

COASTAL CONSERVANCY

November 21, 2024

SAN MATEO COUNTY CRITICAL EVACUATION CORRIDORS WILDFIRE RESILIENCE

Project No. 24-046-01

Project Manager: Kostoula Vallianos

RECOMMENDED ACTION: Authorization to disburse up to \$1,542,000 to the San Mateo Resource Conservation District to undertake the San Mateo County Critical Evacuation Corridors Wildfire Resilience Project, consisting of the removal of hazardous vegetation along two critical road evacuation corridors, Highway 92 and Sand Hill Road, in San Mateo County; and adoption of findings under the California Environmental Quality Act.

LOCATION: Along Highway 92 between Highway 35 and Interstate 280 and along Sand Hill Road, in San Mateo County.

EXHIBITS

Exhibit 1: [Project Location Maps](#)

Exhibit 2: [Project Photos](#)

Exhibit 3: Peninsula Watershed Management Final Environmental Impact Report (EIR):
https://www.sfpuc.gov/sites/default/files/about-us/policies-reports/PeninsulaWatershed-MP-EIR_2001.pdf

Exhibit 4: [Peninsula Watershed Management Final Mitigation Monitoring and Reporting Program](#)

Exhibit 5: County of San Mateo Routine Maintenance Program Final EIR:
<https://www.smcgov.org/publicworks/county-san-mateo-routine-maintenance-program>

Exhibit 6: [County of San Mateo Routine Maintenance Program Mitigation Monitoring and Reporting Program](#)

Exhibit 7: [Project Letters](#)

RESOLUTION AND FINDINGS

Staff recommends that the State Coastal Conservancy adopt the following resolution and findings.

Resolution:

The State Coastal Conservancy hereby authorizes a grant of an amount not to exceed one million five hundred forty-two thousand dollars (\$1,542,000) to the San Mateo Resource Conservation District (“grantee”) to remove hazardous vegetation along two critical road evacuation corridors, Highway 92 and Sand Hill Road in San Mateo County (“project”).

Prior to commencement of the project, the grantee shall submit for the review and written approval of the Executive Officer of the Conservancy (Executive Officer) the following:

1. A detailed work program, schedule, and budget.
2. Names and qualifications of any contractors to be retained in carrying out the project.
3. A plan for acknowledgement of Conservancy funding.
4. Evidence that all permits and approvals required to implement the project have been obtained.
5. Evidence that the grantee has entered into agreements sufficient to enable the grantee to implement, operate, and maintain the project.

Findings:

Based on the accompanying staff recommendation and attached exhibits, the State Coastal Conservancy hereby finds that:

1. The proposed authorization is consistent with Chapter 3 of Division 21 of the Public Resources Code, regarding the Climate Ready Program.
2. The proposed project is consistent with the current Conservancy Project Selection Criteria.
3. The Conservancy has independently reviewed and considered the following: 1) the Peninsula Watershed Management Plan Final Environmental Impact Report (“PWMP Final EIR”) certified by the San Francisco Planning Department on January 11, 2001, pursuant to the California Environmental Quality Act (“CEQA”) and attached to the accompanying staff recommendation as Exhibit 3; 2) the Peninsula Watershed Management Plan Mitigation Monitoring and Reporting Program adopted by the San Francisco Planning Department and attached to the accompanying recommendation as Exhibit 4; 3) County of San Mateo Routine Maintenance Program Final Environmental Impact Report (“RMP Final EIR”) certified by the County of San Mateo on September 9, 2020, pursuant to CEQA and attached to the accompanying staff recommendation as Exhibit 5; and 4) the County of San Mateo Routine Maintenance Program Mitigation Monitoring and Reporting Program adopted by the County and attached to the accompanying recommendation as Exhibit 6. The Conservancy finds, as described further in the accompanying staff recommendation, that:
 - a. The proposed Highway 92 Evacuation Corridor component of the project will have potentially significant environmental effects in the categories of Geology and Soils, Natural Resources, Air Quality and Cultural Resources, and the proposed Sand Hill Road Evacuation Corridor component of the project will have potentially significant environmental effects in the categories of Air Quality, Biological Resources, Hazardous Materials, and Noise. The Conservancy finds that the

mitigation measures identified in PWMP Final EIR and RMP Final EIR will avoid, reduce, or mitigate these possible significant environmental effects to less-than-significant levels and that these mitigation measures have been required or incorporated into the project.

STAFF RECOMMENDATION

PROJECT SUMMARY:

Staff recommends the Conservancy authorize a grant of up to \$1,542,000 to the San Mateo Resource Conservation District (“RCD”) to undertake the San Mateo County Critical Evacuation Corridors Wildfire Resilience Project (“project”), consisting of the removal of hazardous vegetation in two critical road evacuation corridors in San Mateo County (Exhibit 1).

Highway 92 Evacuation Corridor

The first evacuation corridor is located along approximately two miles of Highway 92 between Highway 35 and Interstate 280 (I-280). Highway 92 serves as the primary transportation route and evacuation corridor for over 25,000 coastal residents and thousands of commuters living between Half Moon Bay and the unincorporated “Midcoast” communities to the north. This heavily trafficked road is primarily one lane in each direction with tight turns. Dense, flammable vegetation along both sides of the highway is both a serious ignition risk and potential hazard to drivers should it catch fire and spread.

The Highway 92 component of the proposed project entails removing hazardous vegetation in proximity to the highway, managing invasive species, and reducing treefall hazards. Using matching funds provided by San Mateo County, the RCD is currently working on a detailed assessment of vegetation composition and density, tree health, fuel load, and invasive plants in the project area, as well as an inventory of sensitive resources such as rare plants, cultural resources, and threatened or endangered species. Because Highway 92 crosses through sensitive habitats within a watershed that has high ecological value and provides critical water supply and infrastructure to the San Francisco area, the assessment includes development of avoidance and mitigation measures to prevent or minimize impacts to identified sensitive resources.

The project includes targeted treatment of invasive species such as French Broom, Fennel, Cape Ivy, English Ivy, and Pampas grass and will use an Integrated Pest Management (IPM) approach to ensure effectiveness and minimize potential for these species to spread due to project activities. The treatment will extend up to 200 feet in both directions depending on slope conditions. Vegetation over 8 inches in diameter that poses a hazard to the roadway will also be removed and chipped, with chips being broadcast into the treatment area where feasible or processed via a curtain burner. The project also includes removing stands of mature Monterey Pine, Monterey Cypress, and Eucalyptus along the eastern edge of the project area (Exhibit 2). All of the mature, non-native tree cover will be removed within 100 feet from the right-of-way to eliminate treefall hazards. This treatment area could be expanded, as budget allows, for ecological benefit, potentially reconnecting disjunct grasslands and oak woodlands that have

been supplanted by the expansion of these non-native trees. Finally, biomass resulting from mature tree removal will be managed via large capacity chippers and/or CALFIRE curtain burners. The proposed fuel reduction will connect to and leverage previous CALFIRE funded projects implemented by FireSafe San Mateo County (“FSSMC”) along Highway 35.

Sand Hill Road Evacuation Corridor

The second evacuation corridor is located along Sand Hill Road in the town of Woodside (Exhibit 1). This arterial roadway connects the I-280 corridor to the rural communities of Woodside, Portola Valley, and Skylonda. At the project location the road cuts through a dense grove of mature Eucalyptus trees that pose a significant safety hazard due to their encroachment on the roadway and proximity to overhead PG&E power lines (Exhibit 2). Fuel reduction work along this corridor will involve targeted actions designed to reduce fire risk and enhance safety along this heavily traveled roadway. The project includes conducting a comprehensive ground survey to assess the condition of the Eucalyptus grove and the overall vegetation profile along the road and to identify any hazards to be avoided. Given the prominence of these trees and their proximity to PG&E power lines, the primary action will be selective removal of whole trees that pose the greatest risk of falling or contributing to ignition or spread of a fire, with a secondary treatment targeting ladder fuels and smaller trees within the grove, including stump treatment when appropriate.

Combined, the project components will result in approximately 83 acres of fuel reduction treatments, including removal of roughly 25 acres of non-native forest cover that will increase available habitat for fire-resilient native vegetation. The project will also improve roadway safety for motorists and first responders over approximately 2.5 linear miles of heavily trafficked roadway by improving visibility and significantly reducing the risk of accidents and consequentially the amount of time either road is closed for resulting clearing or repair. The two projects were developed through extensive discussions among community members in the project areas and key stakeholder agencies, including Caltrans, CALFIRE, and FSSMC.

Site Description: The Highway 92 project site is located along approximately two miles of Highway 92 between Highway 35 and I-280 (Exhibit 1). The area surrounding the highway is undeveloped and characterized by rolling hills, dense woodlands, and steep slopes. Vegetation types include dense coastal scrub, stands of willow, oak woodlands, and non-native trees including Eucalyptus, Monterey Pine, and Monterey Cypress. The land on either side of the road is owned and managed by the San Francisco Public Utilities Commission as a part of the Crystal Springs Watershed.

The second project site is also situated in San Mateo County along Sand Hill Road, a two-lane arterial roadway connecting the I-280 corridor to the hillside communities of Woodside, Portola Valley, and Skylonda. The project site is characterized by rolling hills and mature woodlands. At the project location, the road cuts through a dense grove of mature Eucalyptus trees. Work will take place within the right-of-way for Sand Hill Road which is largely owned by the Stanford University and the County of San Mateo. Maintenance of the right-of-way is the responsibility of the County of San Mateo.

Grant Applicant Qualifications: The RCD has extensive expertise, resources, and a proven track record of successfully administering grant funds to complete projects of this size and scope. With a team of professionals skilled in forestry, natural resource management, biological resources, and environmental planning, the RCD has a history of implementing similar projects and securing funding from local, state, and federal sources. The RCD is well equipped to lead partners and contractors in the completion of projects that enhance public safety and environmental health in San Mateo County and benefits from strong partnerships with local agencies and community groups that foster collaboration and support. The RCD has worked closely with the Conservancy's Wildfire Program and its program leaders to administer, manage, and complete similar projects.

CONSISTENCY WITH CONSERVANCY'S PROJECT SELECTION CRITERIA:

The proposed project is consistent with the Conservancy's Project Selection Criteria, last updated on September 23, 2021, in the following respects:

Selection Criteria

1. Extent to which the project helps the Conservancy accomplish the objectives in the Strategic Plan.

See the "Consistency with Conservancy's Strategic Plan" section below.

2. Project is a good investment of state resources.

The proposed project is a good investment of state funding. The project is feasible, has a reasonable budget, and addresses a demonstrated need. The project implements many statewide wildfire and forest resiliency goals. The proposed project is consistent with several state plans, and specifically with the following:

- California's Wildfire and Forest Resilience Action Plan (Governor's Forest Management Task Force, January 2021), which calls for activities such as fuels reduction, forest thinning, vegetation management, prescribed fire, shaded fuel breaks, defensible space, and enhancement of fire-prone habitats to reduce fire risk.
- The California Forest Carbon Plan (California Natural Resources Agency, 2018), which calls for restoration of natural fire regime and forest composition through a multitude of approaches including thinning, prescribed burns, invasive vegetation management, and shaded fuel breaks.
- The Community Wildfire Prevention & Mitigation Report (CALFIRE, 2019), which urges state and local agencies to implement the goals of the Carbon Forest Plan and lays out recommendations to agencies to increase the scale and pace of management and mitigation actions to improve forest health and resiliency.

3. Project includes a serious effort to engage tribes. Examples of tribal engagement include good faith, documented efforts to work with tribes traditionally and culturally affiliated to the project area.

Both project areas are within the ancestral homeland of the Ramaytush Ohlone and Muwekma Ohlone people and tribal contacts were formally consulted as a part of the CEQA process for both EIRs relevant to this project as well as through the Conservancy's tribal consultation process. Additionally, the RCD has a close working relationship with the Association of Ramaytush Ohlone (ARO) and will keep the association apprised of projects in development and planning stages during regular meetings. The ARO has expressed support for removal of non-native forests and improving the resiliency of the landscape to fire. The RCD will update ARO, the Muwekma Ohlone tribe and any other interested tribes of the status of both projects and offer opportunities outside the formal CEQA consultation process to provide input on the project design.

4. Project benefits will be sustainable or resilient over the project lifespan.

The benefits of the two projects will be both sustainable and resilient over their lifespan, contributing to long-term community and climate resilience. The two projects are part of a broader, ongoing effort to improve fire safety and environmental health in San Mateo County. Both treatment areas have been identified as priorities for many years. Once completed, the success of these projects is likely to foster increased community support and a desire for ongoing maintenance and future similar initiatives. The community's recognition of the projects' importance and effectiveness will drive continued investment in their upkeep and expansion, ensuring that the benefits are not only maintained but also built upon. This commitment to proactive management and the reinforcement of community resilience will make these projects sustainable and resilient well beyond their initial implementation.

5. Project delivers multiple benefits and significant positive impact.

The project will implement approximately 83 acres of fuel reduction treatments across two distinct sites, directly addressing the significant fire hazards posed by dense and overgrown vegetation along both corridors. This includes removal of 25 acres of non-native forest cover that will also increase available habitat for fire-resilient native vegetation. The work will enhance public safety by helping mitigate risks posed by wildfire, a critical concern in the region's dry climate, and improving residents' ability to evacuate safely and efficiently. The project will also reduce the risk of wildfire ignition caused by traffic accidents or powerlines. By creating more visible and safer corridors, the project will facilitate more efficient access for emergency response teams, allowing for quicker and more effective firefighting efforts. The project will also provide ecological benefits by removing invasive species and monocultures of non-native trees, increasing available habitat for native species and improving biodiversity, which in turn creates a landscape that is more resilient against wildfires and climate change.

6. Project planned with meaningful community engagement and broad community support.

The two projects were developed through extensive discussions among key stakeholder agencies, including the RCD, Caltrans, CALFIRE, and FireSafe San Mateo County. Both projects originated in the local community. FSSMC holds monthly meetings where members of the public can raise concerns. The RCD attends regular meetings of the Midcoast Community Council (MCC), an elected municipal advisory council representing the unincorporated communities of the Midcoast areas of San Mateo County. Both projects have been discussed in these meetings, and Highway 92 in particular has been the source of significant concern for the community and is a frequent topic of conversation. The RCD has committed to conducting meaningful outreach and engagement with MCC, FSSMC members, and other public forums such as the Half Moon Bay City Council and regular updates through local communication channels including the Half Moon Bay Review, Coastside Buzz, and the San Mateo Daily Journal.

PROJECT FINANCING

Coastal Conservancy	\$1,542,000
San Mateo County Resource Conservation District	\$65,000
Project Total	\$1,607,000

The anticipated source of funding is the Fiscal Year 2023-24 appropriation from the General Fund to the Conservancy for the purpose of wildfire risk reduction (The Budget Act of 2023, SB 101 (2023)). The proposed project is consistent with this funding source because it will reduce the fuel loads along two critical evacuation corridors in San Mateo County. This will reduce the risk of fire ignition, reduce the risk of fire spread across the evacuation corridors, and facilitate first responder access to and community evacuation from two high wildfire risk areas. In addition to providing a funding match of \$65,000, project partners are providing in-kind assistance valued at \$70,000.

Unless specifically identified as a “Required Match,” the other sources of funding and in-kind contributions described above are estimates. The Conservancy does not typically require matching funds or in-kind services, nor does it require documentation of expenditures from other funders or of in-kind services. Typical grant conditions require grantees to provide any funds needed to complete a project.

CONSISTENCY WITH CONSERVANCY’S ENABLING LEGISLATION:

The proposed project would be undertaken pursuant to Section 31113 of Chapter 3 of Division 21 of the Public Resources Code, which authorizes the Conservancy to address the impacts and potential impacts of climate change on resources within the Conservancy’s jurisdiction (Section 31113(a)).

Pursuant to Section 31113(b)-(c), the Conservancy is authorized to award grants to nonprofit organizations and public agencies to undertake projects within its jurisdiction that include

reducing greenhouse gas emissions and addressing extreme weather events, sea level rise, flooding, and other coastal hazards that threaten coastal communities, infrastructure, and natural resources.

Pursuant to Section 31113(c), the Conservancy must prioritize grants, to the extent allowed, for projects that maximize public benefits and that accomplish one of several purposes, including reducing emissions of greenhouse gases.

Consistent with this Section, the proposed project will reduce vegetation fuel loads along two critical evacuation corridors which will reduce the risk of fire ignition, reduce the risk of fire spread across the evacuation corridors, and facilitate first responder access to and community evacuation from two high wildfire risk areas. The project will help California's natural lands be more resilient to catastrophic wildfires, which may ultimately reduce greenhouse gas emissions released from increased wildfires due to climate change.

CONSISTENCY WITH CONSERVANCY'S [2023-2027 STRATEGIC PLAN](#):

Consistent with **Goal 4.2 Wildfire Resilience Projects**, the proposed project will reduce hazardous fuels across an estimated 83 acres along 2.5 miles of two critical evacuation corridors in San Mateo County.

CEQA COMPLIANCE:

The fuel reduction work along the two critical evacuation corridors is covered by two different documents prepared pursuant to the California Environmental Quality Act ("CEQA"). The Highway 92 evacuation corridor work falls under the Peninsula Watershed Management Plan Final Environmental Impact Report ("PWMP Final EIR") and the Sand Hill Road evacuation corridor work falls under the County of San Mateo Routine Maintenance Program Final Environmental Impact Report ("RMP Final EIR"). Both of the CEQA analyses are discussed below.

Highway 92 Evacuation Corridor

On **January 11, 2001**, the San Francisco Planning Department certified the PWMP Final EIR (Exhibit 3) and adopted a Mitigation Monitoring and Reporting Program (Exhibit 4). The proposed fuel reduction work along the Highway 92 evacuation corridor is within the scope of the Operations, Maintenance, and Construction activities analyzed in the PWMP Final EIR, and specifically the following management actions: Fir 8 - complete the fuel management projects listed in Chapter 5 (which includes work along Highway 92) to reduce fuels in the watershed; Veg 6 - Identify and remove invasive exotic plant species using IPM practices; and Veg 7 - Identify and remove stands of exotic forest species such as eucalyptus, Monterey pine, and Monterey cypress. All of the potential effects of the Highway 92 fuel reduction activities are identified and addressed in the PWMP Final EIR. For the following resource areas, the Final EIR indicated that the Highway 92 fuel reduction work would have potentially significant

environmental effects, however changes or alterations have been required in, or incorporated into, the project that mitigate to less than significant these potentially significant effects:

- Geology and Soils
- Natural Resources
- Air Quality
- Cultural Resources

The PWMP Final EIR found that the PWMP activities associated with the proposed project will not have any significant unavoidable environmental effects.

1. Findings for Significant Effects that can be Mitigated to Less-Than-Significant Levels

Geology and Soils

Some fuel reduction work may involve soil disturbing activities which could result in significant soil erosion and reduced slope stability. To avoid this, Mitigation Measure C.1 requires implementation of the following management actions when soil disturbing activities will occur: Veg 5 - Develop native species planting program in coordination with fire management activities; and Fir 14 - Establish permanent transects and vegetation plots in treatment and control areas to determine effects of fuel management treatments. With these measures, the potential impacts to Geology and Soils would be less than significant.

Natural Resources

Removal of exotic forest species such as eucalyptus, Monterey pine, and Monterey cypress could lead to potentially significant impacts to bat species and nesting birds. Mitigation Measure E.1 requires implementation of the following management actions when soil disturbing activities would occur: Veg 5 (see above); Veg 7.1 – Identify stands of exotic trees that serve as important roosting and nesting sites for various raptors and other birds protected by California Department of Fish and Game Code 3503 and work with appropriate agencies to preserve core habitat; and Wil 1 – Avoid disturbing nests during construction and limit the removal of nests to the nonbreeding period.

In addition, the construction impacts of the fuel reduction work could lead to disturbance of native habitat and special status species and the increased dispersal of non-native species. Mitigation Measure E.2 requires implementation of the following management actions to address these potential impacts: Veg 5, Veg 7.1, and Wil 1 (see above); Veg 2 – Prior to any activity, consult the GIS database for vegetation communities and associated sensitive species; and Veg 3 - Prior to any activity that may affect an identified Ecological Sensitivity Zone, survey for special status plants and map observed occurrences on the GIS database.

With implementation of the above mitigation measures the potential impacts to Natural Resources would be less than significant.

Air Quality

Construction activities for the fuel reduction work could lead to potentially significant emissions of dust, including PM-10. Mitigation Measure F.1 requires implementation of the following management action to address the is potential impact: Des 9 – Requires implementation of a

dust abatement program. With implementation of this mitigation measure, the potential impact to Air Quality would be less than significant.

Cultural Resources

Construction activities for the fuel reduction work could lead to significant damage or disruption of both known and unknown cultural resources, particularly during any excavation, surface disturbance, or earthmoving operations. Mitigation Measure H.2 requires implementation of management actions Cul 1-9 and Cultural Resource Policies 1-9. Combined, these actions and policies identify standard best practices for avoiding buried cultural resources, and protocols for notification, documentation and minimization of impact in the event that cultural resources are encountered.

The fuel reduction work could result in a potentially significant impact if it were to result in irreversible damage or disruption to an important prehistoric or historic site, a historic resource, or a property eligible for listing in the California Register of Historic Resources or a local register of historic resources. Mitigation measures H.2.a and H.2.b require that 1) any alteration of identified historic resources must be in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties; and 2) demolition or removal of historic structures is prohibited.

With the above mitigation measures the potential impacts to Cultural Resources would be less than significant.

Sand Hill Road Evacuation Corridor

On September 9, 2020, the County of San Mateo certified the RMP Final EIR (Exhibit 5) and adopted a Mitigation Monitoring and Reporting Program (Exhibit 6). The proposed fuel reduction work along the Sand Hill Road evacuation corridor is within the scope of the vegetation maintenance activities analyzed in the RMP Final EIR. For the following resource areas, the RMP Final EIR indicated that the vegetation maintenance activities would have potentially significant environmental effects, however changes or alterations have been required in, or incorporated into, the project that mitigate to less than significant each of the potentially significant effects:

- Air Quality
- Biological Resources
- Hazardous Materials
- Noise

The RMP Final EIR found that the RMP activities will not have any significant unavoidable environmental effects.

1. Findings for Significant Effects that can be Mitigated to Less-Than-Significant Levels

Air Quality

Pile burning and decaying of stock-piled vegetation could result in potentially significant odors for near sensitive receptors. Mitigation Measure AQ-1 requires that stockpiles and burning

activities take place as far away from sensitive receptors as possible. Therefore, the potential for the proposed program to create objectionable odors that would affect a substantial number of people would be less than significant with mitigation.

Biological Resources

The vegetation management activities could have potentially significant effects on special-status plants if more than 5% of a sensitive plant species is impacted by the vegetation management activities. Mitigation Measure BIO-1 requires compensatory mitigation for unavoidable impacts on special-status plant populations, where impacts on a special-status species' population is unavoidable. Mitigation Measure BIO-2 requires that if ground-disturbing activities are proposed and unavoidable within 50 feet of an individual of Butano Ridge cypress, a tree protection zone will be established to protect those populations. If a special-status plant species is present and is tolerant of some disturbance, then there is a strong likelihood that the vegetation management activity would result in a long-term benefit on that population. Implementation of Mitigation Measure BIO-3 requires monitoring of disturbance-tolerant special status species to verify that the vegetation management actions are not having an adverse effect on those species.

Vegetation management activities could also result in significant impacts to special status animal species from loss of habitat. Mitigation Measures BIO-4 and BIO-5 require compensatory mitigation for long-term loss of habitat for California Red-Legged Frogs or California Tiger Salamanders (BIO-4) or San Francisco Garter Snake (BIO-5). Mitigation Measure BIO-6 requires pre-construction surveys for burrowing owls and establishment of construction avoidance zones around any burrows that are identified. Mitigation Measure BIO-7 requires provision of alternative bat roosting habitat if a tree containing a pallid or Townsend's big-eared bat maternity roost, or a large non-maternity roost, is to be removed.

Vegetation management activities could also result in potential impacts to riparian or wetland habitat through loss or degradation of habitat. Mitigation Measures BIO-8 (riparian habitat) and BIO-9 (wetland habitat) require compensatory mitigation to reduce these impacts to less than significant.

Hazardous Materials

If vegetation activities involving ground disturbance were to encounter contaminated soil, sediment, or groundwater, this could potentially expose workers, the public, or the environment to hazards. Mitigation Measure HAZ-1 requires inspection of soil and groundwater, and if necessary testing and possible removal of hazardous materials in order to reduce potential impacts to less than significant.

Noise

The use of construction equipment to carry out the vegetation management activities could result in potentially significant impacts due to noise levels, time of noise producing activities, and ground vibration. Mitigation Measure NOI-1 would require that standard noise reducing practices be implemented including avoiding sensitive receptors when possible, using electric equipment when possible, and using sound barriers. Mitigation Measure NOI-2 requires

advance notification of construction activities to sensitive receptors, and Mitigation Measure NOI-3 limits nighttime construction noise. Finally, Mitigation Measure NOI-4 requires practices to avoid or reduce vibrations caused by construction equipment. With these mitigation measures, the potential noise impacts would be less than significant.

With implementation of the PWMP Final EIR mitigation measures, environmental effects of the Highway 92 Evacuation Corridor fuel reduction work will be less than significant. With implementation of the RMP Final EIR mitigation measures, environmental effects of the Sand Hill Road Evacuation Corridor fuel reduction work will be less than significant. Staff recommends that the Conservancy find that the proposed project as mitigated avoids, reduces or mitigates the potentially significant environmental effects to a level of less-than-significant and that there is no substantial evidence that the project will have a significant effect on the environment.

Upon approval of the project, Conservancy staff will file a Notice of Determination.