program.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
IX(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation: (Sources: 8 and 9). No Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) applies to the project area.

Land Use and Planning Section Sources:

1. San Mateo County. *General Plan. Section 6 Park and Recreation Resources Policies, Section 9 Rural Land Use Policies.* 1986.
2. San Mateo County. *Zoning Maps. Sheet 27.* May 1992 Edition.
3. San Mateo County. *Zoning Regulations. Chapter 34: Timberland Preserve Zone (TPZ) District.* July 1999.
4. San Mateo County Parks and Recreation Commission. MHA Environmental Consulting, Inc. *San Mateo County 2001 Trails Plan.* 2001.
5. Midpeninsula Regional Open Space District, *Board Report R-99-45,* March 24, 1999.
6. Midpeninsula Regional Open Space District, *Board Report R-04-10,* January 21, 2004.
7. Midpeninsula Regional Open Space District, *Board Report R-08-56,* April 9, 2008.

8. California Department of Fish and Game, *Habitat Conservation Branch*, <http://www.dfg.ca.gov/habcon/nccp/status.html>, accessed on April 22, 2008.
9. United States Fish and Wildlife Service, *Conservation Plans and Agreements Database*, http://ecos.fws.gov/conserv_plans/public.jsp, accessed on April 22, 2008.
10. San Mateo County. *Local Coastal Program*. June 1998.

X. MINERAL RESOURCES

Would the project:

X(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

X(b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation for questions a and b: (Sources: 1, 2). The project would not result in the loss of availability of a known or locally important mineral resource. The site has not been classified as a Mineral Resource Zone, nor is it included in a Resource Sector in the *Update of Mineral Land Classification* or the mineral resources section of the San Mateo County General Plan. Field observations by District staff have revealed no evidence of the presence of mineral resources in the project area.

Mineral Resources Section Sources:

1. San Mateo County. *General Plan. Chapter 3: Mineral Resources*. 1986.
2. California Division of Mines and Geology. *Update of Mineral Land Classification: Aggregate Materials in the South San Francisco Bay Production-Consumption Region*. Open File Report 96-03. 1996.

XI. N OISE

Would the project result in:

XI(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

XI(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation: (Source: 1, 4 through 10). The standard unit of measurement for sound is the decibel (dB). Sounds can range from 0 decibels (threshold of hearing) to 160 dB (instant perforation of eardrum). Normal conversation at three feet is roughly 60 dB, busy street traffic is 70 dB, and the threshold of pain is 130 dB. The Community Noise Equivalent Level (CNEL) is another unit of measure for noise that is used as a standard for San Mateo County. CNEL measurements represent an average of measured noise levels obtained over a 24-hour period of time. A time-weighted factor is applied to account for the increased sensitivity of humans to noise in the morning, evening, and nighttime hours. This factor adds 5 dB to sounds occurring in the evening (7 p.m. to 10 p.m.) and 10 dB to sounds occurring in the late evening and early morning hours (between 10 p.m. and 7 a.m.).

According to the County’s General Plan Noise Policies, noise impact areas are defined as areas with noise levels of 60 CNEL or greater. The General Plan does not specify where noise levels are measured nor for what land uses. Exterior noise exposure levels of 70 CNEL or greater are considered significant for residential developments according to the State of California. Measured in decibels, exterior noise levels in quiet residential areas are typically 40 dB or 45 to 50 CNEL. Within the Preserve and the project area, current ambient noise levels are expected to be less than 60 CNEL, similar to exterior noise levels in quiet residential areas. Conversations among users in the parking lot and the non-motorized, low-intensity recreational uses of the project are not expected to generate noise in excess of local agency standards or generate ground borne noise or vibration.

The County’s General Plan Noise Policies promote measures which incorporate noise abatement into the design of roadway projects. Such measures can include smooth road surfaces and noise barriers. Slow speeds over the surface of the proposed asphalt parking lot (which would be quiet when driven over as compared to the gravel lots typical to District preserves) and the low volume of traffic anticipated would not generate noise in excess of local agency standards or generate ground borne noise or vibration. Similarly, engine starts and cars entering the roadway are not expected to generate noise in excess of local agency standards or generate ground borne noise or vibration.

The construction phase of each project component is expected to last three to four months and would include demolition, earthmoving, and parking lot and trail construction activities. During construction, trail and parking lot construction machinery may generate temporary increases in noise to levels as high as 95 dB. Short-term construction noise impacts would occur in discrete phases and would occur during the daylight hours of summer and fall, located in an area that would be closed to public use during construction and buffered from adjacent properties by distance, elevation, and dense vegetation. The parking lot will be located approximately 25 feet above Skyline Boulevard, outside the line of sight between it and the adjacent houses, and is set back between 80 and 120 feet from the highway’s edge.

Since the project is small-scale in nature, any potential generation of noise levels in excess of 70 CNEL resulting from the project would be localized and limited to the short-term construction period. Any potential exposure to and generation of excessive vibration or noise resulting from the project would also be localized and limited to the short-term, three to four month construction period of each project component.

XI. N OISE

Would the project result in:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XI(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Explanation: (Source: 2, 4 through 7). Within the Preserve and project area, current ambient noise levels are under 60 CNEL. The connector trail portion of the project involves non-motorized low-intensity recreational uses, which would not generate substantial noise. In addition, under District Ordinance 96-1, operation of motor vehicles by the public within the Preserve itself is prohibited, thus limiting motor vehicle activity within the Preserve to ranger patrol and maintenance vehicles. No expansion of maintenance or patrol levels would be required by the project and therefore, potential vehicular noise generated by District patrol vehicles would be localized and intermittent. The parking lot portion of the project is small-scale in nature and is located within the Preserve, approximately 25 feet above Skyline Boulevard and set back between 80 and 120 feet from the highway’s edge and away from other properties. Since asphalt is relatively quiet when driven over and a low volume of traffic is anticipated, vehicular traffic or engine starts are not expected to generate a permanent, substantial increase in ambient noise. Moreover, District Ordinance 93-1 prohibits after-hours use of the Preserve.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XI(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Explanation: (Source: 8, 9, 10). Within the Preserve and project area, current ambient noise levels are under 60 CNEL. During the construction phase, which is expected to last three to four months for each project component, trail and parking lot construction machinery may generate temporary increases in noise levels. However, short-term construction noise impacts would occur in discrete phases and would occur during the daylight hours of summer and fall, located in an area that would be closed to public use during construction and buffered from adjacent properties by distance, elevation, and dense vegetation. In addition, both the trail construction and parking lot work would occur within the Preserve, 25 feet above Skyline Boulevard, set back at least 80 and 120 feet from the highway’s edge and away from other properties, and in an area that would be closed to public use during construction. Therefore, the temporary increase in noise is not expected to be substantial.

XI. N OISE

Would the project result in:

Potential Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Potential Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XI(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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XI(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Explanation for e and f: (Source: 3). The project is neither located within an airport land use plan, within two miles of an airport, nor within the vicinity of a private airport.

Noise Section Sources:

1. San Mateo County. *General Plan. Chapter 16 Man-Made Hazards Policies, Noise Policies.* 1986.
2. Midpeninsula Regional Open Space District. *Regulations for Use of Midpeninsula Regional Open Space District Lands.* Adopted by Ordinance No. 93-1, July 28, 1993. Last Revised and Adopted by Ordinance No. 04-01, August 25, 2004.
3. United States Geological Survey. *Woodside 7.5-minute series quadrangle map.* 1991.
4. Hexagon Transportation Consultants, Inc. *El Corte de Madera Staging Area Traffic and Site Access Review.* June 2009.
5. LFR Inc. *Email correspondence with Nick Cartagena, Senior Staff Civil Engineer.* November 21, 2007.
6. Roger L. Wayson, Ph.D., P.E. *National Cooperative Highway Research Program. NCHRP Synthesis 268. Relationship Between Pavement Surface Texture and Highway Traffic Noise.* 1998.
7. California Department of Transportation. *Pavement Advisory PSTPA-02: Designing Quieter Pavements.* September 6, 2005.
8. California Department of Transportation. *Typical Noise Levels, Intensity and the Decibel Scale Chart.* <http://www.dot.ca.gov/hq/esc/Translab/ope/NoiseLevels.html>. Accessed September 16, 2009.
9. California Department of Transportation. *Safety Manual. Chapter 13 Hearing Protection Program.* June 2008. http://www.dot.ca.gov/hq/opo/safety/safetymanual_toc.htm
10. CPWR (The Center to Protect Workers' Rights). *Construction Noise Hazard Alert.* December 29, 2003.

XII. POPULATION AND HOUSING

Would the project:

- XII(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**
- XII(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**
- XII(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation for questions a, b and c: The project neither induces population growth nor displaces housing or people. The project also does not include the construction or removal of habitable structures or the construction of new public vehicular roadways or utility lines.

XIII. PUBLIC SERVICES

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection? Police protection? Schools? Parks? Other public facilities?

Explanation: The District’s Operations Department already provides ranger patrol in the Preserve and maintenance staff to care for trails. The District collaborates with other local agencies in providing public services, including police and fire protection. District Staff is responsible for enforcing District regulations and certain selected sections of California code pertaining to vandalism, bicycle helmets, and parking. The San Mateo County Sheriff’s Office is involved in enforcement of all other code sections. District staff serves as a possible first responder for fire emergencies, with California Department of Forestry and Fire Protection (CAL FIRE) acting as the responsible agency for fire fighting at El Corte de Madera Open Space Preserve. Because the project will not substantially increase usage of the Preserve, no new or altered governmental facilities will be needed to provide public services to the Preserve as a result of the project.

XIV. RECREATION

XIV(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XIV(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Explanation for questions a and b: (Source: 1, 2, 3). The construction of the proposed parking lot will not increase the use of El Corte de Madera Open Space Preserve or Wunderlich County Park (located across Skyline Boulevard to the east of the Preserve) to a level that would result in a substantial physical deterioration of the Preserve or county park, the natural resources, or the existing trail systems.

The 2,817-acre Preserve is currently open to the public and offers approximately 35 miles of mostly multiple-use trail (with the exception of a 0.1-mile hiking-only destination trail). Preserve visitors currently park on roadside shoulders and pullouts along Skyline Boulevard, at the nearby Caltrans vista point parking lot (Skeggs Point), and at a small, informal, roadside parking area north of the project site (near Gate CM02). Forty roadside parking spaces along Skyline Boulevard will be removed due to unsafe parking conditions where shoulders are inadequate and narrow and lines of sight are poor. The project calls for signing problematic roadside parking areas as “No Parking” zones to prevent visitors from parking in those areas. These actions will improve traffic safety along the highway, but also reduce the overall roadside parking capacity. The new parking lot will address the loss of roadside parking capacity by providing 65 car parking spaces and four equestrian spaces to the general public. The District expects that many visitors who currently park at the Skeggs Point parking lot and along the roadside will prefer to park in the new District parking lot given visitor amenities such as restrooms, trailhead signs, and boot and tire cleaning stations, ample staging area, ease of access, a safe and convenient connection to the Preserve’s trail system, and multiple loop opportunities that will be offered just off the new parking lot.

As observed by District Ranger staff, highest visitation occurs on weekends and holidays in the summer months. For the purpose of analyzing the project’s effects on use of the Preserve, this analysis assumes the worst-case scenario that all users of the parking lot would be new park users. (This is a worst-case assumption because it is reasonable to expect that at least half if not more of the vehicles that will utilize the parking lot will contain existing users who would have otherwise parked elsewhere, as current parking patterns indicate.) Based on District observations at other preserves and a count performed at the Skeggs Point parking lot, each vehicle is expected to transport an average of two visitors (some vehicles will have solo drivers and others will contain users who carpool to the Preserve). According to a 2009 traffic study and report done for the Skeggs Point parking lot, the highest number of total trips per day occurred on the weekend. Based on these use patterns, the proposed parking lot could in theory add 315 total vehicle trips per day. Averaging two visitors per vehicle, 630 individuals would be added to the Preserve per day (a mix of hikers, mountain bicyclists, and equestrians). Due to the almost 35 miles of trail system and the subsequent dispersal of users throughout the Preserve, this increase is not expected to result in substantial impacts to the trail system or to the natural resources in the Preserve.

Since 2004, the District has been actively implementing a Watershed Protection Program prepared for the Preserve that focuses primarily on improving the Preserve’s road and trail system and drainage crossings to

reduce upland erosion and creek sedimentation for the benefit of watershed integrity. To date, more than ten miles of trail have been improved, realigned, or narrowed using state-of-the-art trail construction standards. These changes not only improve surface drainage and reduce the potential for erosion, but also reduce long-term maintenance by stabilizing the trail tread. In addition, off-trail hiking is not permitted at this Preserve, and trails are routinely closed to mountain bicycling and horses during the winter months to reduce erosion.

The new parking lot is also not expected to significantly increase the use of Wunderlich County Park, located across Skyline Boulevard to the east of the Preserve. The lot will not provide direct access to Wunderlich County Park. The parking lot is designed to discourage visitors from parking in the new parking lot with the intention of crossing Skyline Boulevard near Gate CM04 to enter Wunderlich County Park. The trailhead, restroom, and other visitor amenities are located toward the interior of the Preserve and away from the County Park. In addition, the project includes closing an access road that connects the new parking lot with Gate CM04; this road will be closed to the public, gated and signed as a “service road only.” The Preserve’s layout, amenities and maps are designed to be focused on the Preserve itself. The project will therefore have a less than significant impact on the use of the County Park.

The project also involves the relocation of the Skyline Boulevard pedestrian crossing that connects the Preserve and the Bay Area Ridge Trail to the east. This will further serve to limit impact to the use of Wunderlich County Park. It is also not expected to significantly increase the use of the Preserve. The existing pedestrian crossing near Gate CM04 will be closed, and a new pedestrian crossing will be constructed just south of Gate CM02. The new pedestrian crossing will have better lines of sight than the existing crossing, which will improve traffic and user safety. The new crossing will be a safer alternative that allows for the continuation of existing use patterns, but it is not expected to attract a significant number of new users to the Preserve, the County Park, or the Bay Area Ridge Trail.

The project as designed will not have a significant adverse physical effect on the environment nor would it significantly increase the use of the Preserve, Wunderlich County Park, or the Bay Area Ridge Trail such that substantial physical deterioration in any of the three would occur or be accelerated.

For a discussion on trail design and construction and the potential impacts to water quality or loss of topsoil, please refer to Section VI and Section VIII.

Recreation Section Sources:

1. Midpeninsula Regional Open Space District. *Visitor Estimate Survey Project Counts completed by the Public Affairs Department*. June 25, 2007 – July 8, 2007.
2. Midpeninsula Regional Open Space District. *Visitor Counts*. 1995 through 1997.
3. Midpeninsula Regional Open Space District. *El Corte de Madera Creek Open Space Preserve Visitor Count*. June 5 and 7, 2003.

XV. TRANSPORTATION/TRAFFIC

Would the project:

XV(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

XV(b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation for a and b: (Source: 4). The project is located in a 2,817-acre preserve approximately 2,100 feet above mean sea level at the crest of the Santa Cruz Mountains, and about four miles west of Woodside, San Mateo County, California. The project includes an asphalt, 65-car, four-equestrian trailer space parking lot with a self-contained, vault restroom facility; a driveway leading to the parking lot; and a connector trail system. The type of uses in the Preserve namely, hiking, mountain biking, and horse-riding, generally require a long duration of stay, and thus generate a low turnover in visitors and associated parking demand. In addition, the proposed new trails will serve existing Preserve users and possibly additional users who desire public recreation. The anticipated increase in use from the public is expected to be minimal to moderate and will not substantially increase the amount of traffic or cause congestion within the area. A traffic study was undertaken in the summer of 2008 and a final report prepared in June 2009.

The amount of traffic that might be generated by the proposed parking lot was estimated based on traffic generated by an existing nearby parking lot, Skeggs Point (a Caltrans vista point), already used by Preserve users as well as other visitors stopping to take in the view or take a rest stop. The peak-hour trip generation rate for Skeggs Point’s parking lot was the highest on the weekend (with the actual peak occurring on Sunday), in keeping with Preserve usage patterns observed by District Ranger staff. The rate was determined to be 1.02 trips per parking stall during the Sunday peak hour. The proposed parking lot contains a total of 69 parking spaces, which includes four equestrian parking spaces, and using the above trip generation rate, would generate a maximum of 70 peak hour trips.

Under the worst-case scenario, all of the trips generated by the parking lot would be new. In reality, some vehicles that currently park along the roadside would likely relocate to the lot, as 40 roadside parking spaces along Skyline Boulevard will be removed due to unsafe parking conditions such as inadequate, narrow shoulder widths and poor lines of sight.

Per the 2007 San Mateo County Congestion Management Program and Caltrans, Skyline Boulevard is calculated to have the capacity of 2,240 vehicles per hour, 1,120 vehicles per hour in each direction. A roadway operating at its capacity would be perceived as congested by the driving public and it would be difficult to enter the roadway from cross streets.

According to Caltrans traffic data, the peak hour of traffic volume on Skyline Boulevard occurs on Sunday afternoon and in the vicinity of the Preserve is 120 vehicles during that peak hour, both directions combined (directional volume is not published). This is less than six percent (6%) of the roadway’s capacity of 2,240 vehicles per hour. While the peak hour on Skyline Boulevard might not necessarily coincide with the peak hour of the project’s traffic, for the purposes of this document, they are assumed to occur at the same time.

The new parking lot would add up to 70 new trips during the Sunday peak hour whereas during other times of

the day and on other days, the additional number of trips would be less. Using the Sunday peak hour, the peak hour volume in the vicinity of the Preserve would be about 190 vehicles per hour (120 plus 70), which is less than ten percent (10%) of Skyline Boulevard’s capacity of 2,240 vehicles per hour. Therefore, it can be concluded that the new traffic generated by the parking lot will not have a substantial impact on the existing traffic load and capacity of Skyline Boulevard.

XV(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation: The project has no effect on air traffic patterns.

XV(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation: (Sources: 1, 3, 4). The project includes an asphalt parking lot with 65 car parking spaces and four end-to-end equestrian trailer spaces. A 380-foot long driveway leads from Skyline Boulevard to the parking lot and incorporates a Caltrans standard flared driveway approach, designed to accommodate a 24-foot gooseneck four-horse trailer and a full size standard pickup truck entering and exiting the parking lot. The project also includes the relocation of a Skyline Boulevard trail/pedestrian crossing that connects the Preserve and the Bay Area Ridge Trail. The purpose of relocating the crossing would be to improve trail user and traffic safety as trail users travel between the Preserve and the Bay Area Ridge Trail. The 2009 traffic study and report included sight distance analysis of both the proposed driveway and pedestrian crossing as well as an analysis of the driveway itself.

Sight distance

To comply with Caltrans requirements, the driveway must meet minimum sight requirements, which are a function of vehicle speed, which in turn is a function of the radius of the horizontal curve of the roadway. Horizontal curvatures near the project driveway and near the proposed pedestrian crossing were obtained from Caltrans roadway plans for Skyline Boulevard. The required minimum stopping distance was calculated to be 415 feet to the north of the proposed driveway and 280 feet to the south of the proposed driveway. For left-turning vehicles entering the proposed driveway, the minimum stopping distance is approximately 447 feet. For vehicles exiting and making left and right turns from the proposed driveway, the minimum stopping distance is 512 feet. To the south, the minimum stopping distance is 498 feet. Based on these findings, it was determined that the driveway entrance has adequate stopping distances and meets Caltrans sight distance requirements.

At the proposed pedestrian crossing, located approximately 4,100 feet (0.78 miles) north of Gate CM04 and approximately 1,000 feet south of Preserve gate CM02, the required minimum stopping sight distance was calculated to be 415 feet to the north and 600 feet to the south. Sight distances were measured from both the east and west sides of the crossing, towards the north and south, respectively. From the east side of the crossing, sight distances were measured to be 1,135 feet to the north and 625 to the south. From the west side of the crossing, sight distances were measured to be 1,000 feet to the north and 605 feet to the south, respectively. Based on these findings, the sight distances at the proposed pedestrian crossing were found to meet the stopping distance requirements.

Driveway analysis

Near the proposed parking lot is a private driveway that provides access to two residences on the east side of Skyline Boulevard. The traffic study considered the extent to which use of the parking lot would potentially affect the private driveway. Field reconnaissance found that drivers in vehicles in both driveways would be able to see each other and therefore take measures to avoid accidents.

Preserve Use

Within the Preserve and trail system, motorized vehicles are not allowed per District ordinance. Motor vehicle access within the Preserve will be limited to ranger patrol and maintenance vehicles, and no expansion on the number of patrol vehicles accessing the Preserve would be required by the project. The project is expected to result in a minimal expansion on the number of maintenance vehicles accessing the Preserve to transport small-scale equipment and hand tools to conduct infrequent trail and staging area maintenance. Additionally, the trails will not include any hazards such as blind, sharp curves or dangerous intersections. Finally, there will be no glare or light impact on Skyline Boulevard from vehicles exiting the parking lot, as the project does not include exterior lighting fixtures and the parking lot will be locked when still light, one-half hour after sunset per District Ordinance 93-1, Section 805.2. District Ordinance 93-1, Section 805.2 prohibits the use of the Preserve by the public between one-half hour after sunset and sunrise.

XV(e) Result in inadequate emergency access?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation: (Source: 2, 3). The parking lot turning radii and the Caltrans standard flared driveway configuration have been designed to accommodate required emergency vehicle access. In addition, an existing emergency landing zone is located approximately 500 feet northwest of the proposed parking lot and will remain accessible from the lot via an existing access road and Preserve gates. The landing zone is maintained regularly by the District and kept clear of vegetation.

The trail system is located in a Preserve where emergency access needs are limited to fire fighting and evacuation in the event of injury. The tread width along existing trail segments within the Preserve already limit access by large firefighting and rescue vehicles. However, existing trail widths allow access by all-terrain vehicles (ATVs) throughout the Preserve if vehicular emergency access is required.

XV(f) Result in inadequate parking capacity?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation: (Source: 3). The project involves new trail construction with no changes to currently allowed uses. In addition, the project includes a new parking lot to address existing parking issues and equestrian access issues caused by a lack of horse trailer parking. The Preserve does not presently have equestrian parking spaces.

Parking for the Preserve is currently accommodated by an existing Caltrans vista point parking lot (Skeggs Point) at the northern area of the Preserve as well as a small, informal, roadside parking area near Gate CM02. Additional parking occurs along the roadside shoulders in addition to roadside pullouts along Skyline Boulevard. Due to the location of existing available parking, access to the Preserve is primarily limited to the northern area of the Preserve. A parking lot to the south of the Preserve would disperse visitor use across three main trailhead entrances to the Preserve.

The proposed 65-car parking lot is anticipated to relieve some of the pressure on the Skeggs Point parking lot and on roadside parking along Skyline Boulevard. The new trails proposed may draw additional users to the Preserve, and it is expected that approximately 40 roadside parking spaces along Skyline Boulevard will be removed due to unsafe parking conditions such as inadequate, narrow shoulder widths and poor lines of sights. The proposed lot would provide visitors with a better alternative to parking along the roadway where shoulders are narrow and lines of sight are an issue. In addition, the proposed lot will help offset the removal of the roadside parking as well as provide a net increase in new parking spaces at the Preserve. The lot would also provide four equestrian spaces where none currently exist.

XV(g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation: (Source: 5, 6). The project includes new trail construction and a proposed parking lot with no changes to currently allowed uses. The project is discrete and does not impact alternative modes of transportation along Skyline Boulevard. There is currently no existing bus service along Skyline Boulevard except for samTrans’ Community Service bus line 85 which ascends La Honda Road and stops at the intersection of Skyline Boulevard before descending back to the Towns of Woodside and Portola Valley. Alternative congestion relief programs in San Mateo County do not currently include a program for Skyline Boulevard. Therefore, the project will not conflict with any adopted policies, plans, or programs supporting alternative transportation.

Transportation/Traffic Section Sources:

1. Midpeninsula Regional Open Space District. *Regulations for Use of Midpeninsula Regional Open Space District Lands*. Adopted by Ordinance No. 93-1, July 28, 1993. Last Revised and Adopted by Ordinance No. 04-01, August 25, 2004.
2. LFR Inc. Management and Consulting Engineering. *El Corte de Madera Creek Open Space Preserve Public Access Improvements Drainage and Grading Plan*. August 2007.
3. LFR Inc. *Email correspondence with Nick Cartagena, Senior Staff Civil Engineer*. January 17, 2008; February 4, 6, and 7, 2008.
4. Hexagon Transportation Consultants, Inc. *El Corte de Madera Staging Area Traffic and Site Access Review*. June 2009.
5. San Mateo County Transportation Authority. *2007 Progress Report*.
6. San Mateo County Transit District (samTrans). *Bus route map for samTrans 85 Community Service*. Effective December 23, 2007 (revise A).

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:

XVI(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

XVI(b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation for a and b: The project does not provide water services, would not consume water, and would not generate wastewater. The project thus does not include new or increased needs for wastewater treatment or wastewater treatment facilities.

XVI(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Explanation: (Sources: 2, 3). The proposed parking lot is located on an existing, previously disturbed area on the Preserve, limiting impact on the surrounding environment. The project involves the construction of three engineered bioretention basins to collect and treat storm water runoff from the parking lot. The uppermost basin located within the parking lot area will be connected via a riser pipe and 12-inch diameter pipe to a second basin, which will then connect via an overland swale to the third basin. In a 100-year storm event (a "100-year storm" is an event of the magnitude that has a 1% chance of occurrence in any given year), minor overflow would exit the third basin via an overland swale to an existing Caltrans storm water culvert at the edge of Skyline Boulevard. However, as the basins are designed to collect and treat typical storm water runoff, it is not anticipated that runoff will enter the existing Caltrans storm water drainage system. Based on the project's design features, runoff water is expected to remain on site and be treated as it percolates into the ground through a soil matrix specified for storm water filtration. In addition, the construction of the three basins and connecting pipe system are located in an existing, previously disturbed area on the Preserve or outside the limits of existing trees, and are thus not anticipated to cause significant environmental effects.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XVI(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

XVI(e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation for d and e: The project does not provide water services, would not consume water, and would not generate wastewater.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI(f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XVI(g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation for questions f and g: (Source: 1). The amount of solid waste generated by the project would be insignificant. The project includes a self-contained, vault restroom facility, which is not connected to the public utility system. A black, built-in ventilation stack is heated by the sun which serves to draw air up and out and also provides air circulation which, coupled with heat, desiccates the effluent. The waste effluent is removed and properly disposed of at least two to three times per year. The District does not provide regular trash collection services, as District ordinances require users to dispose of any refuse brought to the Preserve and prohibit public littering or dumping of any material onto the Preserve. Illegal trash is removed from the Preserve by District maintenance crews and properly disposed of.

Utilities and Service Systems Section Sources:

1. Midpeninsula Regional Open Space District. *Regulations for Use of Midpeninsula Regional Open Space District Lands*. Adopted by Ordinance No. 93-1, July 28, 1993. Last Revised and Adopted by Ordinance No. 04-01, August 25, 2004.
2. LFR Inc. Management and Consulting Engineering. *El Corte de Madera Creek Open Space Preserve Public Access Improvements Drainage and Grading Plan*. August 2007.
3. LFR Inc. *Email correspondence with Bill Beaman, Senior Associate Civil Engineer*. December 13, 2007.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

XVII(a) 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 community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Explanation: As previously discussed in other sections of this document, the project (including mitigation measures incorporated into the project) would not degrade 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 community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. The implementation of the mitigation measures set forth in this document (all of which have been incorporated into the project) would reduce any potential impacts to a less than significant level.

XVII(b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Explanation: As previously discussed in other sections of this document, the impact analysis identifies possible future open space management projects that may produce related impacts, and then examines how the proposed project and these possible future open space management actions may combine to act cumulatively. In general, the fundamentally low intensity, dispersed nature of the open space management program minimizes the potential for cumulative impacts, since any less than significant impact would generally be site-specific, localized, and not expected to have the potential for considerable combined cumulative impacts throughout the region. The possibility of cumulatively considerable impacts is minimized by the overall lack of disturbance to the watershed as a whole associated with open space use.

Unlike residential and economic development projects in urban or suburban areas, the District only implements minimal improvements such as parking lots, unpaved roads, and natural surface trails) within its open space lands. The proposed project, along with similar land management actions by the District or other open space and recreation agencies, would tend to support regional resource protection and enhance public recreational opportunities for local and regional residents and as such have a beneficial combined cumulative impact.

XVII(c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation: The purpose of the project is four-fold: (1) to enhance and (2) accommodate low-intensity recreation through new trail construction and a new parking lot, (3) enhance traffic safety by providing an improved parking alternative and redirecting roadside parking into an established formal parking lot, and (4) reduce the potential erosion originating from one steep trail segment through a realignment and trail decommissioning.

The project improvements aimed to enhance and accommodate low-intensity recreation in open space lands, improve traffic safety along Skyline Boulevard, and reduce trail erosion will not result in environmental effects that will cause substantial adverse effects on human beings.

**Technical Addendum Pursuant to
California Environmental Quality Act Guideline 15164
El Corte de Madera Creek Open Space Preserve
Parking/Staging Area and Trails Project**

1. Introduction

This Addendum was prepared in order to identify and analyze the modifications to the Mitigated Negative Declaration for the project known as El Corte de Madera Creek Parking/Staging Area and Trails Project.

This Addendum has been prepared pursuant to Section 15164 of the CEQA guidelines to make minor technical additions and clarifications to the Mitigated Negative Declaration, which the District Board of Directors adopted on February 10, 2010 in connection with adoption of a Use and Management Plan Amendment for El Corte de Madera Creek Open Space Preserve.

Section 15164 provides in pertinent part as follows:

- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or Negative Declaration have occurred.

Staff has determined that none of the conditions described in Section 15162 requiring preparation of a subsequent Negative Declaration have occurred. (See Section 4. Conclusion)

2. Project Modifications:

The modifications to the original project adopted for the El Corte de Madera Creek Parking/Staging Area and Trails Project, are as follows:

1. Moving the proposed driveway entrance 100 feet south.
2. Adding 800 feet to the proposed trail located north of the project's proposed pedestrian crossing. This proposed trail connects the crossing with the existing Bay Area Ridge Trail located north of Skyline Boulevard/Highway 35.
3. Downsizing replacement trees from 15-gallon plants to 1-gallon plants and locating these largely on District lands instead of along Highway 35 as initially required by Caltrans.

3. Analysis:

Staff reviewed the Mitigated Negative Declaration in conjunction with the project modifications and has determined that the modifications described in this Addendum would not result in any new or significant adverse environmental impacts not previously discussed in the MND, nor increase the severity of any previously identified potential significant impact. The proposed changes would either result in less disturbance to the

natural condition of the project area or further reduce potential impacts to the environment. Analysis of the project modifications is as follows:

Modification to Driveway Entrance Location

As a condition of approval, the San Mateo County Planning Commission has required that the driveway entrance be moved 100 feet south. For the purposes of this Addendum, the driveway entrance location initially submitted as part of the permit application is referred to as the North Driveway and the modified driveway entrance location as the South Driveway.

Sight distance was thoroughly analyzed in the Mitigated Negative Declaration, which concluded that there would be no potential traffic hazard from the North Driveway since the entrance exceeds applicable sight distance requirements. Therefore, no mitigation measure was needed as no hazard exists. This conclusion is equally applicable to the South Driveway, which similarly exceeds applicable sight distance requirements. The District's traffic engineering consultant, Hexagon Transportation Consultants (Hexagon), conducted a thorough safety and line of sight analysis of the South Driveway. Hexagon's analysis confirms that the South Driveway similarly exceeds Caltrans' required lines of sight and will operate safely. Hexagon's supplemental memorandum dated July 25, 2011 confirms this conclusion (Memorandum from Hexagon to Tina Hugg, Open Space Planner, July 25, 2011).

The relocation of the driveway entrance to the south will result in less environmental disturbance than the North Driveway location. Even though potential project impacts have already been mitigated to a less than significant level, the South Driveway is shorter than the North Driveway and there is 15% less overall grading. Due to existing topography, a new culvert is required to improve drainage, but the small area of disturbance for the culvert still would result in less grading overall for the South Driveway as compared to the North Driveway. In addition, no change in grading would be necessary for the staging area itself as relocation of the driveway entrance would not change the design of the staging area.

Since the distance between the North and South Driveway entrances is only 100 feet, the habitat and biological conditions surrounding both driveways are identical and contain the same tree species. However, the South Driveway would require the removal of 11 fewer trees than the North Driveway due to the more open nature and lack of understory trees and other vegetation at the South Driveway entrance location.

Based on the preceding analysis, the conclusion reached in the approved Mitigated Negative Declaration remains valid. No new environmental effects or a substantial increase in the severity of previously identified environmental effects would result from the South Driveway entrance location.

Modifications to the Replacement Tree Size and Planting Locations

The South Driveway requires 11 fewer trees overall to be removed than the North Driveway, which is a betterment to the project. In addition, the tree replacement

requirements for San Mateo County and Caltrans were clarified during the permit review process, which resulted in one mitigation measure being modified.

San Mateo County requires that one replacement tree be planted for every tree removed within 100 feet of a scenic corridor (Skyline Boulevard). Caltrans requires five (5) replacement trees be planted for every significant tree (with a diameter of 12" or greater) removed within its right-of-way. These two areas of tree planting overlap. As a result, both agencies' requirements apply since the right-of-way area is located within the jurisdiction of both agencies. However, the San Mateo County Planning Department has determined that the replacement trees that satisfy Caltrans' replacement tree requirement may be credited towards the San Mateo County requirement given Caltrans' more stringent tree replacement ratio of 5:1 versus 1:1.

For this project, of the 16 trees anticipated to be removed within 100 feet of Skyline Boulevard, five (5) are also considered significant trees within Caltrans' right-of-way. Therefore, 25 new trees are necessary to meet Caltrans' 5:1 replacement ratio for these five (5) significant trees. The County requires 16 new trees to satisfy its 1:1 replacement ratio for all 16 trees within 100 feet of Skyline Boulevard. **Because Caltrans' 25 new trees can be credited toward the County's requirement, the County's requirement has been more than satisfied. No additional new trees are necessary beyond the 25 new trees.**

Based on field analysis and the survey map prepared for the project, the five (5) trees identified that are expected to require replacement within the Caltrans right-of-way are the following: one Douglas fir, two redwoods, and two coast live oaks measuring 52, 50, 40, 23 and 16 inches in diameter at breast height, respectively.

Both Caltrans and San Mateo County initially required 15-gallon replacement trees. However, based on decades of direct field experience, District restoration ecologists concluded that smaller sized plants are more likely to result in successful establishment, since the younger plants adapt better to their environment, respond more quickly after transplanting, and grow more vigorously than larger trees. Smaller trees often catch up to and surpass the growth of trees planted at a larger size since they have a large root mass relative to their size and suffer less from transplant shock.

Based on this input, both the San Mateo County Planning Commission and Caltrans approved downsizing replacement trees from 15-gallon plants to 1-gallon plants. The change in size enhances the existing mitigation measure by increasing the chances of plant establishment and success.

In addition to approving the modification to the replacement tree size, after the June 24, 2011 field visit with County and District staff, and considering the dense tree canopy along Skyline Boulevard, Caltrans informed the District of its preference that replacement trees be located within District lands instead of along the highway within one half mile of the project site as originally required by Caltrans. Proposed landscape areas within the project site will provide more space and light for the new trees. The

new planting location enhances the existing mitigation measure by increasing the chances of plant establishment and success.

Because the smaller replacement tree size and new planting location result in a betterment to an existing mitigation measure, the conclusion reached in the approved Mitigated Negative Declaration remains valid. No new environmental effects or substantial increase in the severity of previously identified environmental effects would result from the smaller replacement tree size or new planting location for these new trees.

Based on the above analysis and information, mitigation measure AESTH-1 in the Mitigated Negative Declaration and Mitigation Monitoring Program is revised as follows. The measure shown below includes the original terms of measure AESTH-1 with new text highlighted in bold double underline and deleted text shown in bold strikeout.

~~“AESTH-1. Replace trees that need to be removed, which are both larger than 12 inches in diameter at breast height and located within 100 feet from Skyline Boulevard, at a 5:1 ratio using 15-gallon size redwood trees. Based on field analysis and the survey map prepared for the project, three trees have been identified that are expected to require replacement: one Douglas fir and two redwoods measuring 36, 20 and 18 inches in diameter at breast height, respectively. The new trees will be incorporated into the landscaping plan for the parking lot and placed within one-half mile of the site, no closer than 20 feet from the travel way, and no closer than four (4) feet above the travel way in areas containing embankments. Tree replacement requirement: Replace trees that need to be removed with twenty-five (25) 1-gallon size redwood trees. The new trees will be incorporated into the landscaping plan for the parking lot and will be located mainly within District lands. This replacement meets the tree replacement requirements of Caltrans and San Mateo County.”~~

Trail Length Revision

The proposed trail on the north side of the proposed pedestrian crossing passes through California Water Service Company property and in the Mitigated Negative Declaration was estimated to be approximately 350 feet in length. Field verification of site conditions (including the actual location of the Bay Area Ridge Trail to which this proposed trail will be connected) and existing topography have refined the trail design approach to further minimize environmental impact. Increasing the proposed trail length from 350 feet to approximately 1,150 feet will keep the average slope of the trail at 8% to minimize erosion and water quality impacts by facilitating proper surface drainage and preventing water from concentrating on the trail surface.

The surrounding habitat and the relationship of the trail to the terrain and to the adjacent roadway are not affected by this change in design. The modification in length does not cross areas that differ biologically from those previously analyzed and no sensitive species are present. Therefore, the conclusion reached in the approved Mitigated Negative Declaration remains valid. No new environmental effects or a

substantial increase in the severity of previously identified environmental effects would result from the additional length of the trail.

4. Conclusion

This analysis establishes that the project modifications do not require further environmental review, as they do not:

1. Propose substantial changes that would require major revisions of the previous Mitigated Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Result in substantial changes with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous Mitigated Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. Introduce new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous Mitigated Negative Declaration was adopted, that shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous Mitigated Negative Declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous Mitigated Negative Declaration;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives, which are considerably different from those analyzed in the previous Mitigated Negative Declaration, would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Staff concludes that, with these modifications, the conclusions set out in the Mitigated Negative Declaration regarding potential adverse impacts arising from the project remain valid. No modification exceeds any threshold of significance established in the Mitigated Negative Declaration. The project will not result in new environmental effects or a substantial increase in the severity of previously identified environmental effects. Also, there is no new information of substantial importance to indicate that the modified project

will have new significant effects, that the significant effects examined in the Mitigated Negative Declaration will be significantly more severe, or that new mitigation measures are now available to substantially reduce one or more potentially significant effects of the project. Therefore, it was determined that the environmental review for the El Corte de Madera Creek Open Space Preserve Parking/Staging Area and Trails Project is adequate and consequently no subsequent Negative Declaration is necessary pursuant to Section 15162 of the CEQA guidelines.

ATTACHMENT 2



| Midpeninsula Regional Open Space District

MITIGATION MONITORING PROGRAM

**El Corte de Madera Creek Parking/Staging Area and Trails Project
El Corte de Madera Creek Open Space Preserve
San Mateo County, CA**

February 10, 2010

Corrected March 14, 2012

Midpeninsula Regional Open Space District

330 Distel Circle

Los Altos, CA 94022

650-691-1200

MITIGATION MONITORING PROGRAM

El Corte de Madera Creek Parking/Staging Area and Trails Project
El Corte de Madera Creek Open Space Preserve
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MITIGATION MONITORING PROGRAM CONTENTS

This mitigation monitoring program (MMP) includes a brief discussion of the legal basis and purpose of the program, a key to understanding the monitoring matrix, discussion and direction regarding noncompliance complaints, and the mitigation monitoring matrix itself.

LEGAL BASIS AND PURPOSE OF THE MITIGATION MONITORING PROGRAM

Public Resources Code (PRC) 21081.6 requires public agencies to adopt mitigation monitoring or reporting programs whenever certifying an environmental impact report or mitigated negative declaration. This requirement facilitates implementation of all mitigation measures adopted through the California Environmental Quality Act (CEQA) process.

MONITORING MATRIX

The following pages provide a series of tables identifying the mitigations incorporated into the El Corte de Madera Creek Parking/Staging Area and Trails Project (Project) at El Corte de Madera Creek Open Space Preserve. These mitigations are reproduced from the Mitigated Negative Declaration for the project. The columns within the tables have the following meanings:

- Number: The number in this column refers to the Initial Study section where the mitigation is discussed.
- Mitigation: This column lists the specific mitigation identified within the Mitigated Negative Declaration.
- Timing: This column identifies at what point in time, review process, or phase the mitigation will be completed. The mitigations are organized in roughly chronological order relative to the time of implementation.
- Who will verify? This column references the District department that will ensure implementation of the mitigation.
- Agency / Department Consultation: This column references any public agency or District department with which coordination is required to ensure implementation of the mitigation. California Department of Fish and Game is listed as CDFG.
- Verification: This column will be initialed and dated by the individual designated to confirm implementation.

NONCOMPLIANCE COMPLAINTS

Any person or agency may file a complaint asserting noncompliance with the mitigation measures associated with the Project. The complaint shall be directed to the District's General Manager in written form, providing specific information on the asserted violation. The General Manager shall cause an investigation and determine the validity of the complaint; if noncompliance with a mitigation has occurred, the General Manager shall cause appropriate actions to remedy any violation. The complainant shall receive written confirmation indicating the results of the investigation or the final action corresponding to the particular noncompliance issue.

<i>Number</i>	<i>Mitigation</i>	<i>Timing</i>	<i>Who will verify?</i>	<i>Department or Agency Consultation</i>	<i>Verification (Date & Initials)</i>
	<p>for each project component would occur between the months of April and October due to County restrictions on the timing of earthwork operations and thus would overlap the raptor breeding season (April through August). Therefore, pre-construction surveys shall be conducted by a qualified biologist after breeding season has begun and no more than 30 days prior to construction to determine if raptors are nesting in the project area. If nests of these species are found, no noise-generating construction activities shall occur within ¼ mile of the nest. Activities will be postponed until all young are fledged.</p> <p><u>Mitigation incorporated into project for special-status animal species – Migratory bird species:</u> <u>BIO-3.</u> The three to four month construction period for each project component would occur between the months of April and October due to County restrictions on the timing of earthwork operations and thus would overlap the migratory bird breeding season (April through August). If suitable avian nesting trees are proposed for removal during the breeding season, a qualified biologist should conduct pre-construction nesting bird surveys within 30 days of the onset of any construction activity. The preconstruction survey should search all trees and snags greater than 6 inches DBH and all shrubs taller than 8 feet proposed for removal. If bird nests are observed, an appropriate buffer zone will be established around all active nests to protect nesting adults and their young from construction disturbance. Removal of trees, snags, or woody shrubs with identified avian nests shall be postponed until all</p>	<p>breeding season has begun and no more than 30 days prior to construction to determine if raptors are nesting in the project area. If nests of these species are found, noise-generating construction activity will be postponed within ¼ mile of the nest until the young birds have fledged.</p> <p>If suitable avian nesting trees are proposed for removal during the breeding season, a qualified biologist will conduct pre-construction nesting bird surveys within 30 days of the onset of any construction activity. If bird nests are observed, an appropriate buffer zone will be established around all active nests. Removal of trees, snags, or woody shrubs with identified avian nests will be postponed until all young are fledged.</p>	<p>Planning</p>	<p>Planning (Resource Mgmt Specialist)</p> <p>Operations and/or Planning (Resource Mgmt Specialist)</p>	

<i>Number</i>	<i>Mitigation</i>	<i>Timing</i>	<i>Who will verify?</i>	<i>Department or Agency Consultation</i>	<i>Verification (Date & Initials)</i>
	young are fledged.				
	<p><u>Mitigation incorporated into project for special-status animal species – San Francisco dusky-footed woodrat:</u></p> <p><i>BIO-4.</i> A qualified biologist shall conduct San Francisco dusky-footed woodrat nest surveys prior to initial ground breaking to determine the presence or absence of nests in areas that would be disturbed by construction and earth movement activities. If feasible, disturbance of woodrat nests shall be avoided by routing the trail and by staging construction-related equipment and materials away from known nest sites. If avoidance of San Francisco dusky-footed woodrat nests is not feasible, CDFG will be consulted regarding the possibility of relocating the nests outside of the work area.</p>	<p>A qualified biologist will conduct surveys prior to initial ground breaking. If feasible, disturbance of nests will be avoided by routing the trail and by staging construction-related equipment and materials away from known nest sites. If avoidance of nests is not feasible, CDFG will be consulted regarding the possibility of relocating the nests outside of the work area.</p>	<p>Planning</p>	<p>Operations and/or Planning (Resource Mgmt Specialist)</p> <p>CDFG (if required)</p>	
<p>Mitigations in section V(b):</p>	<p><u>Mitigation incorporated into project for cultural resources:</u></p> <p><i>CULT-1.</i> Implementation of the following measure will reduce potential impacts to cultural and historical resources in the proposed driveway area, including buried and unknown archeological, paleontological, and human remains, to a less-than-significant level:</p> <ul style="list-style-type: none"> • Due to the observation of one isolated lithic artifact and two potential lithic artifacts within the vicinity of the proposed driveway, all initial ground disturbance activities during construction of the driveway shall be monitored by a qualified archaeological professional. If cultural and/or historical 	<p>Verify that a qualified archaeological monitor is present during construction of the access road.</p>	<p>Planning</p>	<p>Planning (Project Cultural Resources Specialist)</p>	

<i>Number</i>	<i>Mitigation</i>	<i>Timing</i>	<i>Who will verify?</i>	<i>Department or Agency Consultation</i>	<i>Verification (Date & Initials)</i>
	resources are encountered during construction, the measures outlined in CULT-2 shall be followed.				
	<p><u>Mitigation incorporated into project for cultural resources:</u> <i>CULT-2.</i> Implementation of the following measure will reduce potential impacts to cultural and historical resources in the proposed driveway area, including buried and unknown archeological, paleontological, and human remains, to a less-than-significant level:</p> <ul style="list-style-type: none"> • If cultural and/or historical resources are encountered during construction, every reasonable effort shall be made to avoid the resources. Work shall stop within 50 feet of the find until a qualified cultural and/or historical resources expert can assess the significance of the find. • A reasonable effort will be made by the District to avoid or minimize harm to the discovery until significance is determined and an appropriate treatment can be identified and implemented. Methods to protect finds include fencing and covering remains with protective material such as culturally sterile soil or plywood. • If vandalism is a threat, 24-hour security shall be provided. • Construction operations outside of the find location can continue during the significance evaluation period and while mitigation for cultural and/or historical resources is being 	<p>Verify that a qualified archaeological monitor is present during construction of the access road.</p> <p>If cultural and/or historical resources are encountered during construction, work will stop within 50 feet of the find until a qualified cultural and/or historical resources expert can assess the significance of the find.</p> <p>A reasonable effort to protect the find will be made until significance is determined and an appropriate treatment can be identified and implemented.</p> <p>If vandalism is determined a threat, 24-hour security will be provided.</p>	<p>Planning</p> <p>Planning</p> <p>Planning</p> <p>Planning</p>	<p>Planning (Project Cultural Resources Specialist)</p> <p>Planning (Project Cultural Resources Specialist)</p> <p>Operations (Field and Ranger staff)</p> <p>Operations (Field and Ranger staff)</p>	

<i>Number</i>	<i>Mitigation</i>	<i>Timing</i>	<i>Who will verify?</i>	<i>Department or Agency Consultation</i>	<i>Verification (Date & Initials)</i>
	<p>carried out, preferably with a qualified cultural and/or historical resources expert monitoring any subsurface excavations.</p> <ul style="list-style-type: none"> • If a resource cannot be avoided, a qualified cultural and/or historical resources expert will develop an appropriate Action Plan for treatment to minimize or mitigate the adverse effects. The District will not proceed with construction activities within 100 feet of the find until the Action Plan has been reviewed and approved. • The treatment effort required to mitigate the inadvertent exposure of significant cultural and/or historical resources will be guided by a research design appropriate to the discovery and potential research data inherent in the resource in association with suitable field techniques and analytical strategies. The recovery effort will be detailed in a professional report in accordance with current professional standards. Any non-grave associated artifacts will be curated with an appropriate repository. • Project construction documents shall include a requirement that project personnel shall not collect cultural and/or historical resources encountered during construction. This measure is consistent with federal guideline 36 CFR 800.13(a) for invoking unanticipated discoveries. 	<p>If a resource cannot be avoided, a qualified cultural and/or historical resources expert will develop an appropriate Action Plan. Construction activities will not occur within 100 feet of the find until the Action Plan has been reviewed and approved.</p> <p>The recovery effort will be detailed in a professional report in accordance with current professional standards. Any non-grave associated artifacts will be curated with an appropriate repository.</p> <p>A requirement that project personnel shall not collect cultural and/or historical resources encountered during construction will be incorporated into project construction documents.</p>	<p>Planning</p> <p>Planning</p> <p>Planning</p>	<p>Planning (Project Cultural Resources Specialist)</p> <p>Planning (Project Cultural Resources Specialist)</p> <p>Planning (Project Cultural Resources Specialist)</p>	
Mitigation	<u>Mitigation incorporated into project for cultural</u>				

<i>Number</i>	<i>Mitigation</i>	<i>Timing</i>	<i>Who will verify?</i>	<i>Department or Agency Consultation</i>	<i>Verification (Date & Initials)</i>
<p>in section V(d)</p>	<p>resources: CULT-3. If human remains are uncovered during project construction, the District will immediately halt work, contact the San Mateo County Coroner to evaluate the remains, and follow the procedures and protocols set forth in §15064.5(e) of the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387). The District will immediately notify the California Department of Transportation Cultural Resource Studies Office, District 4 at (510)286-5618. No further disturbance of the site, the area within 50 feet of the site, or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has made a determination of origin and disposition, which shall be made within two working days from the time the Coroner is notified of the discovery, pursuant to State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) within 24 hours, which will determine and notify the Most Likely Descendant (MLD). The MLD may recommend within 48 hours of their notification by the NAHC the means of treating or disposing of, with appropriate dignity, the human remains and grave goods. In the event of difficulty locating a MLD or failure of the MLD to make a timely recommendation, the human remains and grave goods shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p> <p>The mitigation under section V(b) calls for stopping work and evaluating significance if an artifact find is</p>	<p>If human remains are uncovered during project construction, the District will immediately halt work, contact the San Mateo County Coroner to evaluate the remains. Caltrans’ Cultural Resource Studies Office, District 4, shall also be contacted immediately.</p> <p>The County Coroner will make a determination of origin and disposition within two working days from the time the Coroner is notified of the discovery.</p> <p>If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) within 24 hours, which will determine and notify the Most Likely Descendant (MLD).</p> <p>Within 48 hours of notification, the MLD may recommend the means of treating or disposing of, with appropriate dignity, the human remains and grave goods. In the event of difficulty locating a MLD or failure of the MLD to make a timely recommendation, the human remains and grave goods shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p>	<p>Planning</p>	<p>Operations (Field and Ranger staff) and/or Planning (Project Cultural Resources Specialist)</p> <p>San Mateo County (if required)</p> <p>Native American Heritage Commission (if required)</p>	

<i>Number</i>	<i>Mitigation</i>	<i>Timing</i>	<i>Who will verify?</i>	<i>Department or Agency Consultation</i>	<i>Verification (Date & Initials)</i>
	made, which will also reduce the potential for disturbance of human remains.				
Mitigation in Section VII(h):	<p><u>Mitigation incorporated into project for cultural resources:</u></p> <p><i>HAZ-1.</i> All equipment to be used during construction must have an approved spark arrestor.</p> <p><i>HAZ-2.</i> Cut grass and reduce fuels around construction sites where vehicles are allowed to park.</p> <p><i>HAZ-3.</i> Minimize use of mechanical construction equipment during hot, dry, windy weather.</p> <p><i>HAZ-4.</i> Hired contractors shall be required to:</p> <ul style="list-style-type: none"> i) Provide water to suppress potential fires caused by the work performed. ii) Remind workers that smoking is prohibited at the work site and on any District land per contract conditions and District Ordinance. iii) Maintain working ABC fire extinguishers on all vehicles in the work area. iv) Contact both Mountain View Dispatch at (650) 968-4411 and the California Department of Forestry, Skylonda, at (650) 851-1860 for emergency response in the event of a fire (these numbers are to report emergencies only). 	<p>This requirement will be incorporated into project construction documents.</p> <p>Grass will be cut and fuels reduced around the construction site where vehicles are allowed to park.</p> <p>Mechanical construction equipment will be limited during hot, dry, windy weather.</p> <p>These requirements will be incorporated into project construction documents.</p>	<p>Planning</p> <p>Planning</p> <p>Planning</p> <p>Planning</p>	<p>Planning</p> <p>Planning</p> <p>Planning</p> <p>Planning</p>	