COASTAL CONSERVANCY

Staff Recommendation
September 18, 2025

LEE ROAD TRAIL PHASE 2 PLANNING

Project No. 17-045-02
Project Manager: Erin Gravley

RECOMMENDED ACTION: Consideration and authorization to disburse up to $1,068,300 to the City of Watsonville to prepare final designs and permit applications for the 0.5-mile second phase of the Lee Road Trail Project, which will add a 1.4-mile-long pedestrian and bicycle trail along Lee Road in Watsonville, Santa Cruz County and adoption of findings under the California Environmental Quality Act.

LOCATION: City of Watsonville, Santa Cruz County

EXHIBITS

Exhibit 1: Project Location Maps

Exhibit 2: Project Concept Plans

Exhibit 3: Project Photos

Exhibit 4: Project Letters

Exhibit 5: Watsonville Lee Road Trail Mitigated Negative Declaration, Initial Study and Mitigation Monitoring and Reporting Program

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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 sixty-eight thousand three hundred dollars ($1,068,300) to the City of Watsonville ("the grantee") to prepare final designs and permit applications for the 0.5-mile second phase of the Lee Road Trail Project, which will add a 1.4 mile long pedestrian and bicycle trail along Lee Road in Watsonville, Santa Cruz County.

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. In addition, to the extent appropriate, the City of Watsonville shall incorporate the guidelines of the Conservancy's Coastal Access Project Standards.

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 9 of Division 21 of the Public Resources Code, regarding the System of Public Accessways (Sections 31400-31410).
2. The proposed project is consistent with the current Conservancy Project Selection Criteria.
3. The Conservancy has independently reviewed and considered the Lee Road Trail Project Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program adopted by the County of Santa Cruz on March 12, 2021, pursuant to the California Environmental Quality Act ("CEQA") and attached to the accompanying staff recommendation as Exhibit 5. The Conservancy finds that the Lee Road Trail Project as designed and mitigated avoids, reduces, or mitigates the potentially significant environmental effects to a less-than-significant level, and that there is no substantial evidence based on the record as a whole that the project will have a significant effect on the environment.

STAFF RECOMMENDATION

PROJECT SUMMARY:

Staff recommends the Conservancy authorize a $1,068,300 grant to the City of Watsonville to prepare final designs and permit applications for the second phase of the Lee Road Trail Project, which will add a 1.4-mile-long pedestrian and bicycle trail to the inland side of Lee Road in Watsonville, Santa Cruz County (Exhibit 1). The second phase is a 0.5-mile segment of the Lee Road Trail that includes a pedestrian and bicycle bridge over Struve Slough. Preparing final designs and permit applications for the second phase is referred to in this staff recommendation as "the project."

The City of Watsonville is home to the Watsonville Slough System, a series of six interlinked freshwater sloughs at the southern end of Santa Cruz County. The system is one of the largest remaining freshwater marshlands in the state's coastal zone, lying just adjacent to the developed portion of Watsonville and providing access to natural space for residents and visitors. In the past, Lee Road provided a connection from central Watsonville to the area west of Highway 1 and north of Struve Slough. Due to hydrologic changes in the slough system in the past few decades, Lee Road is now permanently submerged and there is no longer a direct

connection from central Watsonville to this area, which also includes Pajaro Valley High School (see Exhibit 1).

The City of Watsonville in conjunction with the community and local partners has developed the Lee Road Trail Project to address this lack of connectivity. The vision is for a multiuse trail from central Watsonville across Struve Slough and north to Pajaro Valley High School. The Lee Road Trail will feed into an existing 9-mile trail network and provide a connection to planned trails in the City and unincorporated lands, including the Manabe-Ow Trail and Lower Watsonville Slough Trail east of Highway 1 and eventually the Monterey Bay Sanctuary Scenic Trail Network (MBSST Rail Trail), which once built will connect into the California Coastal Trail. The Lee Road Trail will also provide access to the Land Trust of Santa Cruz County's planned Community Harvest at Watsonville Slough Farm, a community space which will include five miles of trails, spaces for educational programming, and "u-pick" fruit orchards and vegetable plots free of cost to visitors.

The Lee Road Trail Project is divided into three phases organized by trail segment (see Exhibit 1). Phase 1 is the northernmost segment of the trail, beginning on Harkins Slough Road by Pajaro Valley High School and concluding at the entrance of Watsonville Slough Farm. Phase 1 is slated to be constructed in 2026. Phase 2 is the segment of trail that is the subject of this staff recommendation. It starts at Watsonville Slough Farm and continues southeast along Lee Road on an easement over California Department of Fish and Wildlife (CDFW) reserve lands, before crossing the flooded Struve Slough and concluding one block south on Lee Road. The segment will include a bicycle and pedestrian bridge across the slough, on roughly the same alignment as the submerged portion of Lee Road, connecting two existing pieces of the Watsonville Slough Trails. The bridge will be designed so that it can also accommodate emergency vehicles. Phase 3 connects the trail into the developed side of Watsonville, where users can travel further along City roads or the City's 9-mile Watsonville Slough Trails. Phase 3 concludes at the site of the future MBSST Rail Trail.

The project includes completion of the 100% design plans for the Phase 2 segment of the trail; additional needed geotechnical site testing for the bridge components; and preparation and submission of permit applications for the remaining permits and permit extensions needed for construction. It also includes completion of schematic and final designs for the mitigation necessary to offset the environmental impacts of the Lee Road Trail Project, most notably the construction of the bridge included in Phase 2. The project includes a community engagement process to envision and design the art that will be displayed on the side of the Struve Slough bridge visible from Highway 1. This phase of the trail will improve the connections for the residential areas on the east side of the Highway to the CDFW Reserve on the west side.

Site Description: The Lee Road Trail will run roughly parallel to State Route 1, which is located less than one quarter of a mile east. East of Highway 1 is the City of Watsonville. Agriculture dominates the land use south of the trail and is largely row-crop farms. North and west of the trail is a mix of agriculture and wetlands. The trail alignment runs along the west side of Struve Slough adjacent to the Struve Slough Ecological Reserve owned by CDFW. To the west, it passes the Watsonville Slough Farm, owned by the Land Trust of Santa Cruz County. The northern terminus of the trail at Pajaro Valley High School is on the western boundary of the City of

Watsonville, where trail users will access existing bicycle lanes and sidewalks to return to the Watsonville Sloughs trail system (Exhibit 1). The southern terminus of the Trail is at the site of the future MBSST Rail Trail—the railroad tracks just north of West Beach St.

Historically, Lee Road bisected Struve Slough to connect properties on either side; however, this portion of the road was abandoned by the City and County several years ago after seasonal pumping of the slough ceased and Lee Road remained flooded year-round.

The Conservancy has a history of investment in the project area. Conservancy funding has previously gone towards watershed planning for the sloughs system; acquiring and restoring the wetlands at Watsonville Slough Farm; planning for the MBSST Rail Trail; and a prior planning phase of the Lee Road Trail Project.

Grant Applicant Qualifications: The City of Watsonville operates a number of trails already, including the 9-mile Watsonville Slough Trails system (Exhibit 1). Many of these trails were designed by in-house engineers and construction was overseen by City staff. The City, in conjunction with Caltrans, recently completed design of a pedestrian and bicyclist bridge over Highway 1 on Harkins Slough Road, near the project site, and that bridge is currently out to bid for construction. The City has been the recipient of several Conservancy grants, including in 2001, 2015, and 2017.

Maintenance of the constructed Phase 2 trail will be the responsibility of the City, and the City will work with partners like the Land Trust of Santa Cruz County and the Santa Cruz County Parks Department to extend the current maintenance program for Phase 1. Additionally, the City contracts with Watsonville Wetlands Watch, a local non-profit, to maintain the City's trail network, restore and enhance wetlands and habitat around the trails, and engage youth and the community in educational and volunteer environmental stewardship activities. Watsonville Wetlands Watch will help in the development of the Lee Road Trail Conceptual Mitigation Plan, which will guide monitoring for sensitive habitats and species during trail operation.

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 Lee Road Trail Project came out of the Watsonville Trails and Bicycle Master Plan created in 2012. The trail will provide connections into several other regional trail networks such as the trails at the Watsonville Slough Farm and the MBSST Rail Trail. Once constructed, a portion of the MBSST Rail Trail will serve as the California Coastal Trail through Santa Cruz County. The Phase 2 trail segment will provide pedestrian, bicycle, and emergency vehicle access over the

submerged portion of Lee Road to destinations including Pajaro Valley High School. Project partner Watsonville Wetlands Watch will work with the City on community engagement for the proposed project, as well as later phases of the overall Lee Road Trail Project. This will include incorporating the City's volunteer and work experience programs into maintenance and restoration of nearby wetlands.

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

The project includes completion of design and permitting for a segment of trail spanning the portion of Lee Road submerged under Struve Slough. The bridge will allow for the trail to continue to be used in the case of further sea level rise. The trail will be built from pervious concrete to allow water to be absorbed and percolated into the ground. To reduce the effects of erosion, the surrounding landscaping will be native plants. A maintenance plan developed by the City and CDFW will be implemented post-construction to ensure the trail remains in good condition.

4. Project delivers multiple benefits and significant positive impact.

The Phase 2 segment of the Lee Road Trail Project is the piece necessary to providing pedestrian and bicycle access from central Watsonville to the destinations north of Struve Slough, including the Pajaro Valley High School, Watsonville Slough Farm, and a CDFW Reserve. Providing pedestrian and bicycle access will help to reduce greenhouse gas emissions from cars. In addition, the Struve Slough bridge will be designed to accommodate emergency vehicles. As part of the overall Lee Road Project, a Conceptual Mitigation Plan will be developed and implemented to restore wetlands in the area and project partner Watsonville Wetlands Watch will utilize their workforce development training program for the implementation of the plan, providing community volunteers, local youth, and students with workforce experience.

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

Aspects of the Lee Road Trail Project reflect community priorities, such as the connection of Lee Road to the open spaces of the Watsonville Slough Farm and the Pajaro Valley High School. Construction funding for Phase 1 was secured with the support of Congressman Panetta.

For Phase 2 planning, the proposed project will engage the community and local tribes such as the Amah Mutsun Tribal Band to envision and design the art that will be displayed on the side of the Struve Slough bridge. Community engagement will be held at public events and at meetings in City facilities. Materials will be provided in English and Spanish. To facilitate participation, childcare and/or food may be provided. The City will partner with Watsonville Wetlands Watch's workforce development program as part of the planning and outreach for this project. Other project supporters include the Land Trust of Santa Cruz County and Santa Cruz County Parks.

PROJECT FINANCING

Coastal Conservancy	**$1,068,300**
City of Watsonville	$100,000

Project Total **$1,168,300**

The anticipated source of Conservancy funds for this recommended grant is an appropriation from the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, Public Resources Code Section 75001 et seq. (Proposition 84). Proposition 84 authorizes the use of bond funds for projects that promote access to and enjoyment of the coastal resources of the state and are consistent with the Conservancy's enabling legislation, Division 21 of the Public Resources Code.

Public Resources Code Section 75060(e) allocates funds to the Conservancy for the protection of Monterey Bay and its watersheds. "Protection," as defined in Public Resources Code Section 75005(m), includes "actions necessary to allow the continued use and enjoyment of property or natural resources and includes acquisition, development, restoration, preservation and interpretation." "Development" is defined in Public Resources Code § 75005(f)) to include physical improvement of real property.

Consistent with these provisions, the project will plan a multiuse trail segment that will enable access to natural resources and increase the understanding and enjoyment of the natural resources in the Pajaro River watershed, a watershed of Monterey Bay. The project is consistent with the Conservancy's enabling legislation, as discussed in the "Consistency with Conservancy's enabling legislation" section below. The proposed project is thus consistent with the funding requirements of Proposition 84.

The City of Watsonville's funds are expected to go towards project management. Unless specifically identified as "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 is consistent with Chapter 9 of Division 21 of the Public Resources Code (Sections 31400-31410), regarding public access and enjoyment of coastal resources. Section 31400 states that the Conservancy shall have a principal role in the implementation of a system of public accessways to and along the state's coastline. Section 31409 authorizes the Conservancy to provide grants for public agencies to establish and expand inland trail systems that may be linked to the California Coastal Trail. The recommended authorization is for the Conservancy to grant funds to a public agency, the City of Watsonville, to develop plans for a segment of trail that will connect into nine miles of existing inland recreational trails, as well as connect to the future MBSST Rail Trail, which will provide a connection from Watsonville and Pajaro to the California Coastal Trail.

CONSISTENCY WITH CONSERVANCY'S 2023-2027 STRATEGIC PLAN:

Consistent with **Goal 1.1 Benefit Excluded Communities**, the proposed project will plan for a trail connection in Watsonville, a historically excluded community.

Consistent with **Goal 1.3 Support Meaningful Engagement by Systemically Excluded Communities**, art and interpretive information along the proposed trail and bridge will be developed in collaboration with local community members and tribes.

Consistent with **Goal 2.4 Trails Planned**, the project will complete planning and design for a 0.5 mile segment of trail.

CEQA COMPLIANCE:

On March 12, 2021, the County of Santa Cruz adopted the Lee Road Trail Project Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program (MMRP) and approved the Lee Road Trail Project. The project will complete the designs and permit applications for a component of the Lee Road Trail Project analyzed in the IS/MND. Staff concurs that there is no substantial evidence that the Lee Road Trail Project will have a significant effect on the environment.

Staff notes a discrepancy between the MND's estimate of the Phase 2 segment length (0.42 miles) and the 0.5-mile length described in this staff recommendation. This inconsistency appears to stem from the October 2020 Biotic Assessment prepared by EcoSystems West Consulting Group. The Biotic Assessment includes a Table 1 summarizing proposed project characteristics and construction estimates that distributes trail segment lengths among the three phases. The MND relies on Table 1 from Biotic Assessment. These trail lengths are inconsistent with the actual length of trail considered during the grantee's Phase 1 activities. Nonetheless, staff concludes that this discrepancy does not affect the adequacy of the environmental review, because the MND contemplates potential impacts across the full 1.4 length of the Lee Road Trail Project.

The IS/MND identified potentially significant environmental effects in the areas of Biological and Cultural Resources. With the Lee Road Trail Project's incorporated mitigation measures, summarized below, these environmental effects will be less than significant.

Biological Resources

Construction activities, including tree and vegetation removal within or adjacent to sloughs, could have significant temporary impacts on several special status species such as California Red-Legged Frog (CRLF), Western Pond Turtle, and San Francisco dusky-footed woodrat, as well as nesting birds and roosting bats. These temporary impacts include potential direct harm or mortality, and reduction or degradation of habitat. Additionally, construction of the bridge will require dewatering of Struve Slough for up to 3 to 4 months. During that time, wetlands habitat will likely be displaced or permanently impacted. Alternate passage for CRLF and other species will be possible but could expose them to greater predation risk. Finally, once constructed, the Lee Road Trail Project would introduce an increase in pedestrian, bicycle, and vehicle use in the

area, as well as introduce the possibility for increased unauthorized access (such as illegal encampments), which could have impacts on these species and habitats as well.

Mitigation Measures BIO-1a-1h identify several best management practices for avoiding and minimizing impacts to CRLF during construction, including: 1a) biologist-prepared construction monitoring plan and map identifying all areas to be protected with exclusion fencing; 1b) biologist-led training for construction personnel to help them avoid impacts; 1c) installation and maintenance of exclusion fencing in those areas determined in Bio-1a); 1d) timing construction activities within and adjacent to the nearby CDFW Reserve, Struve Slough, and Watsonville Slough to the dry season and avoiding work at night or during rain events; 1e)-1f) onsite biological monitoring for and removal/relocation of species as necessary; 1g) appropriate treatment of all excavations to prevent inadvertent entrapment of wildlife; and 1h) appropriate storage and handling of trenches, pipes, culverts and other materials to ensure no wildlife has entered into them before use in construction.

Mitigation Measure BIO-2 has the City retain a biologist to develop a Conceptual Mitigation Plan (CMP) to minimize take of CRLF and degradation of its habitat during trail operation. The CMP will include the following components: 2a) identification and mapping of current and potential CRLF habitat with and adjacent to the CDFW Reserve, proposed Struve Slough Bridge crossing, and channelized Watsonville Slough; 2b) strategies to protect those areas from take or degradation; 2c) biologist monitoring of habitat to confirm protective maintenance measures are being implemented; 2d) adaptive management strategies to modify and/or supplement existing mitigation measures as needed; 2e) humane removal of non-native predators; and 2f) the communication protocol for local law enforcement and public works representatives to enforce parking restrictions and how to alert the appropriate parties if illegal encampments or other degradation of habitat is observed. For efficiency, the CMP for CRLF could be integrated with the CMP required as part of Mitigation Measures BIO-7 and BIO-10, described below.

Mitigation Measures BIO-3a-3f identify practices to protect nesting birds, including: 3a) performing vegetation removal outside of the avian breeding season when feasible; 3b) conducting biologist-led surveys within 15 days prior to construction activities with 3c) no additional measures required if no nesting avian species are observed; 3d) if nesting birds are observed during surveys, then postponing vegetation removal until young have fledged and/or establishing buffers; 3e) developing possible additional protective measures in consultation with the appropriate agency for any sensitive bird species nesting near the Lee Road Project area; and 3f) avoiding destruction of burrowing mammals. Mitigation Measure BIO-3g) details practices to minimize impacts specifically to burrowing owls. Measures include surveying by a burrowing owl biologist and placement of visible markers near occupied burrows and fencing around suitable habitat; avoiding the destruction of burrows; and including the burrowing owl in the training described in Mitigation Measure BIO-1b.

Mitigation Measure BIO-4 will minimize impacts to San Francisco dusky-footed woodrats through preconstruction surveys, avoidance of woodrat houses, and, if avoidance is not possible, development of a plan by a biologist in coordination with CDFW to relocate woodrat houses.

Mitigation Measure BIO-5a-5b identify practices to protect roosting bats. 5a) will reduce impacts to roosting bats by conducting tree limbing and removal between September 15-November 1 to avoid maternity roosts and winter hibernacula. 5b) calls for pre-construction surveying to determine whether bats are using the site for roosting and, if found, developing exclusion methods with CFDW recommendations; establishing buffers around trees with maternity colonies; and taking precautions when limbing or removing trees that aren't confirmed to have roosting bats but are known habitat for them.

Mitigation Measures Bio-6a-6l outline practices to protect sensitive habitat during construction, including: a) minimizing the construction footprint; b) staging equipment in appropriate areas and c) ensuring activities are confined to those staging areas; d) within the CDFW Reserve, accessing the trail alignment from the Lee Road side as much as possible; e) fencing off coastal scrub and other sensitive habitats to prevent encroachment; f) avoiding grubbing and construction within 100 feet of the edge of sensitive habitats; g) restricting and minimizing access roads into Struve Slough; h) cleaning equipment effectively to avoid introducing or spreading invasive plant species from prior projects; i) revegetating any coastal scrub or arroyo willow riparian forest that is removed so there is no net loss, and using locally-sourced native plantings; j) upon completion, planting outside the Lee Road Trail Project footprint with native species; k) removing invasive species in and around the Lee Road Trail Project footprint; and l) re-vegetating with locally-sourced native plantings as needed.

Mitigation Measure Bio-7 has the City retain a biologist to develop a Conceptual Mitigation Plan (CMP) to compensate for the loss of non-native grassland buffer and minimize degradation of sensitive habitats during trail operation. The CMP will be developed in consultation with CDFW, Watsonville Wetlands Watch, and the Land Trust of Santa Cruz County and will include the following components: a) strategies to protect sensitive habitat from the degradation associated with trail operations; b) monitoring of sensitive habitat and developing adaptive management strategies in case degradation of habitat is detected; and c) a communication protocol for local law enforcement and public works representatives to immediately alert the appropriate parties in the event that illegal encampments or other degradation of sensitive habitats are observed. For efficiency, this CMP could be integrated with the CMP required as part of Mitigation Measures BIO-2 and BIO-10.

Mitigation Measures Bio-8a-8b detail how to protect wetlands during construction by a) avoiding or minimizing disturbance to emergent wetlands and aquatic habitats and b) avoiding grubbing and construction within 100 feet of the edge of wetlands and other waters, plus restricting access roads into Struve Slough and overall minimizing access roads.

Mitigation Measure Bio-9 requires the City in coordination with a biologist to replace and/or enhance any displaced wetlands at a ratio between 2:1 and 4:1. The size and location of the wetland would be developed in the Conceptual Mitigation Plan (see next).

Mitigation Measure Bio-10 requires the City to retain a biologist to develop a Conceptual Mitigation Plan (CMP) for wetlands habitat. The CMP will be developed in consultation with USFWS, CDFW, Regional Water Quality Control Board and Watsonville Wetlands Watch and will include the following components: a) a description of the Lee Road Trail Project with acreage of temporary and permanent impacts to sensitive habitats; b) the goals of the compensatory

mitigation activities; c) the location and acreage of wetland and riparian mitigation areas; d) detailed construction and planting techniques; e) a plan for replacement in kind of fresh water marsh vegetation temporarily or permanently lost; f) a plan for replacement of all non-native tree and shrub vegetation with locally-sourced vegetation; g) description and design of habitat requirements for special-status wildlife occupying wetland and aquatic habitats; h) maintenance activities during the monitoring period; i) strategies for protecting the habitat values of the CDFW Reserve, Struve Slough, and Watsonville Slough; j) long-term quantitative and qualitative monitoring and reporting criteria; and k) adaptive management strategies to ensure the long-term viability of mitigation areas. For efficiency, this CMP could be integrated with the CMP required as part of Mitigation Measures BIO-2 and BIO-7.

Mitigation Measure Bio-11a-11b call for measures to compensate for the loss of trees and native vegetation that will occur as a result of the construction of the Struve Slough Bridge: 11a) calls for the southern approach to the Struve Slough Bridge to be revegetated with native vegetation; and 11b) calls for native trees to be planted as a component of Mitigation Bio-7 described above.

Cultural Resources

A records search found that the Lee Road Trail Project area overlaps with several cultural resources, but the only one found to have potential significant impacts from the Lee Road Trail Project is the Costanoan-Ohlone Cemetery Site. However, given the presence of multiple known pre-contact and historic period sites in and within a half-mile of the Lee Road Trail Project area, there is a possibility that additional unknown buried sites exist.

Mitigation Measures CR-1a-1d specify pre-construction measures to protect cultural resources:

a) Conducting a pre-construction meeting prior to any site disturbance that includes all relevant parties, including construction supervisor(s), project Archaeologist, and Native American Monitor.

b) Keeping the project Archaeologist and Native American Monitor on site during all ground-disturbance activities.

c) Preparing a Construction Monitoring Plan for Cultural Resources and Human Remains.

d) Preparing an Archaeological Treatment Plan to be implemented during all ground disturbance activities, including archaeological testing, which details: the specific locations and methods for pre-construction archaeological testing; provisions for the preferred route of avoidance and preservation of resources; the methods to identify, evaluate, and treat any discoveries; notification procedures for the discover of archaeological resources and human remains; and the preferred method of treatment if disturbance is unavoidable.

e) Training all construction personnel on cultural sensitivity.

Mitigation Measure CR1-f specifies the steps to be followed if archaeological resources and/or human remains are discovered in the course of construction. These include stopping work,

calling the County coroner and contacting the Native American Most Likely Descendent to inspect the site and provide recommendations for the proper treatment of the site.

With implementation of the Lee Road Trail Project's mitigation measures, environmental effects to biological and cultural resources will be less than significant. Staff recommends that the Conservancy find that the Lee Road Trail 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 Lee Road Trail Project will have a significant effect on the environment.

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