

**RESOLUTION NO. \_\_\_\_\_**

**BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA**

**\* \* \* \* \***

**RESOLUTION CERTIFYING THE INITIAL STUDY / MITIGATED NEGATIVE  
DECLARATION DATED AUGUST 2013, FOR THE ALPINE ROAD TRAIL  
IMPROVEMENTS PROJECT**

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**RESOLVED**, by the Board of Supervisors of the County of San Mateo, State of California, that

**WHEREAS**, this Board approved funding for the Alpine Road Trail Improvements Project (Project) within the unincorporated County area during the FY 2012-13 Capital Improvement Budget Hearing; and

**WHEREAS**, an Initial Study / Mitigated Negative Declaration (IS/MND) for the Project was prepared in August 2013; and

**WHEREAS**, in compliance with Section 21081.6 of the California Public Resources Code, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to the IS/MND having identified potential adverse effects that will be reduced to less-than-significant levels through the implementation of mitigation measures during construction; and

**WHEREAS**, a 30-day public review of the IS/MND was conducted in compliance with the provisions of CEQA; and

**WHEREAS**, the following entities, as well as members of the public, commented on the Project: California Department of Transportation (Caltrans), Committee for Green

Foothills, Equestrian Trail Riders' Action Committee, Silicon Valley Bike Coalition, and Stanford University; and

**WHEREAS**, responses to all comments received have been prepared and this Board has reviewed and considered said responses; and

**WHEREAS**, certification of the IS/MND completes the CEQA process for the Project.

**NOW THEREFORE, IT IS HEREBY DETERMINED AND ORDERED** that:

1. This Board has reviewed and considered the IS/MND, and on the basis of the record as a whole, confirms that the IS/MND is adequate for its use by this Board, and on the basis of this review and consideration, there is no substantial evidence that the Project will have a significant effect on the environment if mitigated as set forth in the MMRP and this Board hereby confirms its certification of the IS/MND.
2. This Board hereby adopts the Response to IS/MND Comments and the MMRP attached hereto as Exhibit A and Exhibit B, respectively, and incorporated by reference in this Resolution and commits to all mitigation measures identified in the IS/MND and contained in the Response to IS/MND Comments and MMRP.
3. The Board of Supervisors of the County of San Mateo hereby certifies this IS/MND and approves this project.

\* \* \* \* \*

## EXHIBIT “A”

### Response to MND Comments

# memorandum

date November 14, 2013

to San Mateo County Department of Public Works

from Environmental Science Associates

subject Response to Comments on the Draft Initial Study/Mitigated Negative Declaration for the Alpine Road Trail Improvements

## 1. Introduction

This memorandum has been prepared to respond to comments received by San Mateo County (County) on the Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) for the Alpine Road Trail Improvements Project (proposed project). An IS/MND is an informational document prepared by a Lead Agency, in this case, the County, that provides environmental analysis for public review and for the agency decision-makers to consider before taking discretionary actions related to any proposed project that could have a significant effect on the environment. The Draft IS/MND analyzed the impacts resulting from the proposed project and where applicable, identified mitigation measures to minimize the impacts to less-than-significant level. Therefore, the County Board of Supervisors is proceeding to adopt the IS/MND for the project.

Prior to the approval of the proposed project, the County Board of Supervisors must certify that the Draft IS/MND adequately discloses the environmental effects of the proposed project, and that the IS/MND is the appropriate environmental document for the proposed project and has been completed in conformance with the California Environmental Quality Act (CEQA).

This memorandum for the Alpine Road Trail Improvements Project Draft IS/MND presents:

- The name of the person and organization commenting on the Draft IS/MND,
- Responses to the received comments, and
- Revisions to the text of the Draft IS/MND.

This memorandum, in combination with the Draft IS/MND, completes the Final IS/MND.

## 2. CEQA Process and Comments Received

In accordance with Section 15073 of the CEQA Guidelines, the County submitted the Draft IS/MND to the State Clearinghouse for a 30-day public review period starting on August 14, 2013. In addition, the County circulated a Notice of Intent to Adopt the Draft IS/MND to interested agencies and individuals. The public review period ended on September 15, 2013. During the public review period, the County received twenty comment letters on

the Draft IS/MND. **Table 1** lists the entities that submitted comments on the Draft IS/MND during the public review period. The comment letters with annotated comments are attached.

**TABLE 1  
PERSONS COMMENTING ON DRAFT IS/MND**

Comment Letter Code	Commenter Name	Date Received
A	California Department of Transportation, Erik Alm	8/21/2013
B	Stanford, Director of Land Use and Environmental Planning (Catherine Palter)	9/12/2013
C	Committee for Green Foothills (Lennie Roberts)	9/9/2013
D	Silicon Valley Bicycle Coalition	9/15/2013
E	Lovinda Beal	9/11/2013
F	Carole Bridgeman, ETRAC member	8/27/2013
G	Faye Brophy, ETRAC President	8/21/2013
H	Mike Bushue, ETRAC VP	8/27/2013
I	Karen Butterfield	8/31/2013
J	Peter Caryotakis	9/4/2013
K	Janet Davis	9/2/2013
L	Larry and Carolyn Gibbs	9/4/2013
M	Jean D. Harman	8/30/2013
N	Joe Hedges	8/30/2013
O	Joe Hedges	9/5/2013
P	Noel Hirst	9/4/2013
Q	Ginger Holt	9/9/2013
R	John Langbein	9/8/2013
S	Arlene Lindblom	9/6/2013
T	Gunther Steinberg	9/10/2013

In accordance with CEQA Guidelines Section 15074(b), the County Board of Supervisors considers the Draft IS/MND together with comments received during the public review process prior to adopting the Draft IS/MND and approving the project. The CEQA Guidelines do not require the preparation of a response to comments document. However, to assist the Board in considering the comments that were received on the project and identifying potential significant effects not already evaluated in the Draft IS/MND, the County has prepared this memorandum in response to comments received. Based on the review of the comments received, no new, potentially significant impacts beyond those identified in the Draft IS/MND would occur. All potential impacts identified in the Draft IS/MND were determined to be either less-than-significant or less-than-significant with mitigation.

### 3. Response to Comments

## Comment Letter A

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

### DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE  
P.O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-6053  
FAX (510) 286-6107  
TTY 711



*Flies your power!  
Be energy efficient!*

August 21, 2013

SM280157  
SM-280-R0.1

Karen E. Pachmayer, P.E.  
San Mateo County Public Works  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063-1665

Dear Ms. Pachmayer:

#### Alpine Road Trail Improvements Project – Mitigated Negative Declaration

Thank you for including the California Department of Transportation (Caltrans) in the environmental review for the above project. The following comments are based on the Mitigated Negative Declaration (MND). As the lead agency, the County of San Mateo (County) is responsible for all project mitigation, including any needed improvements to state highway facilities. An encroachment permit is required for work in the state right of way (ROW), and Caltrans will not issue a permit until our concerns are adequately addressed. We strongly recommend that the County work with Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

A-1

#### Project Graphics

It is not clear from the MND if any of the Los Trancos Creek Bank stabilization work will be done within the state ROW. If so, please provide the following information:

1. A complete plan set that clearly shows the project in relation to the state ROW.
2. Any proposed improvements within the state ROW need to be clearly identified.
3. Map must be drawn to scale, with a north arrow, and the state ROW must be shown for the whole of the project limits.

A-2

#### Cultural Resources

The cultural resource study satisfies cultural resource legal requirements for Caltrans. Should project-related ground disturbing activities take place as part of this project within the state ROW and there is an inadvertent archaeological or burial discovery, in compliance with the California Environmental Quality Act, Public Resource Code 5024.5, and Caltrans's Standard Environmental Reference, Chapter 2 (<http://ser.dot.ca.gov>), all construction within 50 feet of the find shall cease. The Caltrans Cultural Resource Studies Office, District 4, shall be immediately contacted at

A-3

Karen E. Pachmayer/County of San Mateo  
August 21, 2013

## Comment Letter A

(510) 286-6336. A staff archaeologist will evaluate the finds within one business day after contact. Archaeological resources may consist of, but are not limited to, dark, friable soils, charcoal, obsidian or chert flakes, grinding bowls, shell fragments, or deposits of bone, glass, metal, ceramics, or wood.

A-3  
cont.

### ***Encroachment Permit***

Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating the state ROW must be submitted to: Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the following website link for more information. <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

A-4

As soon as it is available, please send a copy of the project's Conditions of Approval. Please feel free to call or email Sandra Finegan at (510) 622-1644 or [sandra\\_finegan@dot.ca.gov](mailto:sandra_finegan@dot.ca.gov) with any questions regarding this letter.

Sincerely,

  
for

ERIK ALM, AICP  
District Branch Chief  
Local Development – Intergovernmental Review



*Response to Letter A. California Department of Transportation*

**Response to Comment A-1:** This comment is acknowledged. The County will continue to coordinate with Caltrans throughout the environmental review process. As described in Response to Comment A-2, below, the County will submit an application for an encroachment permit for this project.

**Response to Comment A-2:** As described in the Draft IS/MND (page 2-54), the Alpine Road Trail is within Caltrans right-of-way (ROW) north of the Alpine Road and San Francisquito Creek Road intersection. The County has obtained an encroachment permit for geotechnical exploratory borings for this project, and obtainment of the permit included submittal of plans and figures identifying proposed geotechnical boring work within the Caltrans ROW. Similarly, for the proposed project, the County will submit an application for an encroachment permit for proposed activities within the Caltrans ROW. As part of the encroachment permit application, the County will submit detailed plans and maps that clearly show the proposed project improvements in relation to the Caltrans ROW. Therefore, in response to this comment, there is no need to include additional graphics depicting the Caltrans ROW.

**Response to Comment A-3:** This comment regarding the project's potential effects on archaeological resources is acknowledged. Consistent with Mitigation Measure CUL-1 (Preconstruction Training and Cultural Resources Monitoring), should archaeological materials be encountered, all ground disturbing activities within 50 feet in all directions shall cease and the archaeological monitor shall immediately notify the County of San Mateo. In response, Mitigation Measure CUL-1 has been expanded on page 2-28 of the IS/MND to require that the Caltrans Cultural Resources Studies Office (District 4) also be contacted at (510) 286-6336 in the event that archaeological resources are discovered within 50 feet of the Caltrans right-of-way.

If archaeological materials are encountered, all soil disturbing activities within 50 feet in all directions of the find shall cease until the resource is evaluated. The archaeological monitor shall immediately notify the County of San Mateo of the encountered archaeological resource. The archaeological monitor shall also notify the Caltrans Cultural Resources Studies Office (District 4) at (510) 286-6336 if archaeological resources are encountered within the Caltrans right-of-way.

**Response to Comment A-4:** This comment is acknowledged. As described in Response to Comment A-3, above, the County will apply for and obtain an encroachment permit for this project.



## Comment Letter B

**From:** "Palter, Catherine" <cpalter@stanford.edu>  
**To:** "alpinetrailismnd@smcgov.org" <alpinetrailismnd@smcgov.org>  
**Date:** 9/12/2013 1:43 PM  
**Subject:** Alpine Road Trail Improvement Project MND comments - Stanford  
**Attachments:** Alpine Road MND comment letter.pdf

Dear Ms. Pachmayer:

We appreciated meeting your project team in the field on Monday. Attached are Stanford's comments.

Thank you,  
Catherine

Catherine Palter  
Director, Land Use and Environmental Planning | Stanford University  
3160 Porter Drive, Suite 200 | Palo Alto, CA 94304  
(650) 723-0199 desk | (650) 888-1249 cell

## Comment Letter B



STANFORD UNIVERSITY  
LAND USE AND ENVIRONMENTAL PLANNING

September 12, 2013

San Mateo County Public Works  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063-1665  
Attn: Karen E. Pachmayer, Principal Civil Engineer

Subject: Alpine Road Trail Improvements Project Draft IS/MND

Dear Ms. Pachmayer:

Thank you for the opportunity to comment on the Draft Initial Study/Mitigated Negative Declaration for the Alpine Road Trail Improvements. While we support the County's desire to fix the trail along Alpine Road, we believe that all aspects of the project are not described in sufficient detail to understand the potential environmental impacts. In particular, hydrological studies must be conducted prior to approval of this project to understand the potential changes in flow from the creek modifications that are being proposed.

Our detailed comments, which are based on our extensive experience in this creek and its adjacent riparian areas, are provided below. We would like to review your responses to public comments and the supplemental engineering and hydrology analyses prior to certification of the IS/MND and consideration of the project.

We look forward to continued collaboration on this project, to achieve the County's objectives and best conserve the valuable shared resources in Los Trancos Creek through engineering solutions that are appropriate for this rural environment.

### General comments

*Project description* – The information provided in the figures is not in sufficient detail to understand the work that is described with relation to the creek and Stanford property. The maps do not show extent of work for construction, staging, access routes, coffer dams, etc. Page 2-21 acknowledges that smaller equipment and workers will be operating in the creek, but this is not described in the project description. The analysis needs to provide construction drawings to at least a design development level of detail, indicating the location and extent of all proposed work with cross sections indicating the various structures proposed.

*Bank stabilization methods* - We have significant concerns about the major structural bank stabilization solutions that are proposed, which would result in the "urbanization" of this creek

B-1

B-2

B-3

## Comment Letter B

corridor and potential loss of natural creek characteristics and habitat. Bioengineered bank stabilization methods are much preferred to concrete walls in this environment. At Site 3, this could possibly be done by moving the creek to the east, enabling the west bank to be sloped rather than vertical. We are willing to consider the use of Stanford land in this area for such a purpose. Another possible approach to consider, that would eliminate or at least greatly reduce the amount of structural bank stabilization at Site 3, would be to move the creek away from Alpine Road. We suggest an alternative in this area be explored that would consist of a re-alignment of the creek to the east upstream of Site 3, to join another drainage coming across I-280; this rerouting could allow a greatly reduced construction effort along Alpine Road adjacent to the trail. This possible creek reroute option would involve use of Stanford land, but we are open to discussing this approach if it could result in retaining a natural creek riparian corridor instead of a concrete wall along 70 feet of the creek bank. Alternative stabilization approaches involving grading to realign the creek rather than construction of concrete structures in its current location could also be less expensive, depending on the geology (i.e., if the grading is not through rock).

B-3  
cont.

### Specific comments

*Page 1-4, Site 1* - At Site 1, where the trail is within 2 feet of the top of the creek bank, a header that is anchored adequately should be provided to permanently support the compaction of the trail subgrade and base at the time of construction and resist undermining by the continued erosion of the creek, particularly if the bank is not stabilized.

B-4

*Page 2-6 second paragraph* - The IS/MND states that the exposed concrete wall (of a height that is not determined in the document) at Sites 2 and 3 could "constitute a substantial change to the visual character of the site and a new manmade character in a natural creek environment." However, it finds that these walls would be below street level and "would appear similar to other concrete retaining walls commonly seen in urban environments." The treatment in this creek should not be compared to retaining walls in urban environments.

B-5

*Page 2-6, mitigation measure AES-1* - The IS/MND finds on page 2-4 that the project would have a significant aesthetic effect to improve visual quality. Mitigation Measure AES-1 requires that planter boxes be installed along the concrete wall. It is unclear in the document whether these boxes will be on the creek side or the trail side, but it is our understanding that these boxes are intended for the creek side of the concrete wall. If that is true, how would the planter boxes survive high flows in the creek and would they impede high flows in the creek? How would these boxes will be planted or maintained? This mitigation is not sufficient to reduce Impact 2.1a to a less-than-significant level and appears to be an urban solution where a rural treatment would be more appropriate.

B-6

*Page 2-7, discussion* - The IS/MND states that the proposed lagging wall and CIP wall at Sites 2 and 3 could include reflective materials. What are these?

B-7

*Page 2-21, mitigation measure BIO-6* - This mitigation measure states that the area will be restored to pre-project conditions. The mitigation measure includes replanting at a minimum 1:1

B-8

## Comment Letter B

ratio –is this possible with the amount of hardscape being introduced? How will supplemental irrigation be delivered and who will be responsible for monitoring the revegetation?	↑ B-8 cont.
<i>Page 2-22, discussion</i> – The IS/MND states that the project would have a significantly adverse effect on federally protected wetlands in a small work area. However, Mitigation Measure BIO-7 does not appear to address the loss of these wetlands as a result of construction.	B-9
<i>Page 2-24, second paragraph</i> – The IS/MND identifies the loss of two significant trees and does not identify any mitigation (e.g., replacement trees).	B-10
<i>Page 2-28, cultural resources monitoring</i> – Mitigation Measure CUL-1 should be implemented for any project work within 100 feet of Los Trancos Creek that results in excavation of more than 2 feet in depth, due to the very high risk of encountering prehistoric Ohlone and/or historic deposits near the creek.	B-11
<i>Page 2-51, second paragraph</i> – The IS/MND analysis identifies a significant hydrologic impact as a result of construction activities during the summer and requires a mitigation measure to address erosion. However, the IS/MND does not address the question of whether the substantial concrete walls and reduced cross sections in the creek would result in erosion to other portions of Los Trancos Creek. A hydrologic/hydraulic analysis will be crucial to demonstrate that the proposed modification of the creek's channel and its banks does not result in less hydraulic capacity and therefore risk of erosion on both sides of the creek. If additional erosion is anticipated, corresponding improvements may be needed to address that potential.	B-12
<i>Page 2-54, discussion</i> – The IS/MND states that these lands are designated as Academic Reserve. Stanford's December 2011 Habitat Conservation Plan (HCP) also identified these creeks as very sensitive habitats.	B-13
<i>Page 2-55, first paragraph</i> – The northern portion of the project site occurs on lands owned by Stanford University, which is NOT covered by the Stanford University HCP. This fact is correctly described on page 2-24.	B-14
<i>Page 2-66, discussion</i> – How will ped/bike conflicts be addressed during the redirection of pedestrian use into the bike lane during construction?	B-15
<i>Page 2-69 and 2-70, Mitigation Measure TRA-1</i> – This traffic control plan must include the potential pedestrian/bike conflict when the northbound lane is closed and the bike lane is shared. In addition, it must address emergency access and school bus operation.	B-16
<i>Page 2-80, responsible agencies</i> – This table does not include the required approvals by NOAA Fisheries or California Department of Fish and Wildlife.	B-17

\*\*\*\*\*

## Comment Letter B

Thanks again for the opportunity to comment on the IS/MND, and we look forward to reviewing your responses to our comments and the supplemental engineering and hydrology analyses. As previously mentioned, we welcome the opportunity to work with you on creative engineering solutions that protect the valuable natural and scenic resources of this creek.

Sincerely,



Catherine Palter  
Director, Land Use and Environmental Planning



*Response to Letter B. Stanford University, Land Use and Environmental Planning,  
Catherine Palter, Director*

**Response to Comment B-1:** This comment summarizes other concerns raised in Letter B. Refer to Response to Comments B-2 through B-17, below. This response to comments memorandum has been provided to the commenter, prior to certification of the IS/MND and consideration of project approval.

**Response to Comment B-2:** The commenter generally indicates that more detailed maps and figures should be presented in the MND to understand the proposed work within the creek or in the vicinity of Stanford property, but does not specifically identify in this comment how they believe the current project description does not allow for an understanding of potential environmental impacts. First of all, please note that all project activities would occur on land within San Mateo County and Caltrans' right-of-way. Page 2-2 of the Draft IS/MND acknowledges that land uses surrounding the project site include the Stanford Weekend Acres neighborhood. In response to this portion of the comment, page 2-54 of the Draft IS/MND is revised to clarify that the project site does not actually include Stanford lands:

North of the Alpine Road and San Francisquito Creek Road intersection and east of Los Trancos Creek, the project site ~~occurs on~~ is bordered by Stanford University Lands that are designated as Institutional/General Open Space/Future Study (County of San Mateo, 1986).

The figures and description of the proposed project provided in the Draft IS/MND sufficiently depict the proposed project to evaluate the potential environmental impacts. As described on page 1-11 of the Draft IS/MND, potential staging of equipment and construction worker parking would occur in the northwest quadrant of the I-280 interchange along the southbound side of Alpine Road. All construction work areas would be accessible from Alpine Road. The commenter notes that Draft IS/MND page 2-21 acknowledges that smaller equipment and workers would be operating in the creek but asserts that the project description does not address this. Page 1-11 of the Draft IS/MND includes a list of equipment that may be used during various phases of construction. For construction work at Sites 2 and 3, small equipment that may be operating in the creek include a Bobcat type skid steer loader for bank removal and formwork of the cast-in-place wall. Site 2 construction activities would require a crane and drill rig for soldier pile installation but these would operate from above the creek. An excavator would be required at the Site 3 bank stabilization site as well but this would operate from the top of bank. Typical cross-sections of the proposed retaining walls, wood railings, other associated structures are shown in Figures 1 through 3.

The commenter seems to provide more specific comments regarding potential effects of the project and project description information that could support the analysis of potential effects in the comments responded to below.

**Response to Comment B-3:** The commenter expresses concerns about the proposed bank stabilization methods and the effects on habitat and suggests that bioengineered bank stabilization methods be considered at Site 3, including an alternative that entails realigning the creek to the east upstream of Site 3. As described in Section 1.3 of the Draft IS/MND, realigning the creek is not part of the proposed project nor is it an objective. The main objectives of the proposed project are to rehabilitate the segment of the Alpine Road Trail within unincorporated San Mateo County, stabilize the bank along the trail and Los Trancos Creek at three identified locations to prevent further erosion and trail narrowing, protect adjacent critical utilities as well as Alpine Road, and improve the trail surface for trail users (see IS/MND page 1-2). Bioengineered bank stabilization methods were not selected due to limited space at Sites 2 and 3 and the steep slope at these locations. Given the lengths of these two retaining walls (the wall at Site 2 would extend 80 feet and the wall at Site 3 would be 70 feet long) and the relatively small construction work areas at the three sites (totaling 6,250 square feet), the proposed project is not expected to substantially change the nature of the creek channel nor would it result in substantial loss of habitat. Draft IS/MND Section 2.4, Biological Resources, addresses the potential for temporary impacts on riparian habitat and wetland resources as a result of construction work. As noted on page 2-21 of the Draft IS/MND, the County

would obtain permits from regulatory agencies for work within riparian habitat and implementation of Mitigation Measure BIO-6 would reduce potentially significant impacts on riparian habitat to a less-than-significant level. Lastly, please note that the proposed project does not preclude Stanford University from realigning the creek to the east upstream of Site 3 after completion of the Alpine Road Trail Improvements project.

**Response to Comment B-4:** As described in the Draft IS/MND (page 1-5) a keystone wall with geogrid reinforcement, or similar type of anchoring material, would be installed beneath the railing. This would also support the trail subgrade and base and provide erosion protection at Site 1.

**Response to Comment B-5:** The comment states that the description of Los Trancos Creek in the Aesthetics section should not be compared to retaining walls in urban environments. The text referred to in this comment has been deleted on page 2-6 of the Draft IS/MND, as the analysis of potential visual resources and visual character at sites 2 and 3 is described in the prior paragraph:

In the long-term, the Alpine Road Trail would appear similar to the existing trail but the condition of the trail would improve once the project is completed. Installation of the proposed soldier pile wall and concrete lagging and cast-in-place (CIP) wall in undeveloped, vegetated areas would alter the natural creek setting. The new lagging wall at Site 2 and the CIP wall at Site 3 would unlikely be visible from Alpine Road since the walls would be at a lower elevation than the road. Trail users would have intermittent views of the new walls, which could be perceived as an adverse visual effect. ~~However, over time, the proposed plantings at the toe of Site 2 would mature and partially block views of the wall. Since the new railing and plantings would partially obscure views of the lagging wall and because views from the trail would be intermittent, effects on views and the visual character of the project site at Site 2 would be less than significant. At Sites 2 and 3, the exposed concrete wall could potentially constitute a substantial change to the visual character of the project site as the wall would introduce a new manmade feature in a natural creek environment. The concrete wall would primarily be below street level and would appear similar to other concrete retaining walls commonly seen in urban environments. Additionally, the cutoff wall at Site 3 would be below ground and the creek bank at both sites would be reconstructed with planted rock slope protection. Over time, the plants would screen a larger portion of the concrete wall; therefore, for these reasons, effects on the visual character of the project site would be less than significant. In addition, implementation of Mitigation Measure AES-1, which requires installation of planter boxes along the wall, would improve the visual quality of Sites 2 and 3 or would reduce this impact to a less-than-significant level.~~

**Mitigation Measure AES-1:** The County shall install planter boxes along the proposed walls at Sites 2 and 3 to improve the visual character and quality of the site.

**Response to Comment B-6:** During the Draft IS/MND preparation phase, installation of planter boxes along the retaining walls was originally contemplated as a method of enhancing the aesthetics of the proposed wall at Sites 2 and 3. After publication of the Draft IS/MND, the County has determined that Mitigation Measure AES-1 may not be able to withstand high flows in the creek. Provided that the concrete wall would primarily be below street level and that planted rock slope protection (once mature) would help screen views of the lower portion of the wall, Mitigation Measure AES-1 is found unnecessary. In response to this comment and other comments related to this issue, the text on page 2-6 is revised as noted in Response to Comment B-5.

**Response to Comment B-7:** The commenter refers to discussion on Draft IS/MND page 2-7 and questions what type of reflective materials could be used for the proposed lagging wall and CIP wall at Sites 2 and 3. Since publication of the Draft IS/MND, the County has confirmed that the proposed lagging wall and CIP wall at Sites 2 and 3 would include non-reflective coating on the walls and steel piles. Therefore, in response to this comment, the following sentence on page 2-7 is revised:



The proposed lagging wall and CIP wall at Sites 2 and 3, respectively, ~~could~~would not include reflective materials and therefore ~~could~~would not constitute as a new source of glare ~~but use of such materials is unlikely. However~~In addition, because these new walls would largely not be visible from Alpine Road or the Alpine Road Trail as these walls would be installed at an elevation lower than the road and trail, these structures would not adversely affect day or nighttime views in the area.

**Response to Comment B-8:** The commenter questions whether a minimum of 1:1 replanting is possible given the amount of hardscape being introduced by the project. The comment also questions how supplemental irrigation would be delivered and who would be responsible for monitoring the revegetation.

Note that subsequent to publication of the Draft IS/MND, additional survey work was conducted and due to the limited amount of space at Site 2, the County has concluded that 3:1 bank stabilization would not be feasible as this would result in encroachment in the channel. To clarify that bank stabilization was considered as an option at Site 2, the last paragraph on page 1-5 has been revised:

As shown in Figure 3, the eroded portion of the creek bank closest to the trail would be restored and supported with the above-described soldier pile wall. Below the wall, the creek bank ~~would~~ be reconstructed to a 3:1 slope using a combination of biotechnical slope stabilization on the upper slope and planted rock slope protection as a footing to protect against scour. The foundation of planted rock slope protection ~~would~~ include live willow stakes installed concurrently with rock placement to ensure penetration and access to suitable soil conditions. The upper three feet of channel bank ~~would~~ be stabilized with either vegetated soil lifts or brush mats. Vegetated soil lifts includes the construction of soil wrapped in woven biodegradable erosion control fabrics inter-planted with live cuttings such as willow, alder, and dogwood. Installation of brush mats includes excavating a horizontal trench (approximately 8 to 12 inches deep) at the toe of the streambank and burial of live willow fascines (long bundles of live woody vegetation). Once construction is complete, County staff would regularly irrigate and monitor for success of the newly vegetated areas for approximately two years.

As part of the project, the creek bank below the Site 3 retaining wall would be reconstructed to a 3:1 slope using a combination of biotechnical slope stabilization methods on the upper slope and planted rock slope protection as a footing to protect against scour. In response to the commenter's question regarding feasibility of replanting riparian vegetation at a minimum 1:1 ratio at stabilization locations, the County would revegetate the impacted slope protection areas and enhance other portions of Los Trancos Creek or other areas within the watershed to comply with Mitigation Measure BIO-6. Between on-site slope revegetation and enhancement of other areas in the project vicinity, a minimum of 1:1 replanting would be possible. Regarding the commenter's question about supplemental irrigation, the County would be responsible for delivering the water by truck. Either the County's biologist or a qualified biologist would be responsible for monitoring the revegetated areas.

**Response to Comment B-9:** The commenter acknowledges that the project would have adverse effects on federally protected wetlands but indicates that Mitigation Measure BIO-7 does not appear to address the loss of these wetlands as result of construction. As discussed in the Draft IS/MND, the purpose of the proposed project is to stabilize three bank locations at Los Trancos Creek. In doing so, there will be short-term disturbances to the creek channel. While Los Trancos Creek may be impacted during grading activities, the project would not result in the loss of wetlands or waters of the U.S. Implementation of Mitigation Measure BIO-7 would address the potential for adverse effects to wetlands and waters of the U.S. by removing temporary fill, returning dredged material to its original location, restoring affected areas to preconstruction elevations, and monitoring upstream and downstream channel locations for a two-year post-construction period to assess channel conditions. Additionally, implementation of Mitigation Measure BIO-6 would revegetate impacted banks and help to stabilize post-construction stream conditions. For construction work proposed within waters of the U.S., the County would obtain necessary permits from the Corp (described on page 2-22 of the Draft IS/MND) and

comply with any additional avoidance, minimization, and/or compensation measures. In response to this comment, the discussion of wetland impacts on page 2-22 of the Draft IS/MND has been augmented as follows:

The proposed project would have a potentially significant adverse effect on federally protected wetlands within a small work area. ESA biologists conducted a preliminary delineation of waters of the United States within the project area on January 22, 2013. A total of 0.0039 acre (171 square feet) of potentially jurisdictional wetlands and 0.28 acre (12,190 square feet)/322 linear feet of potentially jurisdictional non-wetland waters of the U.S. ("other waters"/Los Trancos Creek) occur within the wetland delineation study area (ESA, 2013). Los Trancos Creek is an intermittent blue-line drainage tributary to San Francisco Bay, and is a waters of the U.S. subject to the jurisdiction of the U.S. Army Corps of Engineers (Corps). Corps jurisdiction typically includes the creek channel and bed, and extends up the banks to the mark of ordinary high water, which is identified in the field by the wetland delineator. This area does not typically extend to the edge of riparian canopy and is usually smaller than the extent of riparian habitat described in response to question 2.4b).

Activities at Site 1 would impact a 1,700 square feet work area within Los Trancos Creek, some or all of which may be subject to Corps jurisdiction. The creek bed or banks would be excavated to a depth of 3 to 4 feet and 125 cubic yards of soil would be removed. 100 cubic yards of soil or other type of fill (e.g., stabilization material) would be replaced. Similarly, activities at Site 2 would impact a 2,550 square feet work area within Los Trancos Creek, excavating to a maximum depth of 25 feet for soldier pile drilling, excavating 150 cubic yards of soil, and replacing with 30 cubic yards of soil, 50 cubic yards of rip-rap, and 200 cubic yards of concrete fill. Activities at Site 3 would impact a 2,000 square feet work area, excavate 200 cubic yards of soil, and replace with 120 cubic yards of soil, 80 cubic yards of rip-rap, and 100 cubic yards of concrete.

Project activities may temporarily impact the small acreage of wetlands present, characterized as a sparse growth of water beard grass (*Polypogon viridis*), and would temporarily impact Los Trancos Creek. With implementation of Mitigation Measure BIO-7, stream channel conditions would be restored and wetlands are anticipated to quickly revegetate after activities complete. Only short-term impacts during construction are anticipated, and the project would not result in the loss of wetlands or waters of the U.S.

Proposed construction and ground disturbance activities associated with the project would occur within and adjacent to Los Trancos Creek. Impacts to water quality are discussed in Section 2.9, Hydrology and Water Quality. The County would obtain necessary permits from the Corps for work within waters of the U.S. In addition, implementation of the Mitigation Measure BIO-7 would reduce potentially significant impacts on federally-protected wetlands to less than significant.

**Response to Comment B-10:** The commenter states that the Draft IS/MND identifies the loss of two significant trees but does not identify any mitigation (e.g., replacement trees). The Significant Tree Ordinance of San Mateo County (Part Three of Division VIII of the Ordinance Code and Ordinance No. 2427) does not expressly require replacement of removed trees; rather, the ordinance states that in granting any permit, the Planning Director, Planning Commission, or Board of Supervisors may attach reasonable conditions including but not limited to replacement of trees removed. The County would comply with the aforementioned ordinance but would not in fact obtain a tree removal permit as described in the Draft IS/MND. To correct this minor error, the following sentence on page 2-24 of the Draft IS/MND is revised as follows:

Prior to project implementation, the County would obtain all necessary tree removal permits comply with the Significant Tree Ordinance of San Mateo County ~~the from San Mateo County~~ for removing or trimming of significant or heritage trees. Therefore, the project would not conflict with local tree ordinances and would have **no impact** on local policies or ordinances for protection of biological resources.



**Response to Comment B-11:** The commenter recognizes the archaeological sensitivity of the project vicinity. In response, the last paragraph on page 2-27 of the Draft IS/MND is revised and the following text on page 2-28 of the Draft IS/MND is revised to include additional archaeological and Native American monitoring along Los Trancos Creek.

While impacts to CA-SMA-292 are not expected, unintentional disturbance to intact portions of the site that are adjacent to the trail by personnel mobilizing in the immediate area cannot be entirely discounted during construction activities. Therefore, disturbance to CA-SMA-292 would be a potentially significant impact. Additionally, the Los Trancos Creek corridor is generally archaeologically sensitive for prehistoric sites as indicated by the numerous prehistoric sites identified to the north and south of the current project boundaries. However, implementation of **Mitigation Measure CUL-1** would reduce this potential impact to a less than significant level by requiring a qualified archaeologist and a Native American representative to monitor ground disturbing activities during project construction in the vicinity of CA-SMA-292 and for excavation greater than 2 feet deep within 100 feet of Los Trancos Creek. Additionally, in the event of an unintentional discovery of archaeological resources outside of the monitoring area, implementation of **Mitigation Measure CUL-2** would require work halt and the resources be thoroughly documented and appropriately treated. Implementation of these mitigation measures would ensure that impacts on archaeological resources remain at a less-than-significant level.

**Mitigation Measure CUL-1: Preconstruction Training and Cultural Resources Monitoring.**

*Cultural Resources Monitoring.* Prior to authorization to proceed, a Secretary of the Interior-qualified archaeologist shall prepare a cultural resources monitoring plan. The County of San Mateo shall review and approve the plan. Monitoring shall be required within the established ASA (known site boundaries of CA-SMA-292 and a 50-foot buffer to the north and south and along the Alpine Road Trail) as well as for excavation greater than 2 feet deep within 100 feet of Los Trancos Creek. The plan shall include (but not be limited to) the following issues:

**Response to Comment B-12:** The comment notes that the IS/MND does not address the question of whether the substantial concrete walls and reduced cross sections in the creek would result in erosion to other portions of Los Trancos Creek. The commenter recommends that a hydrologic/hydraulic analysis be conducted to demonstrate that the proposed modification of the creek's channel and its bank does not result in less hydraulic capacity and therefore risk of erosion on both sides of the creek. In response to this comment, the change in cross sectional area would generally be negligible except for two sites (Sites 2 and 3, see **Attachment A** and discussion below). Thus, for all project locations besides these two sites, the resulting change in sediment transport capacity or erosion potential would likewise be negligible, as no change in channel velocity would be expected.

A change in the flow area (or channel geometry) at a given location could subsequently change the channel velocity and sediment transport capacity, and ESA analyzed the potential change in channel velocity at Sites 2 and 3 as a result of project implementation (the analysis and results are summarized in Attachment A). A range of water surface elevations and discharges were assessed using the existing and proposed channel geometries at the two sites. At Site 3, project implementation would result in an increase in the cross-sectional flow area and therefore the resulting channel velocity under project conditions would be expected to decrease slightly (i.e., discharge is the product of flow area and velocity). Consequently, project installation would not result in increased channel bed erosion at Site 3. At Site 2 the proposed project would decrease the cross-sectional area and result in a potential increase in the average channel velocity. Over the range of flows examined (from a 2-year to a 100-year event), the maximum predicted increase in channel velocity is approximately 0.7 feet per second (for the 50-year event), which corresponds to an increase of approximately 8.7 percent over the existing condition. This degree of potential change is not considered significant, and it is similar to the magnitude of error typical of velocity and/or discharge measurements and thus represents a change that would only barely be measureable in

most cases. For example, according to Sauer and Meyer (1992)<sup>1</sup> most discharge measurements will have standard errors ranging from 3 to 6 percent, and a *fair* measurement would be within 8 percent (and most of the error can typically be attributed to the measurement of velocity). Implementation of the project could result in some scour of the channel bed at Site 2. However, the potential scour (and the extent of this potential impact) is expected to be very localized, limited to the bend in the channel where the encroachment of the retaining wall would be greatest.

Locally, the amount of sediment available for transport at Site 2 would likely be reduced as a result of project implementation, as a discrete sediment source (bank erosion) would necessarily be eliminated at the project location. Therefore, again, at the local- or site-scale, it is likely that there would be an increase in the amount of bed erosion to offset, to some degree, the material that would no longer be eroded and entrained from the banks. In essence, the pool at the channel bend, or the transitional (cross over) point just downstream of the pools, may become slightly deeper. Though, importantly, there would likely be no net change in the local sediment mass balance (i.e., the mass in vs. mass out would remain the same at the project sites), and the additional material potentially eroded from the bed would likely be coarser relative to the banks, which may ultimately be beneficial from a water quality standpoint. Further, the magnitude and persistence of the potential change in channel depth over time would be controlled in large part by the reach-scale channel gradient, which would not change measurably as a result of the project, and the potential increase in erosion at the channel bend at Site 2 would subsequently be very limited, spatially and temporally.

At Site 2 the project could result in an increase in localized channel velocity and bed erosion, though the magnitude of these potential changes would not be significant. Further, a measureable, reach-scale change in sediment transport and bed or bank erosion would not occur as a result of the project. The project's potential impact to channel erosion and scour would be less than significant.

**Response to Comment B-13:** This comment noting that lands designated as Academic Reserve is also identified as sensitive habitat, is acknowledged. The project's effects on sensitive habitat within Los Trancos Creek are described in Section 2.4, Biological Resources, of the Draft IS/MND. In response to this comment, the following sentence on page 2-54 is augmented:

According to the Stanford University Planning Office, these lands are designated as Academic Reserve, which are generally undeveloped or leased to agricultural and/or equestrian tenants for interim use, and includes sensitive creek habitat (Stanford University, 2011 and 2013).

**Response to Comment B-14:** In response to this comment, the following text on page 2-55 is revised as follows:

As stated above, the northern portion of the project site occurs on lands owned by Stanford University, which is not covered by the Stanford University Habitat Conservation Plan (HCP). ~~However, as~~ concluded for question 2.4f, the project would not conflict with the provisions of the HCP as the proposed project activities in and around Los Trancos Creek are outside the plan area; **no impact** would occur.

**Response to Comment B-15:** The commenter questions how pedestrian/bike conflicts would be addressed during the redirection of pedestrian use into the bike lane during construction. In response, please refer to Response to Comment B-16, below.

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<sup>1</sup> Sauer, V.B., and R.W. Meyer, 1992. Determination of Error in Individual Discharge Measurements. U.S. Geological Survey, Open-File Report 92-144, 21 p.

**Response to Comment B-16:** The commenter suggests that Mitigation Measure TRA-1 (Traffic Control Plan) include the potential pedestrian/bike conflict when the northbound lane is closed and the bike lane is shared, and that emergency access and school bus operations are also addressed.

First of all, bicyclists and pedestrians would be required to share the northbound bike lane/shoulder for up to 10 to 13 weeks at any given time within the overall 6 month construction duration at Sites 2 and 3. During this period, the potential for safety issues amongst bicyclists and pedestrians exists but such a conflict would be limited to a short period of time. Mitigation Measure TRA-1 establishes the requirement that a traffic control plan (TCP) be prepared and implemented by the construction contractor(s), the content and details of which would be dependent on input from, and coordination with, the County, the Town of Portola Valley, City of Menlo Park, and Caltrans, as appropriate. As stated in the Draft IS/MND (page 2-70), the TCP shall include, but not be limited to, the bulleted elements listed on that page; the listed elements of a TCP do not purport to be all-inclusive. In response to this comment; however, the list on page 2-70 is revised to include the following additional element, which would pertain to the period of time (estimated to last about four weeks, weekdays 8:00 a.m. to 5:00 p.m.) when work activities would occur at Site 1:

- Advance warning signs (e.g., "CAUTION: Walkway Closed Ahead", "CAUTION: Pedestrians/Bicyclists to Share Bike Lane", or "CAUTION: Bicyclists Must Slow Down When Pedestrians are Present") shall be posted, and, as necessary and as approved by Caltrans and the County, a flagger shall be made available in advance of (south of) the shared bike lane to ensure safe passage by pedestrians and bicyclists around the Site 1.

Regarding the comment's reference to emergency access and school bus operations, because emergency vehicles and school buses are part of the vehicle stream traveling on Alpine Road, Mitigation Measure TRA-1 already includes elements pertaining to minimizing impacts to traffic circulation, safety and access, and specifically refers to access for emergency responders and notification of emergency service providers (e.g., police and fire stations).

**Response to Comment B-17:** The comment states that the table containing a list of responsible agencies (Draft IS/MND page 2-80) does not include the required approvals by NOAA Fisheries or California Department of Fish and Wildlife. In response to this comment, the table on page 2-80 is revised as follows:

Other:	X	Streambed Alteration Agreement notification from California Department of Wildlife and Biological Opinion from National Oceanic and Atmospheric Administration
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## Comment Letter C

**From:** Lennie Roberts <lennie@darwin.ptvy.ca.us>  
**To:** <alpinetrailismnd@smcgov.org>  
**CC:** Alice Kaufman <Alice@greenfoothills.org>, Julie Hutcheson  
<Julie@greenfoothills.org>, Liz Snyder <grapenut@gmail.com>, Mandy Henry  
<mandy@greenfoothills.org>  
**Date:** 9/9/2013 3:00 PM  
**Subject:** Comments on Draft IS/MND for Alpine Trail  
**Attachments:** CGF MND Alpine Trail.doc; Part.002

Hello Karen,

Attached are my comments on the Initial Study/Mitigated Negative Declaration for the Alpine Road Trail Improvements Project, on behalf of Committee for Green Foothills.

Thanks for the opportunity to comment and we look forward to the implementation of this project!

Sincerely,

Lennie Roberts, Legislative Advocate  
Committee for Green Foothills



COMMITTEE FOR  
GREEN FOOTHILLS

## Comment Letter C

September 9, 2013

Karen Pachmayer, Principal Civil Engineer  
San Mateo County Public Works  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063-1665

**Re: Alpine Road Trail Improvements Project – Draft Mitigated Negative Declaration**

Dear Ms. Pachmayer,

Thank you for the opportunity to comment on Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the above-referenced project. On behalf of Committee for Green Foothills (CGF), I have the following comments:

**Section 1.2: Project Background**, page 1-2, The Introduction refers to the Lower Alpine Road Trail as a multi-use trail. Throughout most of the segments of the proposed project area, the existing trail can hardly be characterized as multi-use. The overwhelming majority of trail users are walkers and runners. Alpine Road has bike lanes adjacent to the travel lanes, and the vast majority of cyclists use these. One of the objectives of the project, as CGF understands it, is to rehabilitate the surface of the existing trail so it is more usable by pedestrians and an occasional inexperienced cyclist, without expanding its capacity. This minimalist approach was strongly supported by many residents of the most impacted community, Stanford Weekend Acres, during the long and contentious battle over the offer by Stanford of over \$10 million to San Mateo County to construct a Class 1 multi-use trail as mitigation for impacts from campus expansion. Please delete reference to “multi-use” and substitute “public use” trail as used in the IS/MND on page 2-46.

C-1

**Section 1.2: Project Objectives**, page 1-2: As stated, the Project Objectives are to rehabilitate the segment of existing Lower Alpine Trail within unincorporated San Mateo County, to stabilize the creek bank of Los Trancos Creek at three locations to prevent further erosion of the bank, and to improve the trail surface for trail users. The southern section of the trail is located next to Los Trancos Creek and its riparian corridor and the entire section is adjacent to Alpine Road, a designated Scenic Road (SMC General Plan Table 4.6). In recognition of these important resources, CGF requests adding a new Objective: to minimize impacts upon the creek’s sensitive stream and riparian habitats and to maintain the scenic quality along Alpine Road. This Objective would also be consistent with Mitigation Measure BIO-2.

C-2

**Section 1.4.2 Proposed Improvements**, pages 1.4 to 1.8: CGF appreciates the limiting of trail rehabilitation to within its existing footprint rather than expanding it, and notes that expansion could create significant impacts that would require substantial mitigations. CGF also appreciates the nuanced shifting of the trail 1-2 feet away from specific trees to protect their trunks and roots. In order to prevent damage to tree trunks and roots along the trail during construction/rehabilitation, CGF requests that tree protection such as exclusion fencing/netting/ trunk wrapping be included either as a mitigation measure or as a condition of approval.

C-3

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## Comment Letter C

Committee for Green Foothills

September 9, 2013

Page 2 of 3

**Section 1.4.2 Proposed Improvements, page 1-5:** The IS/MND describes using a combination of biotechnical slope stabilization methods on the upper slope and planted rock slope protection as a footing to prevent scour at Site 2. These are important features that will help minimize hydrological impacts to the bank immediately upstream and downstream of the site. However, there is nothing in the description to indicate whether similar biotechnical measures will be installed on the banks immediately adjacent to the soldier pile wall. For Site 3, page 1-8, CGF urges that planted rock slope protection similar to Site 2 be used rather than a buried cut-off wall, as over time this wall is likely to be exposed under high flow conditions.

C-4

**Aesthetics, page 2-4:** The IS/MND states that Alpine Road is a rural road that provides scenic views, and correctly notes that this segment is within Portola Valley's Alpine Scenic Corridor Plan, a Sub-Area of the Town of Portola Valley's General Plan. Alpine Road is also a designated Scenic Road in the San Mateo County General Plan (see comment re: Section 1.2 Objectives above). The primary views that contribute to the scenic quality along this stretch of Alpine Road are of mature coast live and valley oaks, and riparian vegetation along Los Trancos Creek, including native willows and buckeyes. While the larger trees adjacent to the trail are thankfully proposed to be protected, some of the construction activities (particularly at Site 2 where construction will require excavation of a bench to allow drilling of holes for the steel soldier piles) could result in major trimming of willows and other riparian trees/shrubs, which could be a potentially significant adverse visual impact, as large open gaps in the canopy of trees and mature shrubs could result. A mitigation measure should be required to minimize such trimming at all three of the creek bank stabilization sites.

C-5

**Aesthetics: Mitigation Measure AES-1, page 2-6** which calls for installation of concrete planter boxes along the proposed walls at Sites 2 and 3 is wholly unnecessary and inconsistent with maintaining the scenic, rural character along Alpine Road. Moreover, planter boxes would require long-term care of the soil/plants, including irrigation, fertilization, and replacement of dead plants. This would be costly and impractical, considering that even basic maintenance of the trail (such as trimming encroaching shrubbery and repairing cracks/potholes) has always been a very low priority for the County. CGF questions the IS/MND's conclusion that the sight of exposed concrete walls would constitute a potentially significant impact since they will be constructed on the bank of the creek and below the trail, and therefore are mostly out of sight. Additionally the proposed re-vegetation of disturbed areas will, over time, be far more effective mitigation. Please delete this mitigation measure.

C-6

**Biological Resources: Riparian Habitat Discussion, page 2-21,** notes that work on the three bank stabilization sites could have a potentially significant adverse impact on riparian habitat. The discussion further states that "minor tree limbing and brush clearing" would likely be required to provide access for workers and equipment, and that some equipment may operate from within the creek channel. Locations for access to the channel are not identified in the IS/MND, and impacts beyond the limited stabilization sites have not been evaluated, but certainly there would be additional impacts from such access sites, both to creek banks and the streambed itself. CGF strongly urges the County to require a condition of approval that prohibits heavy construction equipment from accessing and operating within the creek channel to avoid these possible impacts.

C-7

## Comment Letter C

Committee for Green Foothills

September 9, 2013

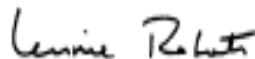
Page 3 of 3

Hydrology and Water Quality Discussion, page 2-61, concludes that the proposed project would not result in the alteration of the course of Los Trancos Creek. However, there is insufficient analysis of fluvial processes to support this conclusion. Armoring the bank with hard concrete walls, particularly at Site 3 where no biotechnical elements are included, will likely accelerate and redirect high velocity flood flows of the creek, potentially increasing streambank erosion both upstream and downstream of the structure(s) with potentially significant adverse water quality impacts, including sedimentation and turbidity. The County should consider incorporating biotechnical elements such as live cuttings of native willows at Site 3, or alternatively, constructing a bridge across this problem area, which could feasibly be accomplished by shifting the northbound travel lanes of Alpine Road and the trail slightly away from the creekbank, using some of the space in the island between the travel lanes.

C-8

Thank you again for the opportunity to comment. CGF thanks the Board of Supervisors for providing funding and looks forward to this project's implementation. Please send notification for this item when it is scheduled for consideration by the Board of Supervisors, to my home/office address below, or by email.

Sincerely,



Lennie Roberts, Legislative Advocate, San Mateo County  
339 La Cuesta Drive  
Portola Valley, CA 94028  
Lennie@darwin.ptvy.ca.us

*Response to Letter C. Committee for Green Foothills, Lennie Roberts*

**Response to Comment C-1:** The observation by the Committee for Green Foothills that use of the Lower Alpine Road Trail is primarily used by walkers and runners is noted. Regarding the commenter's request for deleting reference to "multi-use" and substituting that term with "public use" on Draft IS/MND page 2-46, note that San Mateo County's Department of Parks website<sup>2</sup> indicates that the trail is open to both hikers and bicyclists. Thus, the trail is a multi-use trail as it is available to pedestrians and bicyclists. The proposed project and project objectives do not seek to change the existing use types or increase the capacity of the trail.

**Response to Comment C-2:** The commenter's request to add a new objective to the project description related to minimizing impacts upon the creek's sensitive stream and riparian habitats and to maintain the scenic quality along Alpine Road is acknowledged. As correctly described by the commenter, the main objectives of the project are to rehabilitate a segment of the Alpine Road Trail, stabilize the bank along the trail and Los Trancos Creek at three identified locations, prevent further trail narrowing to protect adjacent critical utilities, and improve the trail surface for trail users (see Draft IS/MND page 1-2). Implementation of mitigation measures identified in Section 2.4, Biological Resources, of the IS/MND (pages 2-15 to 2-25) would reduce impacts on stream and riparian habitats to a less-than-significant level; therefore inclusion of a new objective pertaining to stream and riparian habitat is not necessary.

**Response to Comment C-3:** The commenter requests that tree protection measures such as exclusion fencing, netting or trunk wrapping be included either as a mitigation measure or as a condition approval. As suggested by the commenter, the County's contractor would install tree protection fencing to establish the limits of encroachment around existing trees that would be protected. In response to this comment, the following sentence is added at the end of the last paragraph on Draft IS/MND page 1-8:

Exclusion fencing would be established around trees that would be protected throughout the duration of the construction period.

**Response to Comment C-4:** In response to the commenter's question as to whether biotechnical measures would be installed on the banks immediately adjacent to the soldier pile wall at Site 2, a combination of biotechnical slope stabilization methods on the upper slope and planted rock slope protection as a footing to protect against scour could be implemented below the proposed soldier pile wall (see Draft IS/MND page 1-5). However, described in Response to Comment B-8, since publication of the Draft IS/MND, additional field surveys have been conducted and it has been determined that due to the limited amount of space between the wall and channel, implementation of biotechnical slope stabilization methods at Site 2 would result in encroachment in the channel. As such, the County has concluded that planted rock slope protection would not be feasible at Site 2. The commenter's request that Site 3 include planted rock slope protection similar to what's proposed at Site 2 as opposed to a buried cut-off wall is acknowledged. The County would in fact install biotechnical slope stabilization methods in addition to the buried cut-off wall. The sixth sentence of the first paragraph on Draft IS/MND page 1-8 is revised:

The County ~~is/would also considering installation of either (1) planted rock slope protection similar to improvements proposed at Site 2, or (2) a buried cutoff wall with planting on top that would be installed as part of the CIP footing and buried riprap may be placed on either end of the wall. This planted area is similar to improvements considered at Site 2.~~

<sup>2</sup> County of San Mateo, Department of Parks, Alpine Trail website:  
<http://www.co.sanmateo.ca.us/portal/site/parks/memitem.f13bead76123ee4482439054d17332a0/?vgnextoid=bdb1969a28f97310VgnVCM1000001937230aRCRD&cpsextrcurrchannel=1>, accessed October 4, 2013.



**Response to Comment C-5:** The commenter's request for minimizing tree trimming activities in an effort to reduce adverse effects on visual resources is acknowledged. Some tree trimming would be required to access construction work areas and would be conducted consistent with San Mateo County's Heritage and Significant Tree Ordinances. As described in Response to Comment B-10, above, the County would comply with the local tree ordinance for removing or trimming of heritage trees. The County would also need to acquire permits from regulatory agencies for work within riparian habitat and, as required by Mitigation Measure BIO-6, would be required to replant riparian vegetation to compensate for the loss of riparian habitat within the riparian zone of Los Trancos Creek. Compliance with the County's tree ordinance would ensure that tree trimming is minimized. It should also be noted that areas of riparian habitat removed during construction would be revegetated and, over time, would mature and fill in open areas that require trimming. No additional mitigation measures related to minimization of tree trimming is deemed necessary for the purposes of reducing adverse visual effects.

**Response to Comment C-6:** In response to this comment and similar comments related to aesthetics, Mitigation Measure AES-1 has been deleted. Refer to Response to Comment B-5, above, for details.

**Response to Comment C-7:** The commenter's suggestion for requiring a condition of approval prohibiting heavy construction equipment from accessing and operating within the creek channel is acknowledged. Most heavy equipment, including cranes and drill rigs for activities at Site 2, would be utilized outside of the creek channel. A bobcat type skid steer loader would, however, be necessary for some bank removal work prior to CIP wall construction at Site 3.

**Response to Comment C-8:** The commenter asserts that there are no biotechnical elements included at Site 3. For clarification, please note that planted rock slope protection methods are in fact proposed and would be similar to bioengineered solutions originally proposed at Site 2. As described on page 1-5 of the Draft IS/MND, planted rock slope protection would include live willow stakes installed concurrently with rock placement to ensure penetration and access to suitable soil conditions. The upper three feet of channel bank would be stabilized with either vegetated soil lifts or brush mats.

In response to the commenter's concern regarding the potential for increased creek bank erosion both upstream and downstream of the structure(s) and associated adverse water quality impacts, please refer to Response to Comment B-12 for discussion as to why creek bank erosion is not anticipated.

## Comment Letter D

**From:** Emma Shlaes <[emma@bikesiliconvalley.org](mailto:emma@bikesiliconvalley.org)>  
**To:** <[alpinetrailismnd@smcgov.org](mailto:alpinetrailismnd@smcgov.org)>  
**CC:** Corinne Winter <[corinne@bikesiliconvalley.org](mailto:corinne@bikesiliconvalley.org)>, Colin Heyne <[colin@bikesiliconvalley.org](mailto:colin@bikesiliconvalley.org)>  
**Date:** 9/12/2013 5:19 PM  
**Subject:** Alpine Road Trail Improvement Project  
**Attachments:** 130915 Alpine Rd. Trail.pdf

Please find attached comments regarding the Alpine Road Trail Improvement Project.

If you have questions, please let me know.

Thank you,  
Emma

--

Emma Shlaes  
Advocacy Coordinator  
Silicon Valley Bicycle Coalition\*  
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Working to make bicycling safe, convenient, and fun\*

## Comment Letter D

SILICON VALLEY  
BICYCLE  
COALITION



Promoting the bicycle for everyday use.

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<http://bikesiliconvalley.org>

September 15, 2013

Karen E. Pachmayer  
Department of Public Works  
County of San Mateo  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063-1665

Re: Alpine Road Trail Improvement Project

Dear Ms. Pachmayer:

I am writing to express Silicon Valley Bicycle Coalition's (SVBC) support for the adoption of the Initial Study and Mitigated Negative Declaration for the Alpine Road Trail Improvement Project. We are strongly in favor of the project as it provides much-needed maintenance to a heavily used trail by bike riders and pedestrians.

D-1

However, there are some safety concerns regarding the construction process. Because trail users would be diverted into the bike lane, there is potential conflict between bike riders of differing ability as well as with pedestrians. This is of particular concern in Site 2 and 3, where one of the northbound lanes of Alpine Road would be temporarily closed and a K-rail would direct bike riders and pedestrians around the construction area. Because of limited space, this could be dangerous for diverted trail users and experienced bike riders.

D-2

In addition, because presumably both north- and southbound trail users will be diverted into the northbound bike lane and shoulder, they are then set up to be riding against vehicle traffic, which is very unsafe.

Our concerns are based on our interpretation of the construction plan. We have the following questions:

- Will K-rails be used both between the construction and the temporary bike lane AND between the bike lane and vehicle traffic or simply between construction and temporary bike lane?
- What will the width of the combined bike lane and diverted trail path be?

D-3

D-4

We applaud the effort of the County to make improvements on this important trail, but hope some further consideration is directed to the mitigation of potential conflicts between diverted trail users and regular vehicle and bicycle traffic on Alpine Road. If you would like to discuss our comments further, please contact our Advocacy Coordinator Emma Shlaes at 408-227-7259, ext. 228 or [emma@bikesiliconvalley.org](mailto:emma@bikesiliconvalley.org). Please also add her to the update list for this project.

Thank you for your consideration.

Sincerely,

Corinne Winter  
President and Executive Director

### *Response to Letter D. Silicon Valley Bicycle Coalition*

**Response to Comment D-1:** This comment expressing support for the proposed project is acknowledged.

**Response to Comment D-2:** The commenter expresses the following concerns for construction activities at Sites 2 and 3: (1) potential for conflict between bicyclists and pedestrians as the K-rail would direct bike riders and pedestrians around construction area, which could be dangerous for diverted trail users and bike riders; and (2) both northbound and southbound trail users would be diverted into the northbound bike lane/shoulder.

Please note that bicyclists and pedestrians would be required to share the northbound bike lane/shoulder for up to 10 weeks at any given time within the overall 6 month construction duration at Sites 2 and 3. During this period, the potential for safety issues amongst bicyclists and pedestrians exists but such a conflict would be limited to a short period of time. Although sharing of the bike lane/road shoulder may cause confusion for some pedestrians and bicyclists that are not accustomed to doing so, it should be noted that bicyclists and pedestrians currently share the Alpine Road Trail north of Stowe Lane. See Response to Comment B-16 regarding measures to minimize traffic safety impacts during project construction.

**Response to Comment D-3:** The commenter asks if the K-rails would be used both between the construction and the temporary bike lane and between the bike lane and vehicle traffic, or simply between construction and the temporary bike lane.

The K-rails likely would be used both between the construction work area and the temporary bike lane and between the temporary bike lane and vehicle traffic.

**Response to Comment D-4:** The comment requests information regarding the width of the combined bike lane and diverted trail path. Depending on the amount of room available, the combined bike lane and diverted trail path would range between 6 and 12 feet wide. Please refer to Response to Comment D-2 for information regarding the construction duration at Sites 2 and 3 and, consequently, the duration for potential conflicts between bicyclists and pedestrians that would be diverted into the northbound bike lane/shoulder. Also refer to Response to Comment B-16 for revisions to Mitigation Measure TRA-1.



## Comment Letter E

**From:** Lovinda <lovinda@gmail.com>  
**To:** <alpinetrailismnd@smc.gov.org>  
**Date:** 9/11/2013 8:58 AM  
**Subject:** Alpine Road Trail Improvement Project

Dear Ms. Packmayer,

Please add my voice to those cheering you on as you work to improve the trail. For Stanford Acres, Ladera, and all those who use that trail linking Palo Alto/Menlo Park and Portola Valley, for safety reasons, among others, it's past time to create a more usable path, and the creek needs stabilization, too.

If I may help in any way, although I'm just a local resident, I would welcome your call.

With thanks,  
/Lovinda

Lovinda Beal  
650.529.8585

E-1

*Response to Letter E. Lovinda Beal*

Response to Comment E-1: This comment expressing support for the proposed project is acknowledged.

## Comment Letter F

**From:** <carole.bridgeman@comcast.net>  
**To:** <alpinetrailismnd@smcgov.org>  
**Date:** 8/27/2013 12:18 PM  
**Subject:** Alpine Road Trail Improvement Project

August 27 2013

Alpine Road Trail Improvement Project  
Attn: Karen E. Pachmayer  
Department of Public Works  
555 County Center, 5th Floor  
Redwood City, CA. 94063

Dear Ms. Pachmayer,

I use to live in Ladera a number of years ago and boarded my horses at Portola Pastures. I have since moved, but still drive by the area, so I am familiar with the Alpine Trail Improvement project. In fact I attended two of the town meetings that were held regarding this project. This project was labeled MULTI-USE, but there is no mention of equestrian usage or conforming the trail for the use of horses. Since this trail is 6 feet wide, why can't 4 feet be paved and 2 feet be a gravel segment? In this way, the equestrians and runners will enjoy this trail much more since runners want a softer surface to run on and gravel will provide a safe surface for the equestrians to ride their horses.

I currently board my horse on Canada Rd in Woodside, so if you go down Canada Rd. there are two trails along each side of the road from Roberts north to Jefferson Rd. You mainly see runners, dog walkers and equestrians on the unpaved trail. There are a lot of bike riders on the road and they mainly use the bike lane on the roadway. The paved portion is not used that much in comparison.

So I would urge you to change your design plans for the trail on Alpine so that all users can enjoy it and not leave out a select few. There are disabled people that use their horses to get about. They would be able to benefit from the trail. This trail connects to Webb Ranch and other equestrian facilities and Open Space Preserves in the area, also to the Trail Systems in Portola Valley, Los Altos Hills and Woodside. The San Mateo County Parks Master plans mentions the goal of providing inter-trail connections.

By having a 4 foot paved/ 2 foot unpaved portions of the trail, you will fit the description of Multi-Use and meet one of the goals of the County Parks Master Plan.

Sincerely,

Carole Bridgeman  
438 Portofino Dr. #102  
San Carlos, CA 94070  
650-593-2134

Member of: ETRAC (Equestrian Trail Riders Action Committee),  
San Mateo County Mounted Search and Rescue , and  
San Mateo County Volunteer Horse Patrol

F-1

### *Response to Letter F. Bridgeman*

**Response to Comment F-1:** This comment requesting that the Alpine Road trail consist of a 4-foot-wide paved portion and a 2-foot-wide gravel trail to allow for equestrian use is noted. As described in Response to Comment C-1, the County's Department of Parks website<sup>3</sup> indicates that the trail is open to both hikers and bicyclists and, for the purposes of this document, is referred to as a multi-use trail. As stated on page 1-2, one of the main objectives of the proposed project is to rehabilitate the existing segment of the Alpine Road Trail within unincorporated San Mateo County and changes in trail use type or capacity are not proposed. The trail would generally follow the same alignment as the existing trail, which varies between 4 and 6 feet.

Similarly, in response to the commenter's concern that the project does not appear to fully meet the San Mateo County Parks Master Plan goal of providing inter-trail connections, because the project only includes rehabilitation of an existing segment of the Alpine Road Trail, the project does not include inter-trail connections. While the San Mateo County Parks Master Plan for Trails is not the subject of this IS/MND, note that the Master Plan does not require that all County trails provide inter-trail connections. Rather, an objective of the overall Master Plan is to "provide connection between municipal trail systems and County trails and other jurisdictions trail systems."<sup>4</sup> Moreover, the proposed project does not preclude equestrian use on the Alpine Road Trail. As stated in prior responses, one of the main objectives of the project is to rehabilitate the existing trail. Because this comment does not address the content or adequacy of the Draft IS/MND, no further response is provided.

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<sup>3</sup> County of San Mateo, Department of Parks, Alpine Trail website:  
<http://www.co.sanmateo.ca.us/portal/site/parks/menuitem.f13bead76123ee4482439054d17332a0/?vgnextoid=bdb1969a28f97310VgnVCM1000001937230aRCRD&cpsextcurrechannel=1>, accessed October 4, 2013.

<sup>4</sup> County of San Mateo, 2001. *San Mateo County 2001 Trails Plan*. Available at  
<http://www.co.sanmateo.ca.us/Attachments/parks/Files/Parks%20Planning/Master%20Plans/Trails%20Master%20Plan.pdf>.

## Comment Letter G

**From:** Faye <faye@tails2u.com>  
**To:** "alpinetrailismnd@smcgov.org" <alpinetrailismnd@smcgov.org>  
**Date:** 8/21/2013 7:34 PM  
**Subject:** Alpine Trail  
**Attachments:** ETRAC-Alpine Trail 8-21-2013.doc

Hello Karen Pachmayer

I am attaching a letter concerning the Alpine Trail. I hope that you strongly consider its content and change the surface of this trail. I G-1

Respectfully yours

Faye Brophy  
ETRAC President  
(Equestrian Trail Riders Action Committee)

## Comment Letter G

August 21, 2013

Alpine Road Trail Improvement Project  
Attn: Karen E. Pachmayer  
Department of Public Works  
555 County Center, 5th Floor  
Redwood City, Ca 94063

Dear Ms. Pachmayer,

I am writing about the Alpine Trail Improvement. It is designed to be a 6 foot wide paved trail and is supposed to be multi-use. I would like to ask that this trail be segmented into a 4 ft paved segment and a 2 foot wide gravel segment. In this way, the equestrians and runners will enjoy this trail much more since runners want a softer surface to run on and gravel will provide a safe surface to navigate for the horses.

If you go down Canada Rd, there are two trails along each side this road from Roberts Store north to Jefferson Rd. You will see that all the runners use the unpaved trail, as well as dog walkers and equestrians. This unpaved trail is used much more than the paved trail by all users. We have many bikes going up and down this road but they all use the roadway.

So for the above reasons, I would strongly urge that you change your design plans for the single trail on Alpine. This trail connects Webb Ranch and other equestrian facilities to the open spaces at Arastadero, Windy Hill, Portola Valley trail system and to the Woodside Trail system. By paving this trail, you have effectively eliminated equestrians from this trail and you are not fulfilling the SMC Parks Master plan for Trails whose goal is to provide inter-trail connections between County parks, open spaces, State as well as National Parks.

This trail is used mostly by walkers, runners, equestrians and people who tend to ride slowly on bikes (since the advanced faster bikers will use Alpine Road and not the trail). By using the 4 ft paved/2 ft gravel ratio, you will provide surfaces that all the users will enjoy, not just a portion of the users.

Respectfully yours

Faye Brophy  
ETRAC President

G-2

*Response to Letter G. Faye Brophy, ETRAC President*

Response to Comment G-1: In response to this comment, please refer to Response to Comment F-1, above.



## Comment Letter H

**From:** Mike Bushue <mike.bushue@oracle.com>  
**To:** <alpinetrailismnd@smc.gov.org>, mb <mike.bushue@oracle.com>  
**Date:** 8/27/2013 10:42 AM  
**Subject:** Fwd: Alpine Trail

Dear Ms. Pachmayer,

I am writing on behalf of the equestrians that use the trail on Alpine Road for equestrian passage to the trails in Portola valley. I am a resident of Belmont and have boarded my horses at Webb Ranch for over ten years.

Frequently, I ride out the front gate to Webb Ranch and cross Alpine Road, using the crosswalk, to get to this segment of the Alpine trail.

I then travel west along Alpine, past the Ladera Country Club, to the unpaved section of trail that comes out at Westridge Road, or I continue on to Arastradero Road on the northern side (which is an unpaved trail on Alpine).

The trail modifications listed for improvement call for a 6 foot wide paved trail, which is supposed to be multi-use. I would like to ask that this trail be segmented, into a 4 ft paved segment and a 2 foot wide gravel segment. My preference is to have the 2 ft. wide segment be farthest away from the road surface. This will make this trail a much more enjoyable experience for the equestrians and runners who want a softer surface to run on, and gravel will provide a safe surface for horses.

If you go down Canada Road in Woodside, you will find that there are two trails along each side this road from Roberts Store north to Jefferson Road. You will see that all the runners use the unpaved trail, as well as dog walkers and equestrians. This unpaved trail is used much more than the paved trail by all users. There are many bikes going up and down this road but they generally use the roadway.

So, for the above reasons, I would strongly urge that you change your current design plans to a split surface trail on Alpine. This trail connects Webb Ranch and other equestrian facilities, including Alpine Rock Ranch and Glenoaks Equestrian Center, to the open spaces at Arastradero, Windy Hill, the Portola Valley Town Trail system and to the Woodside Trail system. By paving this trail, you have effectively eliminated equestrians from this trail and you are not fulfilling the San Mateo County Parks Master Plan for Trails, which states that their goal is to provide inter-trail connections between county parks, open spaces, state as well as national parks.

This trail is used mostly by walkers, runners, equestrians and people who tend to ride slowly on bikes (since the advanced faster bikers will use Alpine Road and not the trail). By using the 4 ft. paved/2 ft gravel ratio, you will provide surfaces that all the users will enjoy, not just a portion of the users.

Respectfully yours  
Mike Bushue  
ETRAC Vice President and boarder at Webb ranch

H-1

*Response to Letter H. Mike Bushue, ETRAC VP*

Response to Comment H-1: In response to this comment, please refer to Response to Comment F-1, above.

Comment Letter I

**From:** karen butterfield <butterfieldkaren@yahoo.com>  
**To:** "alpinetrailismnd@smcgov.org" <alpinetrailismnd@smcgov.org>  
**Date:** 8/31/2013 11:22 PM  
**Subject:** Lower alpine trail improvements

Dear County Supervisors and planners,  
I am in full support of improvements for the lower Alpine trail along the stretch of Alpine Road between Stanford University and the Ladera Oaks tennis court area. San Mateo county needs to link the lower Alpine trail with the beautiful trail for walking and biking along Alpine Road within the city of Portola Valley. I would like planners to be sure the 4-6 foot wide trail is continuous along the roadway, smoothly paved and ideally separate from the roadway for automobiles and trucks. It would be great to have a bike and walking trail on both sides of the road but to have it at least on 1 side would make it a safer path for walkers and bikers. I-1  
San Mateo county should also install a 3 way stop sign at either La Cuesta and Alpine Road, or La Mesa and Alpine Road, as the traffic has doubled or more in the last 10-20 years at peak travel times along Alpine Road. It would make it safer for walkers, bikers and cars to cross Alpine Road. I-2

I hope this project goes forward promptly.

Thank you.  
Karen Butterfield  
20 Coquito Court  
Ladera, CA 94028

*Response to Letter I. Butterfield*

**Response to Comment I-1:** This comment expressing support for the proposed project is acknowledged.

**Response to Comment I-2:** The commenter's request for the installation of a three-way stop sign at either La Cuesta Road and Alpine Road intersection or the La Mesa and Alpine Road intersection is noted. One of the main objectives of the proposed project is to rehabilitate the existing Alpine Road Trail within unincorporated San Mateo County and to stabilize the bank along the trail and Los Trancos Creek at three identified locations. The proposed project does not include roadway improvements, such as installation of a three-way stop sign at the above-mentioned intersections. This comment has been forwarded to the Road Operations department within the County's Road Service Division. As this comment does not address the content or adequacy of the Draft IS/MND, no further response is provided.

## Comment Letter J

**From:** Peter Caryotakis <pcaryota@icloud.com>  
**To:** <alpinetrailismnd@smcgov.org>  
**Date:** 9/4/2013 7:30 AM  
**Subject:** Alpine Trail

Karen E. Pachmayer, Principal Civil Engineer

I am glad you are finally getting around to the issue of fixing our trail.

I was quite dismayed to see that the work on Alpine Road has worsened the condition of the trail for those trying to use it now. Why the county paid to have all those workers out on the road with all that equipment and then didn't think to simply pave those sections of the trail that were next to the road is beyond my comprehension. I am speaking of the places where they have paved Alpine Road so that it overlaps the trail. Now, there are even more sections. They have created MORE work for you to make the trail safe.

I would hope that when you begin work you will repave ALL the sections of the trail that have degraded. This includes even those sections that are next to Weekend Acres. No one is saying the size of the trail needs to be increased, but it should be SAFE and stable. Signs do need to be put up.

There is one section that was complained about continuously where the trail uses Snecker Court? ("Old Alpine") It is in that section that the claim that driveways are on the path was complained about. The TRAIL..... uses the street. It was there before the houses. The houses are all using "extra" parking on the Alpine side of that street. Just paint the bike path on the FAR SIDE from their homes and stop the illegal parking. They have no rights to that public land and have pointed out the dangers. It will minimize your cost in trying to create a path.

I hope to see this project complete well before the end of the school year. All of this could have been finished LONG ago if you had listened to the majority and made amendments and changes for the minority instead of tossing the entire project out.

The trail now is a complete embarrassment compared to the section that was redone further down Alpine or even the section Stanford redid near the corner.

Peter Caryotakis  
Teacher at Menlo-Atherton High School  
Ladera Resident since 1969

J-1



*Response to Letter J. Caryotakis*

**Response to Comment J-1:** The comment expresses support for the project and requests that the County repave all sections of the trail that have degraded including sections near Stanford Weekend Acres and include trail improvements where the trail coincides with Snecker Court. Figure 1 of the IS/MND depicts where trail improvements are proposed and shows portions adjacent to the Stanford Weekend Acres neighborhood. The proposed project does not include trail rehabilitation work where the existing trail coincides with Alpine Road (see page 1-4 of the Draft IS/MND). This includes the section of Alpine Road near the Snecker Court intersection as well as where Alpine Road intersects with Happy Hollow Lane and Bishop Lane, and Wildwood Lane in the Stanford Weekend Acres neighborhood. As described in prior responses to comments, the proposed project does not include roadway improvements. This comment has been forwarded to the Road Operations department within the County's Road Service Division.

The commenter's request that the project construction be complete before the end of the school year is acknowledged. As described on page 1-12 of the Draft IS/MND, project construction is anticipated to occur over a six month period beginning in summer 2014 and ending in fall of 2014.

## Comment Letter K

**From:** Janet Davis <jadadjad@sbcglobal.net>  
**To:** "alpinetrailismnd@smcgov.org" <alpinetrailismnd@smcgov.org>  
**CC:** warren slocum <wslocum@smcgov.org>, margaret williams  
<margaretwilliams2010@gmail.com>, Diana Gerba <dgerba@mac.com>, Sidney Overland  
<sidneyoverland@yahoo.com>, susie cohen <susiejc@gmail.com>, patsy Wong <patsyvw@aol.com>,  
Lennie Roberts <Lennie@darwin.ptvy.ca.us>, dave boyce <dboyce@almanacnews.com>, Don Horsley  
<DHorsley@smcgov.org>, diane schiano <dianejschiano@gmail.com>, alicia torregosa  
<alicia\_94025@yahoo.com>, stuart weiss <stu@creeksidescience.com>, walter Nelson  
<uas1@prodigy.net>, Ginger Holt <Ginholt@pacbell.net>, arlene lindblom <RGLGEO@aol.com>,  
arshan arshi <aaarshi@gmail.com>, carol vonderlinden <carolv1@att.net>, jean harman  
<jharman598@comcast.net>, neil scott <nscott54@me.com>, leslie muenneman <leslie@muenn.net>  
**Date:** 9/2/2013 2:46 PM  
**Subject:** TRAIL "IMPROVEMENTS" AND CREEK ARMORING

RESPONSE  
TO THE DRAFT INITIAL  
STUDY/MITIGATED NEGATIVE DECLARATION  
ALPINE ROAD TRAIL "IMPROVEMENTS" PROJECT

Prepared by ESA  
55 Kearny Street, Suite 800  
San Francisco CA 94108

### INTRODUCTION:

When Stanford and the City of Menlo Park widened and realigned Sand Hill Road and the Alpine intersection, they built a walled-in, wide, multi-use, bi-directional "trail" along the relocated golf course. The widening of the Alpine intersection eliminated the walkway along the surface of the road between the two intersections. According to Larry Horton of Stanford, a passageway was also planned under the cantilevered section of Santa Cruz Avenue to allow local residents to cross from Alpine to Sand Hill Road on foot. This got designated a "multi-use, bi-directional trail" and was extended to the city limits along the first "block" of Alpine Road. It is extremely hazardous for pedestrians because many experienced and non-experienced cyclists use it to avoid the traffic lights at the intersections. It is also not ADA compliant and it is less than clear as to whether this is a "dedicated" trail.

K-1

Alpine Road has been widened, and bordering properties have in the past been condemned to facilitate this. Running along the Stanford Weekend Acres [SWA] subdivision from Stowe Lane to Piers Lane there was always a narrow neighborhood pathway that was used by local residents and horse riders from Webb Ranch and the Dish. When bicycling became popular, most of that pathway was taken up and used for bike lanes. It has never been a "trail" dedicated or not.

K-2

## Comment Letter K

Stanford was obligated under their General Use Permit from the County of Santa Clara, to locate a hiking trail [C-1] across their own property. They refused to do this and attempted to fulfill that obligation by shifting the obligation and location to San Mateo County along the Alpine Road right of way. In an effort to force the issue, Larry Horton, VP of Government Affairs at Stanford pointed to three sites along creek where erosion was visible, and argued that this situation mandated installation of an engineered, multi-use bidirectional "trail" through the residential subdivision of Stanford Weekend Acres, partial removal of a hill, and creek armoring to accommodate this construction. This "trail" would have been highly dangerous to all involved because of the extreme hazards of Alpine Road, and the many crossings of cul de sacs, driveways and freeway ramps.

K-3

The Engineering drawings for this proposal are seemingly lifted from the BKF drawings for the initial 20 ft. wide C-1 Trail (see "References" p. 1-13)

K-4

San Francisquito, Los Trancos and Matadero Creeks all have multiple erosion sites, caused by natural earthquake activity, but also by construction on the creekbanks and storm drains. The creek armoring suggested in this N.D. would have many adverse effects on downstream properties and those on the opposite bank, and there are alternatives available that would not have those deleterious effects. The San Mateo County supervisors wisely declined Stanford's offer of \$10,000,000 contribution to this construction. They did agree to fund some minor repairs of the pathway. My opposition focuses mainly on Site 3 and the section of the pathway through Stanford Weekend Acres [SWA]

K-5

### LACK OF NOTICE:

While it might be true that there are only some legal notice requirements to Indian tribes etc., common courtesy and government transparency policies would mandate notification of those people likely to be affected. All other jurisdictions in the Bay Area provide notices in the local papers and on their websites. I found nothing on the county websites or in the local papers. The only publication that occurred was because I e-mailed Dave Boyce, editor of the Almanac, who wrote an editorial. Even Professor Alan E. Launer of Stanford's Land Use Dept., (and who has studied the creek for decades,) was not notified. Given that Stanford's Larry Horton initiated the suggestion that the creek was in need of armoring, and the fact that the opposite bank is slated to be a Conservation Habitat zone, this is a serious omission. The proposed work will have major impacts on the residents of Stanford Weekend Acres: some more than others, and the apparent failure to notify those property owners either is inexcusable. The least that the County should have done is to have notified the SWA Home Owners' Association. This is especially so, since there was almost unanimous opposition to the C-1 trail by the SWA residents.

K-6



#### ARGUMENT:

This document is inaccurate, inept, incomplete, fails to consider alternatives, and evidences a complete lack of understanding of the area and the environment. There are two components to the project: the so called "trail" and the creek armoring.

K-7

#### The "Trail:"

The very short portion of Alpine Road within the City of Menlo Park up to Rural Lane is designated a "multi-use trail" by the City, although I have found no record of it actually being dedicated to the city as such. There is a dedicated trail from La Cuesta in unincorporated Ladera, to Portola Valley. However, the ND is incorrect in stating that the extended portion through SWA is a multi-use trail [pages 1-2 and 2-2 para. 10] It has always been a neighborhood path, although it is increasingly (and hazardously) being used by cyclists because there is no way to cross Alpine, and the intersection was poorly designed for cyclists. This pathway is only about 18" wide in parts. Some parts are elevated; some have curbs; some is asphalted, some is not. There is no drainage system along the SWA stretch, and asphaltting of a previously permeable surface a few years ago caused (and continues to cause) massive flooding of homes and properties along Alpine.

K-8

#### Safety:

There is an additional serious safety problem in that cars, trucks and motorcycles use the bike lane and the pedestrian path as a second lane! This is especially so where there is no, or little, height separation between path and roadway. This is a daily occurrence and there have been frequent accidents. A sign denoting "BIKE LANE" at the corner of Stowe and Alpine had to be replaced several times because motorists using both the path and the bike lane as an inside pass lane, kept hitting the curb and demolishing the sign. Merely resurfacing, especially near Stowe Lane, is going to exacerbate these safety problems.

K-9

Another aspect of the safety problem concerns Site 3. Multiple accidents have occurred here where vehicles have turned off the freeway ramp too swiftly, over corrected, and have crashed down the embankment. As the bank currently exists they have had soft landings. Installation of a concrete wall could result in fatalities. Even more such vehicle overbankings have occurred throughout the length of SWA, and the metal guard rail at the Bishop Road turn has been demolished multiple times. Residents have pictures going back decades of some of these events.

K-10

Over the years, residents in the section between Bishop and Piers have landscaped for privacy, sound protection, drainage and safety. This proposal would eliminate those plantings, install keystone blocks and a 4-6 ft. wide impermeable asphalt surface plus a one ft. wide, 3 ft. high concrete retaining wall between the guard rail and the homes. This will have a significant impact on those residents, yet they have to my knowledge not been given notice of this plan.

K-11

## Comment Letter K

### Asphalt Toxicity:

It is proposed to use a type I asphalt-concrete slurry system on the trail which runs alongside the creek. In one location, under the I-280 freeway, the trail is routinely flooded. Asphalt is toxic to fish, wildlife, aquatic life and is a potential carcinogen. There is no discussion of how this proposed substance complies with 33 U.S.C. Section 1251(a) [The Clean Water Act]

K-12

### Creek Reinforcement:

#### Introduction:

Los Trancos Creek is, and always has been, susceptible to erosion. The San Francisquito part of the creek (downstream from Piers Lane) is naturally meandering, has moved westwards several times in the past and is constantly eroding and accreting. There are additional man-instigated reasons for the specified, specific erosion sites: the foolish construction of the Ladera Oaks Club on the very banks of the creek, creating accelerated run-off from impermeable surfaces; and the large, unbaffled storm drains at La Cuesta, I-280, and Piers Lane (from the Portola Valley Training Center) that create torrents of flood water scouring banks and undermining trees during winter. (Until I complained several years ago, the effluent from PTVTC also used to carry massive amounts of horse manure directly into the creek via that very storm drain)

K-13

Storm drains are even mentioned in the ND. For example, p. 1-5 refers to an 18" pipe at Site 1 near La Cuesta. (I think there is also one by La Mesa.) Anyone who has witnessed the winter inflow and outfall from this drain would see immediately why there is an erosion problem. There is a similar problem at Site 2, across from Portola Valley Training Center. As to site 3 at p 1-8 the report is, I believe, in error. It is not the roadway run-off that is causing the erosion, it is the massive storm drains which the engineers propose to add to, and reinforce! This would appear to someone who has lived by the creek for almost 50 years, to be utter insanity, and would vastly exacerbate any existing erosion in that spot and downstream.

K-14

### Hydrology 101:

You simply cannot armor one side of a creek without cascading ramifications downstream and on the opposite banks. The County has repeatedly allowed creek armoring and storm drains on sequential projects without any thought to the cumulative effect. There are retaining walls along San Francisquito creek that have no permits: some are of decomposing gabion, others are of poor, outdated design that impede flood waters and cause downstream damage to other properties. The County has absolutely no record of the extent of this, nor have they done any holistic studies on the impact on flooding and bank collapse

K-15



## Comment Letter K

Stanford owns the entirety of the opposite bank, yet the ND was apparently not even sent to the responsible parties at the University. Stanford has done multiple studies on the various creeks in the watershed; the impact of sedimentation; the potential impacts of dam removal; and factors affecting flood alleviation. Furthermore, the opposite bank owned by Stanford is slated to be a Conservation Zone, and as such a basic requirement should have been some coordination with the Head of the Conservation Dept., Alan Launer.

K-16

### CONSTRUCTION:

What is proposed for creek "stabilization" is utterly egregious, unnecessary and futile. The creek is the last remaining "free" creek in the county that supports several endangered or protected species. It is also frequented by many species crossing to and from the Dish area to the Webb Ranch area. The exposed roots of trees where erosion occurs serve as protection and cover for aquatic species. To install cast in place concrete walls, 15 ft. high and 70 feet long (p. 1-8) is completely ridiculous and utterly anathema to probably everybody living in the area – which encompasses all the residents of SWA. It would almost certainly exacerbate the flood potential of the residents of Piers Lane specifically, and everybody downstream.

K-17

To suggest, as proposed at p. 2-6, that putting planter boxes along this wall would make this acceptable is utterly ludicrous.

K-18

The most egregious portion of the proposal is that which is planned for Site 3: a 70 ft. long, 15 ft. high retaining wall with spread footings along the bank of the creek. Added to the insanity is the proposal to reinforce and add to the stormwater inlet, which is the very reason there is erosion in the first place. This is all the more ridiculous because a simpler, less costly and less environmentally harmful approach would be to reduce the width of the median and adjust the position of the pathway, or (as originally suggested by the BOS) construct a wooden bridge over the eroded sections of the path. Both these alternatives would prevent the cascading effect of creek armoring. The wooden bridge would also reduce the danger to pedestrians of careening cars that veer over the path and bike lane.

K-19

The proposal also calls for the temporary closure of Alpine Road which is used by over 25,000 people per day.

K-20

The fact that something can be constructed is no reason that it should be constructed. The Army Corps of Engineers undertook vast construction projects for example, around New Orleans, and along the Missouri and Mississippi rivers: all of which resulted in massive, devastating flooding and irreversible environmental damage. Recently \$ millions were spent on "improvements" to the levee along the lower reaches of the San Francisco Creek that did not prevent flooding last year.

K-21

## Comment Letter K

### SPECIFIC OBJECTIONS TO IMPACTS DEEMED INSIGNIFICANT OR CAPABLE OF MITIGATION:

#### Section 2.1. Aesthetics:

To suggest that construction of a project of this scope, involving the extent of concrete and asphalt could be mitigated to the point of less than significant impact, strains credulity. Site 3 would be visible to every vehicle

exiting I-280 and when (if) completed would be highly visible to everyone walking or biking in the vicinity.

Mitigation Measure AES1 p.2.6

To suggest that "The county shall install planter boxes along the proposed walls of Sites 21 and 3 to improve the visual character and quality of the site" is any kind of mitigation is utterly ridiculous.

The project will obviously affect the existing visual character of the area. Given the County's utter failure

historically to monitor any mandated

"Conditions" in SWA, and the almost complete lack of maintenance throughout the entire length of the SWA path, it is astounding that this suggestion was even made.

K-22

Subsections e-f relating to scenic corridors and natural scenic qualities are in error.

It is true that this area is not a Design Review District. However, the General Plan is replete with policies affecting scenic corridors and riparian corridors and buffer zones. What is proposed is diametrically opposed to those policies.

K-23

#### Section 2.4 Biological Resources:

Tiger Salamander: We used to have many of these at our property just north of Site 3. There is nothing to prove that they do not occur at Site 3 or nearby.

SF Garter snake: As above

Pond Turtle: As above. Plus they are (or at least were) present by Piers Lane, and there is nothing to suggest they are not at site 3, especially since these are very elusive.

K-24

The entire section on mitigation measures is inadequate. It is

contemplated that work will be not only on the banks but within the actual channel of the creek, disturbing the bed, the banks, and the surrounding environment.

Mitigation measure BIO-6 (p. 2-21) suggests

taking photos of the banks pre-construction and developing a contingency plan if restoration goals are not met within 2 years. Anyone with experience of the County's performance in such areas has good cause to doubt the veracity of this claim. The same applies to BIO-7

Mitigation measure. Item (e) on p. 2-23 is

not factual since the work proposed conflicts with numerous policies in the General Plan. Item (f) on p. 2-24 states

that the project will have no impact on the Stanford Habitat Conservation Plan since it concerns Los Trancos Creek. However, it is just upstream from the confluence with San Francisquito Creek, which is covered by the HCP Plan, and could certainly have an impact.

K-25

## Comment Letter K

### 2.5 CULTURAL RESOURCES:

The trail follows in part, the old Buell Wagon Trail. Old records of Alpine Road show that there was a cemetery roughly where Bishop Lane is situated. About a year ago it was reported that Native American remains were found on nearby Orange Avenue. Fossils frequently wash down the creek and can be dug up in local gardens. Following the widening of the Alpine road intersection, many fossils were lying on the ground. When SLAC was excavated many marine mammal skeletons were found, one of which was about the size of a cow. In pre-history, long before the Native Americans lived here, this entire area was part of an ocean so it is reasonable to assume that there are cultural artifacts, especially in the creek area. There is (or at least was) also a present-day "Sweat Lodge" on the opposite bank of the creek near Site 3. Therefore it is fairly likely that some cultural resources will be found and some could inadvertently be destroyed.

K-26

### 2.6 GEOLOGY AND SOILS:

The recent USGS maps of the area depict parts of the area along San Francisquito and Los Trancos creeks to be liquefaction and slide zones. The force of flood waters during winter in these creeks is sufficient to transport large boulders, and slabs of concrete from failed retaining walls downstream, causing problems. It is not inconceivable that this could occur with the proposed armoring. The narrative at p. 2-33 refers to old 1986 data [under point (iii)]

K-27

### 2.7 CLIMATE CHANGE and SECTION 2.8 HAZARDS:

Subsection (g) which cross references to Section 2.8(j) is, in my opinion, flat out wrong. In 1954 and again in 1998 the entire area was flooded causing Alpine Road on both sides of I-280 to be impassable. While the proposed retaining walls might not impede flood waters in the channel, they will certainly accelerate the flow causing significant damage and flooding downstream.

K-28

### 2.9 HYDROLOGY:

Subsection (b) is not accurate. It states (p. 2-51) that the trail would be the same width as presently exists. That conflicts with prior statements regarding the trail width between Bishop and Piers Lanes. It also fails to take into account the lack of environmentally compliant drainage along the SWA portion of Alpine Road and the impact of any additional impervious surface. It also does not address the additional polluted run off from the road that will be transported into the creek. There is no basis for the assertions in subsection (c) at p. 2-51 that the project will not increase siltation or erosion off site. Since construction projects have occurred in recent years close to the creek banks and storm drains have been installed, massive siltation and erosion has occurred downstream. There is absolutely no reason to expect that this will not be exacerbated by the proposed project. Subsection (d) is even contradicted by prior text in which it is stated that additions will be made to

K-29

## Comment Letter K

storm drains and impermeable. Anyone who has been in the area during storms and witnessed the outflow from some drains and the petroleum-based foam that pollutes the creek would have to agree that any addition would be significant. The fact that construction might occur in summer does not mean that tainted runoff does not accumulate to be flushed into the creeks in winter [as stated in Subsection (e)]

K-29  
cont.

The most egregious part of this section is that it utterly fails to address the well known incidence of the cascading effects of creek armoring.

### 2.10 LAND USE & PLANNING:

This section entirely ignores the General Plan policies relative to riparian and buffer zones. Pages 2-54, 55 are in error in that it refers to the northern part of the alpine Road trail. This is incorrect in that the area through SWA is a path not a trail and use by bidirectional cyclists is extremely dangerous because of the various intersections with driveways, on/off ramps and cul de sacs. Widening the path as is contemplated for the area near Bishop Lane will further encourage this dangerous activity. This safety aspect was the whole reason that Stanford's C-1 "trail" proposal was so vigorously opposed by SWA residents.

K-30

Pages 2-59,60 are in error. Post construction there will be a significant increase in noise experienced by those residents near the metal barricade by Bishop Lane. The statement at the top of p. 2-60 that the project will not involve additional maintenance, conflicts with prior statements that the project will require two years of watering and continual maintenance of planters.

K-31

### 2.14 PUBLIC SERVICES:

This section is not correct. The primary first responder to the area is Engine E-4 of the Menlo Park Fire District stationed on Alameda, even though the area is technically within the Cal Fire Area. Alpine Road is a major route used by emergency services to access problems on south-bound I-280.

K-32

### 2.15 RECREATION

Subsections (a) and (b) make no sense. The SWA path and the trail south of La Cuesta are used for recreation. Obviously "improvements" would be likely to cause additional use or there would be no point in making them. It is likely that more use of the Dish could be expected.

K-33

### 2.16 TRANSPORTATION:

There used to be Route 85 bus service along Alpine Road. However, the CHP shut this down as too dangerous along SWA. Alpine Road has also been used as a major truck route to and from I-280 by Stanford University construction trucks. The existing traffic along Alpine is such that residents can hardly access the southbound lane to get to I-280 until 10 a.m. and even the north bound lane is hard to access. Any additional traffic is a problem. Since there are several blind curves along Alpine, construction trucks would represent a line of sight hazard to the public, especially to residents.

K-34



## Comment Letter K

### 2.17 UTILITIES AND SERVICE SYSTEMS:

Subsection (c) discusses replacement of storm water drains. Even if the new system has the same capacity as the old, there will be additional impermeable surface which will mean greater and faster outflow, which will have environmental impacts, especially since asphalt is to be used on the surface.

K-35

### 2.18 MANDATORY FINDINGS OF SIGNIFICANCE:

Subsection (a) concedes that significant impacts are likely. Subsection (b) does not address the obvious. Reference is made to an e-mail between Gilles Tourei of Public Works and ESA. This was not included in the ND. This section fails to deal with the cumulative effects of creek armoring and the likely downstream/cross stream effects.

K-36

### CONCLUSION:

What is proposed for the pathway is NOT the minor improvements that the BOS suggested be done. It is a mini-rerun of Stanford's C-1 trail, even to the extent of using the same engineering firm Brian Kangas! It contemplates widening parts to the detriment of residents, takes no notice of existing drainage problems, and in fact adds to those problems and pollution of the creek by petroleum derivatives. It will encourage the ultrahazardous use of the path by experienced cyclists who refuse to use the bike lanes. That which is proposed for the creek is not environmentally sound, is not in accord with the General Plan policies, does not take into account downstream and cross stream ramifications, and is likely to cause cascading erosion and flooding downstream. Furthermore, it fails to address less costly and more environmentally friendly alternatives.

K-37

Janet Davis  
September 2, 2013.



*Response to Letter K. Janet Davis*

**Response to Comment K-1:** This comment providing background information on the widening and realigning of the Sand Hill Road and Alpine Road intersection and the hazards for pedestrians due to bicycle conflicts along the trail under the cantilevered section of Santa Cruz Avenue, is acknowledged. However, as this comment does not address the proposed project or project area, no further response is provided.

**Response to Comment K-2:** The commenter states that the Alpine Road has been widened and that bordering properties have in the past been condemned to facilitate this. The commenter also notes that there was a narrow pathway used by local residents and horse riders from Webb Ranch and the Dish and that since bicycling has become popular, most of that pathway was taken up and used by bikers. As this comment does not address the proposed project or project area, no further response is provided.

**Response to Comment K-3:** This comment providing background information on the Alpine Road Trail Improvements project is acknowledged; however, because comment does not address the content or adequacy of the Draft IS/MND, no further response is provided.

**Response to Comment K-4:** The commenter correctly notes that the engineering drawings were prepared by BKF, as referenced in the IS/MND citations. No further response is provided.

**Response to Comment K-5:** The commenter's opinion and opposition to proposed improvements at Site 3 and the trail rehabilitation work through the Stanford Weekends Acres neighborhood is acknowledged. Potential environmental impacts that could occur due to construction work at Site 3 and repaving of the Alpine Road Trail are disclosed in Chapter 2 of the Draft IS/MND. Activities at these locations could result in impacts on sensitive riparian habitat, special-status species, construction noise effects, etc. but such activities would be reduced to less-than-significant levels with implementation of mitigation measures described throughout Chapter 2. With respect to the commenter's concern regarding the project's effects on downstream properties and those on the opposite bank, please refer to Response to Comment B-12.

**Response to Comment K-6:** The commenter expresses concern regarding lack of adequate notification of the IS/MND. CEQA Guidelines Section 15073 requires that a lead agency provide a public review period of not less than 20 days and when an MND is submitted to the State Clearing house for review by state agencies, the public review period shall not be less than 30 days. CEQA Guidelines Section 15072 requires that a lead agency mail a notice of intent (NOI) to adopt a negative declaration or mitigated negative declaration to the public, responsible agencies, trustee agencies, and the county clerk of each county within which the project is located.

Consistent with CEQA Guidelines Section 15073, the public review period was over 30 days, extending from August 16, 2013 to September 15, 2013. Based on a mailing list developed for the Alpine Road Trail Improvements project, 15 hard copies were distributed to the State Clearinghouse and 17 hard copies were sent to public agencies including the San Mateo County clerk's office, and interested groups and individuals that have expressed interest in the Alpine Road Trail project (including Stanford University and two residents who were thought to be presidents of the Stanford Weekend Acres Homeowner's Association). Consistent CEQA Guidelines Section 15072, notification of the Draft IS/MND was provided through legal notices in the San Francisco Examiner (run date August 16, 2013 and August 23, 2013). In addition, the County distributed a notice regarding publication of the IS/MND to seven interest groups. At the time of publication, this document was and currently is available for review on the County Parks website at the following link: <http://www.co.sanmateo.ca.us/portal/site/parks/>.

**Response to Comment K-7:** The commenter asserts that the Draft IS/MND for the Alpine Road Trail Improvements project is inaccurate, incomplete, and fails to consider alternatives. The comment lacks specific details about the document's inadequacies. In response, please note that an analysis of alternatives is not required

in an IS/MND per CEQA Guidelines, nor is it required in the County's IS/MND guidelines. Refer to responses to Comments K-8 through K-37 for response to specific issues addressed by the commenter.

**Response to Comment K-8:** The commenter asserts that the short portion of Alpine Road within the City of Menlo Park up to Rural Lane is designated a "multi-use trail" by the City and raises safety concerns as it is increasingly being used by bicyclists. Note that San Mateo County's Department of Parks website<sup>5</sup> indicates that the trail is open to both hikers and bicyclists. Thus, the trail is a multi-use trail as it is available to pedestrians and bicyclists. In response to this comment, please refer to Response to Comment C-1.

In response to the last portion of the comment noting the width of the path and portions of the path that are elevated, as described in Section 1.4.2 of the Draft IS/MND, the width of the rehabilitated portion of the trail would be the same as the existing trail, which varies 4 to 6 feet wide. A 1.22-mile portion of the trail would be pulverized and repaved with asphalt-concrete on top and three sections of the trail (totaling 0.62 mile) would be treated with a Type I slurry seal.

**Response to Comment K-9:** This comment describing existing safety problems amongst motorists, bicyclists, and pedestrians, along Alpine Road and Alpine Road Trail is acknowledged. As stated on Draft IS/MND page 1-2, the main objectives of the proposed project are to rehabilitate the segment of the Alpine Road Trail within unincorporated San Mateo County, stabilize the bank along the trail and Los Trancos Creek at three identified locations to prevent further erosion and trail narrowing, protect adjacent critical utilities as well as Alpine Road and improve the trail surface for users. The proposed project does not include roadway improvements such as elevating the path or installation of safety signage.

**Response to Comment K-10:** The comment describing prior accidents that have occurred in the vicinity of Site 3 is noted. As described in Response to Comment I-2, the proposed project does not include any road improvements.

**Response to Comment K-11:** The comment expresses concern about the effects of installing geogrid reinforcement and blocks under the trail along Bishop Lane on adjacent residents. For clarification, the keystone blocks would be installed subgrade of the rehabilitated Alpine Road Trail for support. Such activities are not expected to require removal of adjacent residences' landscaping unless said landscaping encroaches within the County's right-of-way at locations of Keystone block installation. The County's right-of-way extends 40 to 50 feet from the centerline of the trail. In the event that adjacent residences' landscaping could be affected by project construction, the County will properly notify appropriate residents adjacent to the proposed trail rehabilitation work prior to construction.

**Response to Comment K-12:** The commenter expresses concern about asphalt toxicity effects on fish and wildlife species and notes that there is no discussion about how this proposed substance complies with the Clean Water Act. The federal Clean Water Act (CWA) (33 U.S.C. 1251 – 1376) establishes the basic structure for regulating discharges of pollutants into the waters of the U.S. and gives the U.S. Environmental Protection Act the authority to implement pollution control programs. The statute employs a variety of regulatory and non-regulatory tools to reduce direct pollutant discharges into waterways and manage polluted runoff. Section 401 of the CWA, relevant to the proposed project, requires that every applicant for a federal permit or license for any activity which may result in a discharge to a water body obtain a State Water Quality Certification to ensure that the proposed activity will comply with State water quality standards. As discussed on page 2-49 of the Draft IS/MND, the proposed project would not be subject to a General Construction Permit under the National Pollutant Discharge Elimination System (NPDES) permit program under section 402(p) of the federal Clean Water Act and the environmental analysis

<sup>5</sup> County of San Mateo, Department of Parks, Alpine Trail website:  
<http://www.co.sanmateo.ca.us/portal/site/parks/menmitem.f13bead76123ee4482439054d17332a0/?vgnextoid=bd61969a28f97310VgnVCM1000001937230aRCRD&cpsextracurchannel=1>, accessed October 4, 2013.



acknowledges that discharges of pollutants, such as asphalt and related components, from the construction site could occur. To protect fish and wildlife species from hazardous materials and pollutants during the construction phase of the proposed project, Mitigation Measures BIO-1, BIO-7, HYD-1, and HAZ-1 are required to ensure that impacts to biological resources do not occur as a result of project-related releases of toxic substances, such as asphalt-concrete or slurry asphaltic emulsion, into surface or groundwater during project construction. Regarding long term impacts to fish and other aquatic wildlife from the use of asphalt for trail rehabilitation, the proposed project would not represent a significant change from existing conditions. The trail is currently paved with concrete and asphalt and the proposed project would not add a material that does not currently exist at the site nor would the project substantially increase the area of asphalt coverage on the trail. The materials proposed for trail rehabilitation are commonly used standard construction materials and do not represent a deviation from existing conditions that could result in a significant long-term impact to fish and wildlife from project-related toxicity.

**Response to Comment K-13:** This comment noting that Los Trancos Creek's susceptibility to erosion, is acknowledged. One of the main objectives of the project is to prevent further erosion at three identified locations along Los Trancos Creek.

**Response to Comment K-14:** This comment states that stormwater from the storm drains is the principal source of erosion at Site 3, not roadway runoff. In response to this comment, the text on page 1-8 is revised as follows:

The new inlet would eliminate the existing roadway runoff that flows directly over the top of bank, currently ~~causing~~ contributing to erosion and ~~contributing to~~ trail damage.

**Response to Comment K-15:** The comment expressing concerns regarding effects of the retaining walls downstream and on the opposite banks is similar to Comment B-12. Refer to Response to Comment B-12, above.

**Response to Comment K-16:** The comment incorrectly asserts that Stanford University was not notified about the project. The County sent a copy of the Draft IS/MND to Stanford University's Land Use and Environmental Planning Department and also led a site visit with Stanford University staff on September 9, 2013.

**Response to Comment K-17:** This comment expresses similar concerns related to the downstream flooding effects of the proposed retaining walls. Please refer to Response to Comment B-12 for response.

**Response to Comment K-18:** In response to this comment, please refer to Response to Comment B-6, above. In response to that comment as well as Comment K-18, Mitigation Measure AES-1 has been removed from the IS/MND.

**Response to Comment K-19:** The commenter expresses disapproval of the County's proposal to install the retaining walls at Sites 2 and 3 and stormwater inlet at Site 3, and suggests that other alternatives be considered (e.g., reducing the width of the median and adjust the position of the pathway, construct a wooden bridge over the eroded sections of the path). The commenter's suggested alternatives are acknowledged. It should be noted that, throughout the planning process, the County considered alternative design options to address erosion at Sites 2 and 3. One alternative concept considered at Site 2 involved using a precast concrete voided slab planks that span 40 to 50 feet. This option would have required fairly steep slopes within the channel (1:1) and would have precluded opportunities for establishing plants at the toe of the wall. At Site 3, the County also considered an alternative solution that involved using geogrid and keystone walls. This alternative would have required greater excavation and the vertical face of the retaining wall could be vulnerable to high water flows. After considering these options, the County determined that the proposed soldier pile wall with precast concrete lagging at Site 2 and the cast-in-place wall at Site 3 would be more suitable given the site conditions. For example, due to the presence of overhead utility lines at Site 3, use of drilling methods was not considered feasible.

Implementation of mitigation measures described in Section 2.4, Biological Resources, would reduce potentially significant impacts on riparian habitat and sensitive species to a less-than-significant level. Since the comment does not pertain to the adequacy or accuracy of the Draft IS/MND, no further response is provided.

**Response to Comment K-20:** The commenter states that the project would temporarily close Alpine Road.

The commenter's statement is incorrect. As described on page 2-69 (and elsewhere in the IS/MND), there would be construction activities that would result in intermittent closures of portions of the northbound travel lane along Alpine Road, which would require alternate one-way traffic flow on the southbound travel lane. No full closure of Alpine Road would occur.

On Draft IS/MND page 2-70, the first sentence of the first bullet is revised as follows to correct an incorrect characterization of the project's effect on Alpine Road:

- Circulation ~~and detour~~ plans to minimize impacts on local road circulation during ~~road and~~ lane closures.

On page 2-70, bullet six is revised as follows to correct an incorrect characterization of the project's effect on Alpine Road:

- Limiting the duration of ~~road and~~ lane closures to the extent possible.

**Response to Comment K-21:** This comment regarding costs of other levee improvements along the lower reaches of San Francisco Creek is noted.

**Response to Comment K-22:** In response, please refer to Response to Comment B-5 regarding the commenter's concern about Mitigation Measure AES-1. With respect to the commenter's concern regarding visibility of the concrete retaining wall at Site 3 from vehicles traveling on I-280, given the speed of travel along this freeway, views of the wall would only be available for a brief period of time. Moreover, as the retaining wall would primarily be below street level and because the site is surrounded by dense vegetation, Site 3 would not be visually prominent from this highway.

**Response to Comment K-23:** The commenter asserts that subsections e-f of the Aesthetics section are in error, the General Plan is replete with policies related to scenic corridors and buffer zones, and that the project is in conflict with such policies. With respect to criterion e., the Draft IS/MND text refers the reader to Section 2.1b, which describes the project's effects on scenic resources including State-designated scenic highways (Interstate 280). Page 2-4 of the Draft IS/MND acknowledges that Alpine Road is a rural road that provides scenic views throughout the County and that Alpine Road is within the Alpine Scenic Corridor Plan, a Sub-Area defined in the Town of Portola Valley's General Plan (Town of Portola Valley, 2010). In response to this comment, the discussion under criteria e. and f. have been expanded on page 2-7:

**Discussion:** See 2.1b discussion above regarding the project's effects on the State-designated scenic highway I-280. The project is also located adjacent to Alpine Road, which is a County designated scenic road. However, for reasons described in 2.1a and 2.1b, above, both construction-related and operation-related impacts on views from Alpine Road would remain intact. Therefore this impact would be less than significant.

**Discussion:** The project is not within a Design Review District. The County's General Plan includes policies requiring that design structures conform to the natural topography and blend with the natural vegetation (Policy 4.47) and that structures are compatible in size and scale with surrounding environment.



including adjacent man-made or natural features (Policy 4.48). Policy 4.21 of the General Plan also aims to protect and enhance the visual quality of scenic corridors by managing the location and appearance of structural development. As described in 2.1a, above, because the rehabilitated Alpine Road Trail would appear similar to the existing trail and because the concrete retaining walls would be below ground and the planted rock slope protection areas would eventually screen the lower portion of the walls, the project would not result in adverse effects on views from Alpine Road. Therefore, the project would not conflict with applicable General Plan or Zoning ordinances related to visual resources; therefore no impact would occur.

These text revisions do not change the significance determinations for criteria e. and f. in the Aesthetics section.

**Response to Comment K-24:** The commenter notes that there used to be many tiger salamanders, San Francisco garter snakes and western pond turtles at her property (just north of Site 3). The comment is acknowledged. As indicated in Table 3 of the Draft IS/MND (page 2-16), western pond turtle are presumed present as the riverine and riparian habitats in the project area provide suitable habitat for this species. However, San Francisco garter snake and California tiger salamander are presumed absent due to a lack of suitable habitat at proposed bank stabilization locations and trail rehabilitation areas. As described on page 2-19 of the Draft IS/MND, if western pond turtles are present in the project construction work area, implementation of Mitigation Measure BIO-2 would reduce potentially significant impacts to a less-than-significant level.

**Response to Comment K-25:** Bank stabilization at the three proposed locations along Los Trancos Creek is necessary to maintain the adjacent pedestrian trail. Arguably, the project is also necessary to maintain the stability of Alpine Road, which is located several feet beyond the trail, into the foreseeable future. Project activities would occur along the banks and within the channel. The project would affect changes in stream dynamics but these changes are not expected to result in adverse impacts to Los Trancos Creek nor are the changes expected to result in far-reaching impacts downstream. Proposed mitigation measures are appropriate to the scope of the project. If necessary, measures identified in the IS/MND would be supplemented by additional avoidance, minimization, and compensation measures imposed by regulatory agencies during the permit acquisition process. Should the project be approved, the County will commit to implementing mitigation measures identified in the IS/MND. Conditions of the permits are expected to be at least equal to the CEQA mitigation measures and compliance with permit conditions would provide further assurance that mitigation measures will be implemented.

With regards to item (e) on Draft IS/MND page 2-23, which pertains to conflicts with local policies or ordinances protecting biological resources, the impact discussion focuses on the potential for the project to conflict with the County Heritage and Significant Tree Ordinance. The County's General Plan includes several general policies pertaining to the importance of sensitive habitats (policy 1.20), importance of economically valuable vegetative, water, fish and wildlife resources (policy 1.21), regulating development to protect sensitive habitats (policy 1.27), and establishment of buffer zones adjacent to sensitive habitats (policy 1.28). To amplify the discussion under item (e) in the IS/MND, the following text is added at the top of page 2-24:

**Discussion:** The County's General Plan contains several policies regarding the protection of sensitive resources. For example, policies 1.24 and 1.25 require that land uses and development activities development protect vegetative and water resources. Policy 1.24 specifies that development minimize the removal of vegetative resources, protection of vegetation which stabilizes slopes or reduces surface water runoff, erosion or sedimentation, and/or historic and scenic trees. Policy 1.25 requires that development minimize the alteration of natural water bodies, maintain adequate stream flows and water quality for fish and wildlife habitats. General Plan Policy 4.26b also aims to protect riparian habitat by "discourag(ing) structures which would adversely impact the appearance of a stream and associated riparian habitat." As described in the impact discussions above, the project could result in temporary effects on sensitive species, riparian habitat and wetland resources. Since Mitigation Measures BIO-1 through BIO-7 would reduce



potential impacts on these resources to a less-than-significant level, conflicts with local policies regarding protection of biological resources would be less than significant.

With respect to the commenter's concern about item (f), and as described above, the project is not expected to result in adverse impacts to Los Trancos Creek nor are the changes expected to result in far-reaching impacts downstream. For this reason and because the project would not be occur within the 4.372 acres of designated "HCP Area", the project would not conflict with provisions of the HCP.

**Response to Comment K-26:** The commenter notes the archaeological sensitivity of the project vicinity, which is recognized in the cultural resources section. Areas of known prehistoric archaeological sensitivity are based on data gathered from the Northwest Information Center and a surface inspection of the Alpine Road Trail Area of Potential Effects by a Secretary of the Interior qualified archaeologist. Implementation of Mitigation Measure CUL-1 (Preconstruction Training and Cultural Resources) would require archaeological and Native American monitoring in areas of high sensitivity to ensure that known and as yet undiscovered archaeological resources are appropriately treated during project implementation. With respect to the commenter's concern about the project's effect on paleontological resources, as described in Draft IS/MND page 2-30, the project site is underlain by Holocene alluvium and stream terrace deposits and. According to the Society of Vertebrate Paleontology's standard assessment, this geologic unit is not likely to yield significant paleontological remains because they are surface deposits that are not considered fossil-bearing rock units. As such, potential effects on paleontological resources were considered less than significant.

**Response to Comment K-27:** The commenter states that recent USGS maps of the area depict areas along San Francisquito and Los Trancos Creeks to be liquefaction and landslide hazard zones. The California Geological Survey (CGS) Seismic Hazard Zones maps are the regulatory maps relied upon during analysis of seismic hazards under CEQA. Relevant portions of Alpine Road Trail are in the Palo Alto quadrangle Seismic Hazard Zones map. This map is cited in the Draft IS/MND on page 2-34. The Seismic Hazard Zones map for the relevant portions of Alpine Road Trail shows zones where liquefaction has occurred or has the potential to occur in the event of an earthquake, and zones where earthquake-induced landslides have occurred or have the potential to occur. The State of California defines seismic hazard zones in order to enforce the Seismic Hazards Mapping Act (California Public Resources Code Division 2, Chapter 7.8), which obligates cities and counties to require the preparation and approval of a site-specific geotechnical report prior to approval of any development in an area designated as a seismic hazard zone. A site-specific geotechnical report was prepared for the Alpine Road Trail project by BAGG Engineers which describes specific engineering practices that could minimize seismic risks to the project (see Draft IS/MND page 2-34 for citation).

The commenter also states that the information cited on page 2-33, dated 1986, is old data. The information cited comes from the current Natural Hazards chapter of the San Mateo County General Plan, which is dated 1986, and makes a general statement about the limited potential for major structural damage to occur as the result of earthquake-induced landslides in many unincorporated portions of San Mateo County. To clarify, the CGS Seismic Hazard Zones map, identified above, was used to locate potential liquefaction and earthquake-induced landslide hazard areas.

**Response to Comment K-28:** The comment proposes that analysis relating to flooding and flood risks, as presented under subsection (g) of Section 2.7, Climate Change (p. 2-39 of the Draft IS/MND) and subsection (j) of Section 2.8, Hazards and Hazardous Materials (p. 2-46 of the Draft IS/MND) is incorrect based on historic local flooding of Alpine Road. As described under the referenced sections, the proposed project does not place structures within a FEMA designated 100-year flood plain or within a designated or mapped flood hazard area that would impede or redirect flood flows in a manner that would cause significant impacts. Improvements within the channel would not impede or redirect flood flows in a manner that would increase flood risks or cause on-site or off-site flooding or flood risks to increase. Additional analysis and discussion of flooding and flood risks,

including alterations to the course of a stream in a manner that could result in impacts related to on-site or downstream erosion, flooding, drainage capacity, and flood risks are provided under Section 2.9, Hydrology and Water Quality (page 2-48 of the Draft IS/MND). Further, in response to the comment regarding the proposed project resulting in accelerated flow and potentially causing damage and downstream flooding, refer to Response to Comment B-12.

**Response to Comment K-29:** The commenter asserts that subsection (b) is not accurate, stating that the trail width would not be the same width as it presently exists and that it fails to account for stormwater runoff effects with the additional impervious surface. As described in Section 1 of the Draft IS/MND, the rehabilitated trail would in fact be the same width as the existing trail, which varies between approximately 4 to 6 feet wide. Refer to Response to Comment K-12, above, for discussion regarding the runoff and asphalt toxicity effects on Los Trancos Creek. In response to the commenter's concern about siltation and erosion effects downstream, as well as concerns regarding larger effects to the creek from the construction of retaining walls, please refer to Response to Comment B-12.

The last portion of the comment states that subsection (d) of the Hydrology and Water Quality section is contradicted by prior text which states that additions would be made to storm drains and impermeable surfaces. As described in the paragraph above, the addition of impervious surfaces would be minimal as the rehabilitated trail would be the same width as the existing trail, which varies 4 feet to 6 feet, and the retaining walls would contribute a minimal and localized increase of new impervious surfaces. As the commenter correctly points out, although construction would occur during the summer, the potential for generating polluted runoff from the construction site exists. As described on page 2-52 of the Draft IS/MND, implementation of Mitigation Measure HYD-1 would ensure that proper temporary erosion control measures are in place and that polluted runoff is minimized and controlled, and would reduce this impact to less than significant.

**Response to Comment K-30:** The comment states that the Land Use and Planning section of the IS/MND ignores the General Plan policies relative to riparian and buffer zones. In response, please note that there are numerous policies contained in the County's General Plan that often have general policies and goals that can be in conflict with one another. The County's General Plan defines buffer zones as "those areas adjacent to sensitive habitats which are necessary to allow for periodic, seasonal or ecological changes which could affect the boundaries of sensitive habitats." (County of San Mateo, 1986). The General Plan also includes several policies related to the protection of riparian habitat including Policy 4.26b, which "discourage(s) structures which would adversely impact the appearance of a stream and associated riparian habitat." To amplify the discussion of the project's consistency with applicable land use plans, the following text is revised on page 2-54 of the Draft IS/MND:

North of the Alpine Road and San Francisquito Creek Road intersection, the Alpine Road Trail is within Caltrans right-of-way.

The County's General Plan contains several policies adopted for the purpose of avoiding or mitigating environmental effects. For example, General Plan Policy 4.26b aims to protect riparian habitat by "discourag(ing) structures which would adversely impact the appearance of a stream and associated riparian habitat." The County's General Plan also defines buffer zones as "those areas adjacent to sensitive habitats which are necessary to allow for periodic, seasonal or ecological changes which could affect the boundaries of sensitive habitats." Construction activities could cause temporary but short-term impacts on sensitive habitat, water quality, as well as impacts pertaining construction noise and traffic, as discussed in other sections of this chapter. Following construction, the Alpine Road Trail and the three bank stabilization sites would be in an improved condition. Thus, the proposed project's overall impact with respect to plans and policies adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant.



These above text revisions would not result in a change to the impact analysis; the potential for the project to conflict with plans and policies would remain less than significant.

**Response to Comment K-31:** The first portion of the comment asserts that once construction is complete, residents near the metal barricade by Bishop Lane would experience a significant increase in noise. In response, please note that no maintenance work is required at this particular site since operation and maintenance activities would be limited to monitoring and maintenance of the Alpine Road Trail (similar to existing practices) and the newly vegetated areas at Site 3.

With respect to the commenter's concern about Mitigation Measure AES-1, as described in Response to Comment B-5, Mitigation Measure AES-1 has been removed from the IS/MND; subsequently, no maintenance work would be required for the planters. The County would, however, irrigate and monitor newly planted vegetation at bank stabilization areas for approximately 2 years after construction is complete. While such activities could require a few additional truck trips, monitoring of these sites would likely occur at the same time the County typically inspects the trail. Any additional truck trips required for inspection of these sites would be minimal and would not result in a substantial increase in operational noise. For clarification, the following text on page 2-60 has been revised:

The project ~~would not~~ generate new a few additional vehicle trips for monitoring and maintenance activities associated with the newly planted vegetation at the bank stabilization sites; however such activities would likely be combined or result in with maintenance activities that ~~do not~~ already occur for the existing trail. Operational noise impacts of the project would be less than significant.

**Response to Comment K-32:** This comment noting that the primary first responder to the project area is Engine E-4 of the Menlo Park Fire District, is acknowledged. To correct this error, page 2-64 of the Draft IS/MND is revised as follows:

Discussion: ~~Menlo Park Fire Protection District~~Woodside Fire Protection Department provides fire protection and emergency medical services to the area. ~~Station 4, located at 3322 Alameda de Las Pulgas, is the primary responder to the project site. The Woodside Fire Protection District serves the following areas: Los Trancos Woods, Vista Verde, Ladera, Emerald Lake Hills, and portions of Stanford Lands. Fire Station 8, located at 135 Portola Road is approximately 2.5 miles from the project area (Woodside Fire Protection District, 2013).~~...

... The project would not be expected to significantly affect the ~~Menlo Park Fire Protection District~~Woodside Fire Department or San Mateo County Sheriff's Office's ability to maintain service ratios, response times, other performance objectives, and new or physically altered facilities would not be required. For these reasons, the project's impact with respect to the provision of fire and police protection facilities would be less than significant.

**Response to Comment K-33:** The commenter asserts that the proposed project would likely cause additional use otherwise there would be no point in the proposed trail rehabilitation work. In response, while the proposed rehabilitation and repaving of the Alpine Road Trail could attract more trail users, the capacity of the trail is not expected to increase as the width and alignment of the trail would be relatively the same as the existing trail. Moreover, criterion a., which asks whether the project would increase the use of existing neighborhood or regional parks or other recreational facilities such that significant physical deterioration of the facility would occur or be accelerated, typically applies to projects that would result in a greater demand for recreational uses (e.g., housing projects). As described on page 2-66, the project does not include a residential component that would contribute to a direct increase in the use of existing recreational facilities. Since the project is focused on

improving the existing trail, the potential for increased use of other recreational resources is not expected to result in significant adverse effect on other recreational resources.

**Response to Comment K-34:** The commenter states that SamTrans bus route 85 had been removed from Alpine Road, and that Alpine Road has been used by construction trucks between I-280 and Stanford University. The commenter also describes current traffic on Alpine Road as heavy (and any additional traffic would be a problem), and describes the alignment of Alpine Road as hazardous (construction trucks would represent a “line of sight” hazard to the driving public).

The commenter’s statement about SamTrans service on Alpine Road is incorrect. Route 85 (and recently added Routes 86 and 87) continues to provide bus service along Alpine Road on school days. The use of Alpine Road by construction trucks for other projects is noted. As described on page 2-68 of the Draft IS/MND, the maximum number of truck trips per day to and from the work sites would be about two truck round trips (which equates to four one-way trips). Because construction activities at each site may be scheduled concurrently, the maximum number of vehicle trips per day (trucks and worker vehicles) would be approximately 33 vehicle round trips (66 one-way trips) to and from the work sites although it is unlikely that construction activities will be occurring simultaneously at all sites. The Draft IS/MND (page 2-69) acknowledges the temporary significant impact of project-generated vehicle trips on traffic flow on Alpine Road, and identifies Mitigation Measure TRA-1 to reduce project construction impacts to a less-than-significant level. The driving public would be alerted about the project construction work, and about construction trucks on Alpine Road via industry-standard construction signs, cones, flaggers, etc., minimizing potential traffic hazards.

**Response to Comment K-35:** The commenter states that even if the new stormwater drain (at Site 3) has the same capacity as the existing one, the additional impermeable surface would result in greater and faster outflow. As described in Response to Comments K-12 and K-29, the proposed project includes rehabilitation of an existing paved trail and would not include addition of asphalt in an area where it doesn’t already exist. For this reason, construction and operation of the new stormwater inlet at Site 3 is not expected to substantially change outflow from the drainage outfall.

**Response to Comment K-36:** The comment states that the IS/MND does not include the referenced e-mail between the County’s Public Works Department and ESA and that the document does not address cumulative effects of creek armoring and the likely downstream/cross-stream effects. In response, note that referenced materials are not typically included in the actual IS/MND. Reference materials are, however, included in the project’s administrative record, which is available for review at the County Public Works Department. With respect to the commenter’s concerns regarding cumulative effects, the Draft IS/MND’s cumulative analysis focuses on the potential for the project to conflict with other construction projects in the near vicinity. As described on Draft IS/MND page 2-79, other than the Alpine Road Undergrounding Project, there are no ongoing projects in the immediate vicinity. Please refer to Response to Comment B-12, for discussion regarding the project’s downstream and cross-stream effects.

**Response to Comment K-37:** This comment summarizes concerns expressed in prior comments. Refer to Responses to Comments K-1 through K-36 above.

## Comment Letter L

**From:** <imggolfer@comcast.net>  
**To:** <alpinetrailismnd@smcgov.org>  
**Date:** 9/4/2013 10:28 AM  
**Subject:** Attn: Karen E. Pachmayer, Principal Civil Engineer

Dear Ms. Pachmayer,

My wife and I live at 191 La Mesa Drive in Ladera. The repair of the Alpine Trail is so long overdue and has been neglected by the county for so long that the trail is beginning to fall into the creek and has now become a safety hazard as well. We all realize that the opportunity to fix the matter at no cost to the county has passed as the supervisors considered local politics over pedestrian and bicyclist safety. However, the time has come to assure that the citizens and children that use this trail have a path that is safe for such use.

As such, my wife and I both heartily support the county's current proposal to repair the pathway and stabilize the consistent erosion of the creek banks. We look forward to have an improved and more safe pathway to use for ourselves and our grandchildren when they are visiting.

Larry and Carolyn Gibbs

191 La Mesa Drive

Portola Valley, CA 94028 (Ladera)

L-1



*Response to Letter L. Larry and Carolyn Gibbs*

**Response to Comment L-1:** This comment expressing support for the proposed project is acknowledged.

## Comment Letter M

**From:** "Jean Harman" <jharman598@comcast.net>  
**To:** <alpinetrailismnd@smcgov.org>  
**Date:** 8/30/2013 1:03 PM  
**Subject:** Alpine Trail Improvement

While I was strongly against Stanford's proposed 12' bike/pedestrian trail, my objection was based on the serious safety issues.

I am not personally well versed in the for creek improvement, but , I have seen the corrosion and have no doubt that much needs to be done to protect further damage.

The footpath I am well aware of and no longer use. It is in a state of ruin and really not safe for pedestrians in many sections.

From what I read, the cost of saving the creek and repairing the footpath is relatively minimal and well worth the money. This area has been neglected for far too long.

Sincerely,

Jean D. Harman

13 Stowe Lane

Menlo Park, CA 94025

)Stanford Weekend Acres)

M-1

*Response to Letter M. Jean D. Harman*

**Response to Comment M-1:** This comment expressing support for the proposed project is acknowledged.

## Comment Letter N

**From:** "Joe" <joe@vsi-oil.com>  
**To:** <alpinetrailismnd@smcgov.org>  
**Date:** 8/30/2013 7:12 PM  
**Subject:** Alpine Trail Comment

Wonderful plan! I fully support the proposed improvements to the Alpine Trail

I N-1

Joe Hedges  
120 Corona Way  
Portola Valley, CA

*Response to Letter N. Joe Hedges*

Response to Comment N-1: This comment expressing support for the proposed project is acknowledged.



## Comment Letter O

**From:** "Joe" <joe@vsi-oil.com>  
**To:** <alpinetrailismnd@smcgov.org>  
**Date:** 9/5/2013 5:32 PM  
**Subject:** Alpine Trail  
**Attachments:** Bike lane sign looses in match with car on Alpine Road at Stowe Lane.JPG; County fixing it within 24 hrs!.JPG

Sorry that I could not attend the meeting on Wed evening.

I am once again offering my full support of repairing the Alpine Trail for the use by pedestrians and bicyclists.

I live in Ladera and work in downtown Palo Alto. I commute by bicycle. Even in its current condition, the trail offers a safer bicycle route than the road.

I offer this as a statement of fact, not an opinion. Evidence of the unsafe conditions on the road are numerous. In addition to the bicycle related death. The bicycle path sign, just off of the pavement by Stowe lane has been run over by cars so many times that it is no longer being repaired by the county.

The attached picture shows the final time that the sign was in the process of being repaired. As you can see in the photo, had there been a bicycle in the bicycle lane at the time of the accident, the bicyclist would have been injured or killed.

The repair work to the Alpine Trail are an absolute necessity for safe bicycle traffic.

Joe Hedges

O-1

Comment Letter O



Comment Letter O



*Response to Letter O. Joe Hedges*

**Response to Comment O-1:** This comment reiterating support for the proposed project and the attached photos providing evidence of the existing conditions of the Alpine Road Trail, are acknowledged.

## Comment Letter P

**From:** "Noel Hirst" <noel@4thehirsts.net>  
**To:** <alpinetrailismnd@smcgov.org>  
**Date:** 9/4/2013 10:53 AM  
**Subject:** alpine trails

Dear Ms. Karen E. Pachmayer, Principal Civil Engineer,

Thank you for continuing to work on improvements that are much needed to the Alpine Trail.

Every effort should be made to improve the trail and shore up the creek.

My boss recently fell and fractured a bone while riding on the trail. I know many people that have stopped biking on the trail due to the disrepair.

I stopped biking to work 2 years ago because of the dangers on the trail and in the bike lanes. They have only gotten worse.

I am looking forward to the improvements and being able to bike to work for environment and health benefits.

P-1

Thank you,

Noel Hirst

Ladera



*Response to Letter P. Noel Hirst*

Response to Comment P-1: This comment expressing support for the proposed project is acknowledged.

## Comment Letter Q

**From:** Ginger Holt <ginger@me.com>  
**To:** <dhorsley@smcgov.org>, <wslocum@smcgov.org>, <dpine@smcgov.org>, <cgroom@smcgov.org>, Adrienne Tissier <atissier@smcgov.org>  
**CC:** <alpinetrailismnd@smcgov.org>, Lennie Roberts <lennie@darwin.ptvy.ca.us>  
**Date:** 9/9/2013 4:32 PM  
**Subject:** Gratitude from Stanford Weekend Acres

Dear Honorable Supervisors,

I've reviewed the Draft Initial Study and Mitigated Negative Declaration for the Alpine Road Trail Improvement Project. Many of you have listened to heartfelt neighborhood concerns for safe(r) recreation in this structurally dangerous corridor, and this proposal truly reflects attunement to this reality. Know that many of us deeply appreciate your support for these path repairs. We applaud right-sizing within the existing path footprint and preserving existing vegetation and privacy along the route. We also thank you for the creek bank reinforcement efforts which will benefit transit for years to come.

Alpine Road between I-280 and Junipero Serra remains a huge and growing safety concern. In particular, ingress/egress into Stanford Weekend Acres streets and driveways is exceedingly dangerous and will only become worse with Stanford campus and hospital expansion. While close-call 'white knuckle, heart-in-your-throat, life-passing-before-your-eyes' experiences aren't listed on the DOT checklist for justifying traffic safety measures, residents here experience this daily.

But, returning to the path and creek issues, these are definitely good and worthy enhancements. There are a few environmentally-aware and aesthetically worthy suggestions to these plans submitted by the Committee for Green Foothills that we've had the opportunity to review and do support. I would expect we're very close to moving ahead.

Again, with our gratitude,

Ginger Holt  
14 Homer Lane  
Menlo Park, CA 94025

Stanford Weekend Acres

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Ginger Holt

p 650/854.5172  
m 650/464.4658  
e ginger@me.com

Q-1

*Response to Letter Q. Ginger Holt*

**Response to Comment Q-1:** This comment expressing support for the proposed project is acknowledged. Please see Responses C-1 through C-8, above, for responses to the Committee for Green Foothills comments.

## Comment Letter R

**From:** John Langbein <john\_langbein@yahoo.com>  
**To:** "alpinetrailismnd@smcgov.org" <alpinetrailismnd@smcgov.org>  
**CC:** Karen Davis <karen.k.davis@stanfordalumni.org>  
**Date:** 9/8/2013 9:56 PM  
**Subject:** Alpine trail -Initial study comments

As a cyclist that regularly uses Alpine Rd and not a trail user per-say, I do see many people use the trail and can't help but note the extremely poor condition of the trail. It is indeed about time that the County actually maintain this trail and fix its obvious deficiencies.

R-1

One item that this plan does not address is the problem of motorist parking in and near the staging area for the Stanford Dish trail. My wife uses the trail and regularly see motorists parked on the trail and completely blocking the trail. I also see motorists parked where it is labeled "no-parking". The "no parking" zone needs to be extended, clearly labeled (some of the signs are now overgrown), and importantly ENFORCED. And, as a cyclist that regularly uses Alpine Rd, I'm very much concerned about the 'ad-hoc' nature of the staging area for the Stanford Trail. As I ride by this zone, which is roughly 50 yards long, I need to be especially vigilant towards the cars that are parked -- I have no idea whether they are occupied and will suddenly dart-out in front of me causing me to crash. The slight curve along Alpine makes it difficult for me to see and to monitor the so-called, parked cars.

R-2

How long do you anticipate closing of one of the north bound lanes due to construction? I'm concerned that with the installation of K-rails, that the remaining north bound lane would be too narrow for cyclists and motorists to share; My experience suggests that motorists can be very impatient and not particularly tolerant. Given that this section of Alpine has significant cycling traffic, some effort should be made to provide a portion of the closed-off lane available for bicycling. Remember, there are a lot of "novice" cyclists that use this corridor.

R-3

I do note that on page 2-70 that the contractor is suppose to install "Bicyclists Allowed Use of Full Lane" and/or "Share the Road" signs. "Share the Road" is open to interpretation and should NOT be used. Rather, "Bicyclists Allowed Use of Full Lane" should be used.

R-4

Also, diverting pedestrian trail users onto the bike lane on Alpine is not recommended. Many cyclists can and will exceed 25 mph and mixing pedestrian and counter-flow bicyclists from the trail is hazardous to all. In fact, having those trail-users who are bicycling riding against traffic (going toward PV) is not only illegal, but unsafe (section 2.15).

R-5

John Langbein

### *Response to Letter R. Langbein*

**Response to Comment R-1:** This comment expressing support for the proposed project is acknowledged.

**Response to Comment R-2:** The comment notes that the proposed project would not address the problem related to motorists parking in and near the staging area for the Stanford Dish trail. This comment is acknowledged; however, as stated in previous responses, the main objectives of the Alpine Road Trail Improvements project are to rehabilitate the existing path and to stabilize the bank of Los Trancos Creek at three identified locations. The proposed project does not include roadway improvements such as parking.

**Response to Comment R-3:** The commenter questions how long the northbound lane would be closed during construction and expresses concern that the K-rails used during construction would allow very little room for both northbound motorists and cyclists. The commenter also requests that some effort be made to provide a portion of the closed-off lane available for bicycling.

As described on page 1-12 of the Draft IS/MND, during construction at Sites 2 and 3 (which would last 10 to 13 weeks), one of the two northbound lanes of Alpine Road would be temporarily closed, and a K-rail would direct bicycles and pedestrians around the construction area. The traffic control plan required by Mitigation Measure TRA-1 would be reviewed and approved by the appropriate jurisdictions (i.e., Caltrans and San Mateo County). The placement of the K-rails (see Response to Comment D-3) would be reviewed and approved by those same jurisdictions.

**Response to Comment R-4:** The commenter suggests that “Bicyclists Allowed Use of Full Lane”, instead of “Share the Road” should be used to indicate areas where bicyclists would share the road with vehicles.

The comment is noted, and on Page 2-70, bullet seven is revised as follows to ensure that the sign message would be consistent with the 2012 California Manual on Uniform Traffic Control Devices:

- Construction activities that may encroach on bicycle routes or multi-use paths, advance warning signs (e.g., “Bicycles May Use Full Lane”, Sign R4-11 of the 2012 California Manual on Uniform Traffic Control Devices, “Bicyclists Allowed Use of Full Lane” and/or “Share the Road”) shall be posted that indicate the presence of such users.

**Response to Comment R-5:** The commenter recommends against diverting pedestrians onto the bike lane on Alpine Road because of the speed at which many bicyclists travel and because of the bicycles that would be traveling southbound, going toward Portola Valley.

See response to Comment B-16 regarding measures to minimize traffic safety impacts during project construction. Although sharing of the bike lane/road shoulder may cause confusion for some pedestrians and bicyclists that are not accustomed to doing so, it should be noted that bicyclists and pedestrians currently share the Alpine Road Trail north of Stowe Lane. In addition, bicyclists traveling southbound on Alpine Road have their own bike lane and would not be using the northbound bike lane.



## Comment Letter S

**From:** <RGLGEO@aol.com>  
**To:** <alpinetrailismnd@smcgov.org>, <jporter@smcgov.org>, <dhorsley@smcgov.org>, <dpine@smcgov.org>, <cgroom@smcgov.org>, <wslocum@smcgov.org>, <ATissier@smcgov.org>  
**CC:** <jadajad@sbcglobal.net>, <margaretwilliams2010@gmail.com>, <dgerba@mac.com>, <sidneyoverland@yahoo.com>, <dboyce@almanacnews.com>, <dianejschiano@gmail.com>, <stu@creeksidescience.com>, <Ginholt@pacbell.net>, <aaarshi@gmail.com>, <carolvl@att.net>, <jharman598@comcast.net>, <nscott54@me.com>, <rglgeo@aol.com>  
**Date:** 9/6/2013 4:31 PM  
**Subject:** Opposition to Draft Initial Study / Mitigated Negative Declaration

September 6, 2013

Alpine Road Trail Improvement Project  
Attn: Karen E. Pachmayer  
Department of Public Works  
555 County Center, 5th floor  
Redwood City, CA 94063-1665

Dear Ms. Pachmayer,

By circumstance and circuitous route, not publicly circulated for review and comment, I have become aware of the Draft Initial Study / Mitigated Negative Declaration for Alpine Road Trail Improvements Project.

<http://www.co.sanmateo.ca.us/Attachments/parks/Files/Parks%20Planning/Alpine%20Rd%20Initial%20Study%20Neg%20Dec%20081313.pdf>

What is this?!!

Work, it seems, has been going on for months, yet we have known nothing of it. Barely have we Stanford Weekend Acres residents been able to catch a breath following years of trauma due to the Stanford University/San Mateo County Alpine Road "Trail" upheavals than here we are again: more Alpine Road construction actions.

You cannot imagine the dismay, frustration, disgust, distrust that the learning of this Draft and lack of notice to citizens of San Mateo County has engendered.

To begin, there are errors in the Draft Initial Study / Mitigated Negative Declaration for Alpine Road Improvements Project.

Our area, "...formerly know as Stanford Weekend Acres" is, in fact, still Stanford Weekend Acres. It includes the homes situated between Rural Lane and Piers Lane.

With the exception of Portola Valley, the subject is neither "trail" nor "multi-use trail." It is a path. Some prefer to call it a sidewalk.

S-1

S-2

S-3

## Comment Letter S

Before engaging the services of ESA, did anyone in your Department of Public Works consider reviewing any of the materials resulting from years of San Mateo County Board of Supervisors' meetings, Community Outreach gatherings sponsored by San Mateo County (Dave Holland, then Assistant County Manager), and letters from concerned residents?

Have you spoken about Alpine Road concerns with your Department Director, James C. Porter, who attended and participated in some of the community meetings? Or with members of the Board of Supervisors, who received volumes of comment?

S-4

Although the discussions of that time dealt with the Stanford University offer of monies to build a multi-use trail along the Stanford Weekend Acres length of Alpine Road, much technical information dealing with the issues along this stretch of the road, path and creek was submitted by concerned citizens.

A glance at the 190 page (!!!) Draft Initial Study / Mitigated Negative Declaration for Alpine Road Trail Improvements Project brings shock!

Mention is made of retaining walls, reinforced walls, concrete cantilevered retaining walls, pier supported retaining walls, felling of trees, disruption of bird, creek, fish and other creature habitats... "It is not uncommon for unanticipated conditions to be encountered during site grading and/or foundation installation..."

That which is done upstream affects all that is downstream.

Rather than "trail rehabilitation work and bank stabilization work," these descriptions give rise to visions of total restructuring of nature and this fragile environment.

S-5

Again, What is this?!!!

Ms. Pachmayer, please challenge these engineers to devise much simpler, more effective, less intrusive, less destructive, more insightful ways of righting what has been evidenced over the years to have been caused by ruinous methods (creek armoring, retaining walls, etc.).

As this Project is currently presented, I cannot be other than strongly opposed.

Thank you for listening.

Arlene M. Lindblom  
20 Stowe Lane  
Menlo Park, CA 94025  
650 854-6954

*Response to Letter S. Arlene Lindblom*

**Response to Comment S-1:** The comment asserts that the public was insufficiently notified about the publication of the Draft IS/MND for the proposed project. In response, please refer to Response to Comment K-6, above, for discussion about notification of the Draft IS/MND.

**Response to Comment S-2:** The commenter asserts that there are errors in the Draft IS/MND and states that the area "... formerly known as Stanford Weekend Acres" is still considered Stanford Weekend Acres that includes residential uses. Consistent with this comment, the Draft IS/MND acknowledges that the northern portion of the Alpine Road Trail (within the project area) is adjacent to the Stanford Weekend Acres neighborhood (see Draft IS/MND page 2-2).

**Response to Comment S-3:** The comment states that the Alpine Road Trail is neither a "trail" nor a "multi-use trail." Regarding this topic, please see Response to Comment C-1, above.

**Response to Comment S-4:** This comment questioning whether the Department of Public Works informed their consultant about concerns raised by residents in the past and whether coordination efforts occurred between the department and the Department Director, is noted. The County held public outreach meetings on September 15, 2011 and September 20, 2011 to discuss the trail conditions and trail improvements that were previously proposed by Stanford University. Since this comment does not address the content or adequacy of the Draft IS/MND, no response is provided.

**Response to Comment S-5:** The comment expresses concerns about the project's potential effects of constructing the concrete retaining walls on biological resources and downstream resources. The comment requests that the County consider less intrusive methods for addressing erosion along the Los Trancos Creek bank. In response and as described in Response to Comment B-9, project activities may temporarily affect a relatively small area of wetland habitat (a total of 0.0039 acre of potentially jurisdictional wetlands and 0.28 acre of potentially jurisdictional non-wetland waters of the U.S.), and may result in adverse effects on riparian habitat. Implementation of Mitigation Measures BIO-7 would ensure that stream channel conditions are restored and wetland vegetation quickly revegetate and Mitigation Measure BIO-6 would ensure that riparian zones are restored and revegetated at a minimum 1:1 ratio. Section 2.4, Biological Resources, also addresses the project's potential to impact habitat used for special-status species including steelhead, California red-legged frog, western pond turtle, nesting birds, and other sensitive species and identifies adequate mitigation measures that would reduce such impacts to less-than-significant levels. This section also acknowledges the project's potential need for removal of two trees but as described in Draft IS/MND Section 2.4, the County would comply with its local tree ordinances. With respect to the commenter's concern about the project's effects on downstream habitat, please refer to Response to Comment B-12. Regarding the project's effects on visual resources, please note that that retaining walls would be primarily below street level and, over time, the proposed plantings at the toe of Site 3 would partially obscure views of the walls. Refer to Response to Comment B-5 for additional discussion regarding the project's effects on visual resources. Once construction is complete, the project site would be similar to the existing conditions with the exception of the new Keystone walls at Site 1, the 80-foot long concrete lagging wall at Site 2, and the 70-foot CIP wall at Site 3.

## Comment Letter T

**From:** Gunther Steinberg <gunste24@comcast.net>  
**To:** <alpinetrailismnd@smcgov.org>  
**Date:** 9/10/2013 5:19 PM  
**Subject:** Comment - Parking for Access

Pursuant to the item from the 9 August meeting of the Department of Parks, I would like to submit the following comment regarding the "Stanford Trails" - Alpine and Page Mill. - I concur that the San Mateo County section of the Alpine trail is in very poor condition and could stand some refurbishing. [The <<http://www.co.sanmateo.ca.us/Attachments/parks/Files/Parks%20Planning/Alpine%20Rd%20Initial%20Study%20Neg%20Dec%20081313.pdf>>Draft Initial Study / Mitigated Negative Declaration is being publicly circulated for review and comment for a 30 day review period between August 16, 2013 and September 15, 2013. Please provide any written comments on the Draft IS/MND for this project that you believe to be important by September 15, 2013 ]

Comment: "Parking for those Accessing the Trails"

There is parking for those who wish to walk in the flat area covered by the Alpine Road trail, either at the Ladera Shopper, the office complex to west, and very limited space near the entry to the Stanford Dish trails, as well as at the parking lot of the Alpine Inn.

\*\*\* There is no parking at the Menlo Park end of the trail at Santa Cruz/ Junipera Serra.

\*\*\* There is no parking at the ends of the Page Mill "Stanford Trail", which makes it virtually inaccessible to hikers. Evidently, it was designed for bicycle use, where no parking is required for access.

Walking on either trail, parallel to considerable vehicle traffic, is far from a pleasant experience. I have walked there only when my physical condition excluded the more strenuous walks up to the Dish or on the Arastradero Preserve. Now that my problem is largely corrected, I avoid the traffic on Alpine, while not able to even try to walk on the Page Mill trail - no place to park at the start. Fortunately, the Menlo Park Bay Front park and Mt. View's Shoreline park provide alternatives. At my age of 89 I have limited options for exercising.

Gunther Steinberg  
95 Lerida Court  
Portola Valley CA 94028  
Tel: 650-854-0726

T-1

T-2



*Response to Letter T. Gunther Steinberg*

**Response to Comment T-1:** The commenter acknowledges that the segment of the Alpine Road Trail within unincorporated San Mateo County is in poor condition and could use some refurbishing. The comment also expresses concerns regarding the lack of parking at the Menlo Park end of the Alpine Road Trail (at the Santa Cruz and Junipero Serra intersection) and at the end of the Page Mill “Stanford Trail” and states that the trail was evidently designed for bicycle use where no parking is required. As described in Chapter 1 of the Draft IS/MND, the main objectives of the proposed project are to rehabilitate the existing trail and to stabilize the bank along the trail at three locations along the Los Trancos Creek to prevent further erosion and trail narrowing, protect adjacent critical utilities as well as Alpine Road, and improve the trail surface for trail users. Parking for trail users is not addressed by this particular project. As described in prior responses, the Alpine Road Trail is in fact open to both pedestrians and bicyclists.

**Response to Comment T-2:** The comment observing that walking on the Alpine Trail is an unpleasant experience due to the presence of vehicle traffic and restating concerns regarding lack of parking near the Page Mill Trail, is noted. As described in Response to Comment T-1, the proposed project is intended to improve the existing condition of the trail surface for users. As noted above, parking for trail users is not addressed by this particular project.



## 4. Text Revisions

The text revisions are in the order they appear in the Draft IS/MND and include text corrections and clarifications to the Draft IS/MND. Newly added text is shown in underline format, and deleted text is shown in strikeout format.

Section 1.4.2, page 1-5 and 1-8, the last paragraph is revised as follows:

As shown in Figure 3, the eroded portion of the creek bank closest to the trail would be restored and supported with the above-described soldier pile wall. Below the wall, the creek bank ~~would~~ be reconstructed to a 3:1 slope using a combination of biotechnical slope stabilization on the upper slope and planted rock slope protection as a footing to protect against scour. The foundation of planted rock slope protection ~~would~~ include live willow stakes installed concurrently with rock placement to ensure penetration and access to suitable soil conditions. The upper three feet of channel bank ~~would~~ be stabilized with either vegetated soil lifts or brush mats. Vegetated soil lifts includes the construction of soil wrapped in woven biodegradable erosion control fabrics inter-planted with live cuttings such as willow, alder, and dogwood. Installation of brush mats includes excavating a horizontal trench (approximately 8 to 12 inches deep) at the toe of the streambank and burial of live willow fascines (long bundles of live woody vegetation). Once construction is complete, County staff would regularly irrigate and monitor for success of the newly vegetated areas for approximately two years.

Section 1.4.2, page 1-8, the sixth sentence of the first full paragraph is revised in response to Comment C-4:

The County ~~is/would~~ also ~~considering installation of either (1) planted rock slope protection similar to improvements proposed at Site 2, or (2) a buried cutoff wall with planting on top that would be installed as part of the CIP footing and buried riprap may be placed on either end of the wall. This planted area is similar to improvements considered at Site 2.~~

Section 1.4.2, page 1-8, the third to last sentence of the first full paragraph is revised in response to Comment K-14 as follows:

The new inlet would eliminate the existing roadway runoff that flows directly over the top of bank, currently ~~causing/contributing to~~ erosion and ~~contributing to~~ trail damage.

Section 1.4.3, page 1-8, the following sentence is added at the end of the last paragraph in response to Comment C-3:

Exclusion fencing would be established around trees that would be protected throughout the duration of the construction period.

Section 2, page 2-2, the following text is revised in response to Comment B-2:

North of the Alpine Road and San Francisquito Creek Road intersection and east of Los Trancos Creek, the project site ~~occurs on~~ is bordered by Stanford University Lands that are designated as Institutional/General Open Space/Future Study (County of San Mateo, 1986).

Section 2.1, Aesthetics, page 2-6, the first two paragraphs are revised in response to Comment B-5 as follows:

In the long-term, the Alpine Road Trail would appear similar to the existing trail but the condition of the trail would improve once the project is completed. Installation of the proposed soldier pile wall and

concrete lagging and cast-in-place (CIP) wall in undeveloped, vegetated areas would alter the natural creek setting. The new lagging wall at Site 2 and the CIP wall at Site 3 would unlikely be visible from Alpine Road since the walls would be at a lower elevation than the road. Trail users would have intermittent views of the new walls, which could be perceived as an adverse visual effect. ~~However, over time, the proposed plantings at the toe of Site 2 would mature and partially block views of the wall. Since the new railing and plantings would partially obscure views of the lagging wall and because views from the trail would be intermittent, effects on views and the visual character of the project site at Site 2 would be less than significant. At Sites 2 and 3, the exposed concrete wall could potentially constitute a substantial change to the visual character of the project site as the wall would introduce a new manmade feature in a natural creek environment. The concrete wall would primarily be below street level and would appear similar to other concrete retaining walls commonly seen in urban environments. Additionally, the cutoff wall at Site 3 would be below ground and the creek bank at both sites would be reconstructed with planted rock slope protection. Over time, the plants would screen a larger portion of the concrete wall; therefore, for these reasons, effects on the visual character of the project site would be less than significant. In addition, implementation of Mitigation Measure AES-1, which requires installation of planter boxes along the wall, would improve the visual quality of Sites 2 and 3 or would reduce this impact to a less than significant level.~~

**Mitigation Measure AES-1:** ~~The County shall install planter boxes along the proposed walls at Sites 2 and 3 to improve the visual character and quality of the site.~~

Section 2.1, Aesthetics, page 2-7, the third and fourth sentences of the first paragraph are revised in response to Comment B-7 as follows:

The proposed lagging wall and CIP wall at Sites 2 and 3, respectively, ~~could~~would not include reflective materials and therefore ~~could~~would not constitute as a new source of glare ~~but use of such materials is unlikely. However,~~In addition, because these new walls would largely not be visible from Alpine Road or the Alpine Road Trail as these walls would be installed at an elevation lower than the road and trail, these structures would not adversely affect day or nighttime views in the area.

Section 2.1, Aesthetics, page 2-7, the discussion under criterion f.) is revised in response to Comment K-23 as follows:

**Discussion:** See 2.1b discussion above regarding the project's effects on the State-designated scenic highway I-280. The project is also located adjacent to Alpine Road, which is a County designated scenic road. However, for reasons described in 2.1a and 2.1b, above, both construction-related and operation-related impacts on views from Alpine Road would remain intact. Therefore this impact would be less than significant.

Section 2.1, Aesthetics, page 2-7, the discussion under criterion g.) is revised in response to Comment K-23 as follows:

**Discussion:** The project is not within a Design Review District. The County's General Plan includes policies requiring that design structures conform to the natural topography and blend with the natural vegetation (Policy 4.47) and that structures are compatible in size and scale with surrounding environment, including adjacent man-made or natural features (Policy 4.48). Policy 4.21 of the General Plan also aims to protect and enhance the visual quality of scenic corridors by managing the location and appearance of structural development. As described in 2.1a, above, because the rehabilitated Alpine Road Trail would appear similar to the existing trail and because the concrete retaining walls would be below ground and the planted rock slope protection areas would eventually screen the lower portion of the walls, the project

would not result in adverse effects on views from Alpine Road. Therefore, the project would not conflict with applicable General Plan or Zoning ordinances related to visual resources; therefore no impact would occur.

Section 2.4, Biological Resources, page 2-22, first two paragraphs are revised in response to Comment B-9 as follows:

The proposed project would have a potentially significant adverse effect on federally protected wetlands within a small work area. ESA biologists conducted a preliminary delineation of waters of the United States within the project area on January 22, 2013. A total of 0.0039 acre (171 square feet) of potentially jurisdictional wetlands and 0.28 acre (12,190 square feet)/322 linear feet of potentially jurisdictional non-wetland waters of the U.S. ("other waters"/Los Trancos Creek) occur within the wetland delineation study area (ESA, 2013). Los Trancos Creek is an intermittent blue-line drainage tributary to San Francisquito Creek thence San Francisco Bay, and is a waters of the U.S. subject to the jurisdiction of the U.S. Army Corps of Engineers (Corps). Corps jurisdiction typically includes the creek channel and bed, and extends up the banks to the mark of ordinary high water, which is identified in the field by the wetland delineator. This area does not typically extend to the edge of riparian canopy and is usually smaller than the extent of riparian habitat described in response to question 2.4b).

Activities at Site 1 would impact a 1,700 square feet work area within Los Trancos Creek, some or all of which may be subject to Corps jurisdiction. The creek bed or banks would be excavated to a depth of 3 to 4 feet and 125 cubic yards of soil would be removed. 100 cubic yards of soil or other type of fill (e.g., stabilization material) would be replaced. Similarly, activities at Site 2 would impact a 2,550 square feet work area within Los Trancos Creek, excavating to a maximum depth of 25 feet for soldier pile drilling, excavating 150 cubic yards of soil, and replacing with 30 cubic yards of soil, 50 cubic yards of rip-rap, and 200 cubic yards of concrete fill. Activities at Site 3 would impact a 2,000 square feet work area, excavate 200 cubic yards of soil, and replace with 120 cubic yards of soil, 80 cubic yards of rip-rap, and 100 cubic yards of concrete.

Project activities may temporarily impact the small acreage of wetlands present, characterized as a sparse growth of water beard grass (*Polypogon viridis*), and would temporarily impact Los Trancos Creek. With implementation of Mitigation Measure BIO-7, stream channel conditions would be restored and wetlands are anticipated to quickly revegetate after activities complete. Only short-term impacts during construction are anticipated, and the project would not result in the loss of wetlands or waters of the U.S.

Section 2.4, Biological Resources, page 2-24, the last portion of the second paragraph is revised as follows in response to Comment B-10:

Prior to project implementation, the County would obtain all necessary tree removal permits comply with the Significant Tree Ordinance of San Mateo County ~~the from San Mateo County~~ for removing or trimming of significant or heritage trees. Therefore, the project would not conflict with local tree ordinances and would have **no impact** on local policies or ordinances for protection of biological resources.

Section 2.4, Biological Resources, page 2-24, the following text is inserted as the first new paragraph in response to Comment K-25:

Discussion: The County's General Plan contains several policies regarding the protection of sensitive resources. For example, policies 1.24 and 1.25 require that land uses and development activities development protect vegetative and water resources. Policy 1.24 specifies that development minimize the removal of vegetative resources, protection of vegetation which stabilizes slopes or reduces surface water



runoff, erosion or sedimentation, and/or historic and scenic trees. Policy 1.25 requires that development minimize the alteration of natural water bodies, maintain adequate stream flows and water quality for fish and wildlife habitats. General Plan Policy 4.26b also aims to protect riparian habitat by "discourag(ing) structures which would adversely impact the appearance of a stream and associated riparian habitat." As described in the impact discussions above, the project could result in temporary effects on sensitive species, riparian habitat and wetland resources. Since Mitigation Measures BIO-1 through BIO-7 would reduce potential impacts on these resources to a less-than-significant level, conflicts with local policies regarding protection of biological resources would be less than significant.

Section 2.4, Biological Resources, page 2-25, the following text is added before References:

#### **Impacts of Mitigation Measures**

The above mitigation measures would, for the most part, be implemented within the project area and the impacts of their implementation would be similar to those of the proposed project. Implementation of these measures would not result in significant impacts beyond those disclosed for the project itself (see Sections 2.1 through 2.17). However, implementation of Mitigation Measure BIO-6 could require off-site restoration for loss of riparian habitat and may require tree removal. Therefore, secondary impacts may occur in association with implementation of this measure.

Although the restoration site and final tree replacement have not been finalized, implementation of Mitigation Measure BIO-6 could potentially result in short-term impacts. It is speculative to precisely identify the potential impacts related to their implementation. However, for disclosure purposes, it is assumed that implementation could potentially result in short-term impacts related to aesthetics, cultural resources, transportation and traffic, noise, air quality, biological resources, geology and soils, hydrology and water quality, and hazardous materials. However, impacts related to implementation of this measure would be temporary and similar to the proposed project and would be mitigated to a less-than-significant level with the mitigation measures of the proposed project. Additionally, compliance with local tree ordinance(s) would also ensure that impacts related to tree removal are less than significant. Overall, implementation of Mitigation Measure BIO-6 would not result in any additional significant effects beyond those disclosed for the proposed project.

Section 2.5, Cultural Resources, page 2-27, the second sentence of Mitigation Measure CUL-1 is revised in response to Comment B-11 as follows:

While impacts to CA-SMA-292 are not expected, unintentional disturbance to intact portions of the site that are adjacent to the trail by personnel mobilizing in the immediate area cannot be entirely discounted during construction activities. Therefore, disturbance to CA-SMA-292 would be a potentially significant impact. Additionally, the Los Trancos Creek corridor is generally archaeological sensitive for prehistoric sites as indicated by the numerous prehistoric sites identified to the north and south of the current project boundaries. However, implementation of Mitigation Measure CUL-1 would reduce this potential impact to a less than significant level by requiring a qualified archaeologist and a Native American representative to monitor ground disturbing activities during project construction in the vicinity of CA-SMA-292 and for excavation greater than 2 feet deep within 100 feet of Los Trancos Creek. Additionally, in the event of an unintentional discovery of archaeological resources outside of the monitoring area, implementation of Mitigation Measure CUL-2 would require work halt and the resources be thoroughly documented and appropriately treated. Implementation of these mitigation measures would ensure that impacts on archaeological resources remain at a less-than-significant level.

#### **Mitigation Measure CUL-1: Preconstruction Training and Cultural Resources Monitoring.**



***Cultural Resources Monitoring.*** Prior to authorization to proceed, a Secretary of the Interior-qualified archaeologist shall prepare a cultural resources monitoring plan. The County of San Mateo shall review and approve the plan. Monitoring shall be required within the established ASA (known site boundaries of CA-SMA-292 and a 50-foot buffer to the north and south and along the Alpine Road Trail) as well as for excavation greater than 2 feet deep within 100 feet of Los Trancos Creek. The plan shall include (but not be limited to) the following issues:

Section 2.5, Cultural Resources, page 2-28, the text of Mitigation Measure CUL-1 is revised in response to Comment A-3 as follows:

If archaeological materials are encountered, all soil disturbing activities within 50 feet in all directions of the find shall cease until the resource is evaluated. The archaeological monitor shall immediately notify the County of San Mateo of the encountered archaeological resource. The archaeological monitor shall also notify the Caltrans Cultural Resources Studies Office (District 4) at (510) 286-6336 if archaeological resources are encountered within the Caltrans right-of-way.

Section 2.10, Land Use and Planning, page 2-54, the text under discussion b.) is revised in response to Comments B-2, B-13, and K-30 as follows:

North of the Alpine Road and San Francisquito Creek Road intersection and east of Los Trancos Creek, the project site ~~occurs on~~ is bordered by Stanford University Lands that are designated as Institutional/General Open Space/Future Study (County of San Mateo, 1986). According to the Stanford University Planning Office, these lands are designated as Academic Reserve, which are generally undeveloped or leased to agricultural and/or equestrian tenants for interim use, and includes sensitive creek habitat (Stanford University, 2011 and 2013). North of the Alpine Road and San Francisquito Creek Road intersection, the Alpine Road Trail is within Caltrans right-of-way.

The County's General Plan contains several policies adopted for the purpose of avoiding or mitigating environmental effects. For example, General Plan Policy 4.26b aims to protect riparian habitat by "discourag(ing) structures which would adversely impact the appearance of a stream and associated riparian habitat." The County's General Plan also defines buffer zones as "those areas adjacent to sensitive habitats which are necessary to allow for periodic, seasonal or ecological changes which could affect the boundaries of sensitive habitats." Construction activities could cause temporary but short-term impacts on sensitive habitat, water quality, as well as impacts pertaining construction noise and traffic, as discussed in other sections of this chapter. Following construction, the Alpine Road Trail and the three bank stabilization sites would be in an improved condition. Thus, the proposed project's overall impact with respect to plans and policies adopted for the purpose of avoiding or mitigating an environmental effect would be **less than significant**.

Section 2.10, Land Use and Planning, page 2-55, the first paragraph is revised in response to Comment B-14 as follows:

As stated above, the northern portion of the project site occurs on lands owned by Stanford University, which is not covered by the Stanford University Habitat Conservation Plan (HCP). ~~However, as~~ concluded for question 2.4f, the project would not conflict with the provisions of the HCP as the proposed project activities in and around Los Trancos Creek are outside the plan area; **no impact** would occur.

Section 2.16, Transportation/Traffic, page 2-60, the first two sentences are revised in response to Comment K-31 as follows:

~~The project would not generate new~~ a few additional vehicle trips for monitoring and maintenance activities associated with the newly planted vegetation at the bank stabilization sites; however such activities would likely be combined or result in with maintenance activities that ~~do not~~ already occur for the existing trail. Operational noise impacts of the project would be less than significant.

Section 2.14, Public Services, page 2-64, the text under discussion a.) is revised in response to Comment K-32 as follows:

~~Discussion: Menlo Park Fire Protection District~~Woodside Fire Protection Department provides fire protection and emergency medical services to the area. Station 4, located at 3322 Alameda de Las Pulgas, is the primary responder to the project site. The Woodside Fire Protection District serves the following areas: Los Trancos Woods, Vista Verde, Ladera, Emerald Lake Hills, and portions of Stanford Lands. Fire Station 8, located at 135 Portola Road is approximately 2.5 miles from the project area (Woodside Fire Protection District, 2013)....

... The project would not be expected to significantly affect the Menlo Park Fire Protection District~~Woodside Fire Department~~ or San Mateo County Sheriff's Office's ability to maintain service ratios, response times, other performance objectives, and new or physically altered facilities would not be required. For these reasons, the project's impact with respect to the provision of fire and police protection facilities would be **less than significant**.

Section 2.16, Transportation/Traffic, page 2-67, the fourth sentence of the first paragraph is revised as follows to reflect the current SamTrans bus service on Alpine Road:

~~In addition, one~~ three local San Mateo County Transit District (SamTrans) bus lines (School-Day Only Bus Routes 85, 86 and 87) operates on Alpine Road in the project area, and there are bicycles lanes on both sides of the roadway.

Section 2.16, Transportation/Traffic, page 2-67, the fifth sentence of the first paragraph is revised as follows to reflect the segment of Alpine Road that has four lanes:

Local access to the site from Alpine Road, generally a two-lane, undivided roadway (except on the segment within the I-280 / Alpine Road interchange, where it is a four-lane, divided roadway) that extends from its intersection at Sand Hill Road in the City of Menlo Park (and becomes Santa Cruz Avenue) to the north to its dead end north of the Coal Creek Open Preserve, in unincorporated San Mateo County to the south.

Section 2.16, Transportation/Traffic, pages 2-69 to 2-70, Mitigation Measure TRA-1 is revised in response to Comments B-16, K-20, and R-4 as follows:

**Mitigation Measure TRA-1:** The County shall require the construction contractor(s) to prepare and implement a traffic control plan to reduce traffic impacts on the roadways at and near the work sites, as well as to reduce potential traffic safety hazards and ensure adequate access for emergency responders and construction vehicles, as appropriate. The County and construction contractor(s) shall coordinate development and implementation of this plan with the Town of Portola Valley, City of Menlo Park, and Caltrans, as appropriate. To the extent applicable, the traffic control plan shall conform to the California Manual on Uniform Traffic Control Devices (MUTCD), Part 6 (Temporary Traffic Control) (Caltrans, 2012b). The traffic control plan shall include, but not be limited to, the following elements:

- Circulation ~~and detour~~ plans to minimize impacts on local road circulation during ~~road and~~ lane closures. Flaggers and/or signage shall be used to guide vehicles through and/or around the construction zone.
- Identifying truck routes designated by the County. Haul routes that minimize truck traffic on local roadways shall be utilized to the extent possible.
- Sufficient staging areas for trucks accessing construction zones to minimize disruption of access to adjacent public right-of-ways.
- Controlling and monitoring construction vehicle movement through the enforcement of standard construction specifications by on-site inspectors.
- Scheduling truck trips outside the peak morning and evening commute hours to the extent possible.
- Limiting the duration of ~~road and~~ lane closures to the extent possible.
- Construction activities that may encroach on bicycle routes or multi-use paths, advance warning signs (e.g., "Bicycles May Use Full Lane", Sign R4-11 of the 2012 California Manual on Uniform Traffic Control Devices, ~~"Bicyclists Allowed Use of Full Lane"~~ and/or ~~"Share the Road"~~) shall be posted that indicate the presence of such users.
- Implementing roadside safety protocols. Advance "Road Work Ahead" warning and speed control signs (including those informing drivers of State legislated double fines for speed infractions in a construction zone) shall be posted to reduce speeds and provide safe traffic flow through the work zone.
- Coordinating construction administrators of police and fire stations (including all fire protection agencies), and recreational facility managers. Operators shall be notified in advance of the timing, location, and duration of construction activities and the locations of detours and lane closures, where applicable.
- Repairing and restoring affected roadway rights-of-way to their original condition after construction is completed.
- Advance warning signs (e.g., "CAUTION: Walkway Closed Ahead", "CAUTION: Pedestrians/Bicyclists to Share Bike Lane", or "CAUTION: Bicyclists Must Slow Down When Pedestrians are Present") shall be posted, and, as necessary and as approved by Caltrans and the County, a flagger shall be made available in advance of (south of) the shared bike lane to ensure safe passage by pedestrians and bicyclists around the Site 1.

Section 2.18, Mandatory Findings of Significance, page 2-79, the first paragraph is revised as follows:

utility lines located along sections of Alpine Road from the intersection of Natthorst Avenue to approximately 150 feet north of Hillbrook Drive. As part of the County's general maintenance work, the County is in the process of coordinating the removal of a fallen tree near Site 2. Although the County is waiting to receive informal approvals from the USFWS and NOAA, Stanford University would remove the tree prior to construction of the proposed project. Other than the Alpine Road Undergrounding Project and the above-described maintenance work at Site 2, there are no ongoing projects in the immediate project vicinity and none are anticipated in the foreseeable future (County of San Mateo, 2013).

Section 2.18, Mandatory Findings of Significance, page 2-80, the last row of the table summarizing responsible agencies is revised in response to Comment B-17 as follows:

Other:	X	Streambed Alteration Agreement notification from California Department of Wildlife and Biological Opinion from National Oceanic and Atmospheric Administration
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Section 3, Summary of Mitigation Measures, page 3-2, Mitigation Measure AES-1 is deleted as follows:

Mitigation No.	Mitigation Measure	Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
<b>Aesthetics</b>					
<del>AES-1</del>	<del>Mitigation Measure AES-1. The County shall install planter boxes along the proposed walls at Sites 2 and 3 to improve the visual character and quality of the site. None.</del>	<del>1. County shall ensure that construction specifications incorporate this measure. 2. Contractor installs planter boxes at Sites 2 and 3.</del>	<del>1. County review construction specifications. 2. County documents that measure is implemented.</del>	<del>1. County 2. County</del>	<del>1. Prior to construction. 2. During construction.</del>

Section 3, Summary of Mitigation Measures, page 3-7, Mitigation Measure CUL-1 is revised as follows:

Cultural Resources (continued)				
CUL-1 (cont.)	<p>Monitoring shall be required within the established AGA (known site boundaries of CA-9MA-292 and a 50-foot buffer to the north and south and along the Alpine Road Trail) as well as for excavation greater than 2 feet deep within 100 feet of Los Trancos Creek. The plan shall include (but not be limited to) the following issues:</p> <ul style="list-style-type: none"> <li>• Training program for all construction and field workers involved in site disturbance;</li> <li>• Person(s) responsible for conducting monitoring activities, including Native American monitors;</li> <li>• Person(s) responsible for overseeing and directing the monitors;</li> <li>• How the monitoring shall be conducted and the required format and content of monitoring reports;</li> <li>• Schedule for submittal of monitoring reports and person(s) responsible for review and approval of monitoring reports;</li> <li>• Protocol for notifications in case of encountering of cultural resources, as well as methods of dealing with the encountered resources (e.g., collection, identification, curation);</li> <li>• Methods to ensure security of cultural resources sites;</li> <li>• Protocol for notifying local authorities (i.e. Sheriff, Police) should site looting and other illegal activities occur during construction.</li> </ul> <p>During the course of the construction monitoring, the archaeologist may adjust the frequency—from continuous to intermittent—of the monitoring based on the conditions and professional judgment regarding the potential to impact resources.</p> <p>If archaeological materials are encountered, all soil disturbing activities within 50 feet in all directions of the find shall cease until the resource is evaluated. The archaeological monitor shall immediately notify the County of San Mateo of the encountered archaeological resource. <u>The archaeological monitor shall also notify the Caltrans Cultural Resources Studies Office (District 4) at (510) 286-6336 if archaeological resources are encountered within the Caltrans right-of-way.</u> The monitor shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological resource, present the findings of this assessment to the County. In the event archaeological resources qualifying as either historical resources pursuant to CEQA Section 15064.5 or as unique archaeological resources as defined by Public Resources Code 21083.2 are encountered preservation in place shall be the preferred manner of mitigation.</p> <p>If preservation in place is not feasible, the County of San Mateo shall implement an Archaeological Research Design and Treatment Plan (ARDTP). The project archaeologist and the County of San Mateo shall meet to determine the scope of the ARDTP. The ARDTP shall identify how the proposed data recovery program would preserve the significant information the archaeological resource contains. The ARDTP shall identify the scientific/historic research questions</p>			

Section 3, Summary of Mitigation Measures, page 3-14, Mitigation Measure TRA-1 is revised as follows:

Transportation/Traffic (continued)					
TRA-1 (cont.)	<ul style="list-style-type: none"> <li>• Circulation <del>and detour</del> plans to minimize impacts on local road circulation during <del>road and</del> lane closures. Flaggers and/or signage shall be used to guide vehicles through and/or around the construction zone.</li> <li>• Identifying truck routes designated by the County. Haul routes that minimize truck traffic on local roadways shall be utilized to the extent possible.</li> <li>• Sufficient staging areas for trucks accessing construction zones to minimize disruption of access to adjacent public right-of-ways.</li> <li>• Controlling and monitoring construction vehicle movement through the enforcement of standard construction specifications by on-site inspectors.</li> <li>• Scheduling truck trips outside the peak morning and evening commute hours to the extent possible.</li> <li>• Limiting the duration of <del>road and</del> lane closures to the extent possible.</li> <li>• Construction activities that may encroach on bicycle routes or multi-use paths, advance warning signs (e.g., <u>"Bicycles May Use Full Lane"</u>, <u>Sign R4-11 of the 2012 California Manual on Uniform Traffic Control Devices</u>, <u>"Bicycles Allowed Use of Full Lane"</u> and/or <u>"Share the Road"</u>) shall be posted that indicate the presence of such users.</li> <li>• Implementing roadside safety protocols. Advance "Road Work Ahead" warning and speed control signs (including those informing drivers of State legislated double fines for speed infractions in a construction zone) shall be posted to reduce speeds and provide safe traffic flow through the work zone.</li> <li>• Coordinating construction administrators of police and fire stations (including all fire protection agencies), and recreational facility managers. Operators shall be notified in advance of the timing, location, and duration of construction activities and the locations of detours and lane closures, where applicable.</li> <li>• Repairing and restoring affected roadway rights-of way to their original condition after construction is completed.</li> <li>• <u>Advance warning signs (e.g., "CAUTION: Walkway Closed Ahead", "CAUTION: Pedestrians/Bicyclists to Share Bike Lane", or "CAUTION: Bicyclists Must Slow Down When Pedestrians are Present") shall be posted, and, as necessary and as approved by Caltrans and the County, a flagger shall be made available in advance of (south of) the shared bike lane to ensure safe passage by pedestrians and bicyclists around the Site 1.</u></li> </ul>				

## EXHIBIT “B”

### Mitigation Monitoring and Reporting Program



## Summary of Mitigation Measures

Mitigation No.	Mitigation Measure	Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
<b>Aesthetics</b>					
	None.				
<b>Agricultural and Forest Resources</b>					
	None.				
<b>Air Quality</b>					
AIR-1	<p><b>Mitigation Measure AIR-1:</b> The County shall require construction contractors to implement all the BAAQMD's Basic Construction Mitigation Measures, listed below.</p> <ul style="list-style-type: none"> <li>All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day or as directed by the County.</li> <li>All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.</li> <li>All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.</li> <li>Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> <li>Post a publicly visible sign with the telephone number to contact at the County regarding the project. The County shall respond and take corrective action within 48 hours.</li> </ul>	<p>1. County shall require BAAQMD's Basic Construction Measures be included in contractor specifications.</p> <p>2. Contractor implements measures in the program.</p>	<p>1. County reviews construction specifications.</p> <p>2. County documents that measures are being implemented.</p>	<p>1. County</p> <p>2. County</p>	<p>1. Prior to construction.</p> <p>2. During construction.</p>

## Summary of Mitigation Measures

Mitigation No.	Mitigation Measure	Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
<b>Biological Resources</b>					
BIO-1	<p><b>Mitigation Measure BIO-1:</b> If surface water is present during construction, the County and/or contracted biologist shall implement the following:</p> <ul style="list-style-type: none"> <li>Cofferdams, flow bypass pipes, or diversion dams shall be used to ensure continued flow around the work area.</li> <li>Adequate sediment and turbidity control measures shall be implemented. One or more fences of filter fabric shall be constructed across stream channels downstream of the lowermost cofferdams to reduce turbidity and sedimentation downstream of the stream construction sites during removal of cofferdams and until water clarity is re-established once streamflow is re-introduced to the stream channel in the work area.</li> <li>The presence of surface water, such as instream flow or pool habitat, would create the potential for salmonids to occur in the work area. To relocate salmonids from the work area following installation of a cofferdam or diversion dam/bypass pipes, a fish rescue and relocation effort shall be conducted by qualified biologists utilizing NMFS prescribed methods for the safe handling of salmonids.</li> <li>The biologist shall monitor the construction sites during placement and removal of cofferdams, channel diversions, and access ramps to ensure that any adverse effects to salmonids are minimized. The biologist shall be on site during all dewatering events to capture, handle, and safely relocate steelhead.</li> <li>Consistent with Mitigation Measures HAZ-1 and HYD-1, contractors shall have a supply of erosion control materials, and fuel and hydraulic fluid spill containment supplies onsite to facilitate a quick response to unanticipated storm events, or fuel or hydraulic fluid spill emergencies.</li> <li>Consistent with Mitigation Measure HYD-1, construction equipment used within the creek channel shall be checked each day prior to work within the creek channel (top of bank to top of bank) and, if necessary, action will be taken to prevent fluid leaks. If leaks occur during work in the channel (top of bank to top of bank), the Corps, the permit holders, or the contractor shall contain the spill and remove the affected soils.</li> <li>All pumps used to dewater work areas or divert live stream flow shall be screened and maintained throughout the construction period to avoid entrainment of steelhead and screens will comply with NMFS Fish Screening Criteria for Anadromous Salmonids.</li> <li>Fill material for cofferdams shall be fully confined with the use of plastic sheeting, sheetpiles, sandbags, or with other non-porous containment methods, such that sediment does not come in contact with stream flow or in direct contact with the natural streambed. All loose fill material for cofferdams or access ramps shall be completely removed from the channel by October 15, and the creek must be returned to a natural grade and substrate condition.</li> </ul>	<ol style="list-style-type: none"> <li>County shall include in the construction specifications requirements for installation of cofferdams for construction activities proposed at Sites 1 through 3.</li> <li>County or County-approved biologist shall implement specified construction measures in the event that surface water is present during project construction.</li> </ol>	<ol style="list-style-type: none"> <li>County review construction specifications and ensure measures are consistent with those identified under Mitigation Measures HAZ-1 and HYD-1.</li> <li>County documents that measures are being implemented</li> </ol>	<ol style="list-style-type: none"> <li>County, qualified biologist</li> <li>County-approved biologist</li> </ol>	<ol style="list-style-type: none"> <li>Prior to construction</li> <li>During construction</li> </ol>

## Summary of Mitigation Measures

Mitigation No.	Mitigation Measure	Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
<b>Biological Resources (continued)</b>					
BIO-1 (cont.)	<ul style="list-style-type: none"> <li>Once construction is completed, all temporary, construction-related, project introduced material (pipe, gravel, cofferdam, bypass pipes, etc.) must be removed.</li> </ul>				
BIO-2	<p><b>Mitigation Measure BIO-2:</b> The County and/or contracted biologist shall implement the following measures to avoid and minimize impacts on California red-legged frog and western pond turtle:</p> <ul style="list-style-type: none"> <li>Ground disturbance and construction footprints shall be minimized to the greatest degree feasible.</li> <li>A qualified biological resource monitor shall conduct worker awareness training for construction personnel, addressing the species' basic biology and identifying characteristics, legal status, job-specific protection measures, and penalties for non-compliance.</li> <li>A biologist shall conduct weekly construction monitoring and shall be the contact person if a frog or turtle is observed in the work area and further identification is required. Should a California red-legged frog or western pond turtle, or an unidentified frog or turtle, be observed in the work area then construction activities shall cease until the individual leaves the area. If necessary, a biologist could relocate the western pond turtle beyond the work area. The USFWS shall be notified if a California red-legged frog is identified. If necessary, a California red-legged frog could be relocated by a USFWS-approved biologist with express permission to relocate red-legged frogs for this project.</li> </ul>	<ol style="list-style-type: none"> <li>County shall include avoidance and minimization measures in the construction specifications.</li> <li>County-approved biologist shall conduct worker awareness training.</li> <li>Qualified biologist shall conduct weekly construction monitoring and in the event that a California red-legged frog or western pond turtle is observed, shall contact the USFWS.</li> </ol>	<ol style="list-style-type: none"> <li>County to review construction specifications.</li> <li>County ensures that biologist conducts worker awareness training.</li> <li>Qualified biologist documents that measures are being implemented.</li> </ol>	<ol style="list-style-type: none"> <li>County</li> <li>Onsite foreman, County</li> <li>Qualified biologist, County</li> </ol>	<ol style="list-style-type: none"> <li>Prior to construction</li> <li>No more than 2 weeks prior to construction</li> <li>During construction</li> </ol>
BIO-3	<p><b>Mitigation Measure BIO-3:</b> No more than two weeks prior to commencement of construction activities, including but not limited to surveying, grading, tree-trimming, and tree-felling, a biologist approved by the County shall conduct a nesting bird survey to determine whether nesting birds occur within 250 feet of the project area or nesting raptors occur within 500 feet of the project area. If nesting birds and raptors do not occur within 250 and 500 feet of the project area, respectively, then no further action is required. Should any active nests be discovered in or near proposed construction zones, the surveying biologist shall, based upon site conditions and type of species, determine in consultation with CDFW an appropriate construction buffer to be implemented as part of the project. Buffers are typically 500 feet for raptors and 250 feet for non-raptors but may be decreased or increased based upon species-specific, site-specific, activity-specific considerations including the nesting species in question, baseline noise levels, type and decibel output of construction equipment to be used, and whether disturbance would occur within line-of-sight of the nest. Reduced buffers may be allowed if a full-time biologist is present to monitor the nest and has authority to halt construction if bird behavior indicates continued activities could lead to nest failure.</p>	<ol style="list-style-type: none"> <li>County-approved biologist shall conduct nesting bird survey.</li> <li>In the event that any active nests are discovered near the construction zone, biologist shall contact CDFW to establish buffer.</li> <li>County shall include in its construction specifications that buffer zones shall be avoided during construction.</li> </ol>	<ol style="list-style-type: none"> <li>County obtains appropriate biologist to conduct survey.</li> <li>County consults with CDFW.</li> <li>County documents that measures are being implemented.</li> </ol>	<ol style="list-style-type: none"> <li>Qualified biologist, County</li> <li>County, CDFW</li> <li>County</li> </ol>	<ol style="list-style-type: none"> <li>No more than 2 weeks prior to construction, and prior to vegetation and tree removal</li> <li>Prior to construction</li> <li>During construction</li> </ol>

## Summary of Mitigation Measures

Mitigation No.	Mitigation Measure	Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
<b>Biological Resources (continued)</b>					
BIO-4	<b>Mitigation Measure BIO-4:</b> Prior to construction activities at each of the three proposed bank stabilization sites, a biologist approved by the County shall survey the work area to identify if woodrat nests are present and occupied. Occupied nests will be avoided, if possible, and the avoidance area clearly understood by the construction team through the use of maps, flagging, or exclusion fencing. If avoidance is not feasible, the nest shall be disassembled by hand and relocated beyond the work area.	<ol style="list-style-type: none"> <li>County-approved biologist shall conduct survey.</li> <li>If occupied nests are discovered, County biologist shall establish avoidance area. If avoidance is not feasible, biologist shall disassemble by hand and relocate outside of work area.</li> </ol>	<ol style="list-style-type: none"> <li>County obtains appropriate biologist to conduct survey.</li> <li>County documents that measures are being implemented.</li> </ol>	<ol style="list-style-type: none"> <li>Qualified biologist, County</li> <li>County</li> </ol>	<ol style="list-style-type: none"> <li>Prior to construction</li> <li>Prior to construction</li> </ol>
BIO-5	<b>Mitigation Measure BIO-5:</b> Prior to construction activities at Sites 2 and 3, a qualified biologist with a Level I, II, or III memorandum of understanding with CDFW to conduct bat surveys shall survey the eucalyptus tree at Site 2 and the California buckeye at Site 3 to the extent feasible. The biologist shall perform a Habitat Potential Screening and make further recommendations as necessary depending on results. Recommendations may include debarking the trees prior to limbing to allow roosting pallid bats an opportunity to egress before major tree work begins.	<ol style="list-style-type: none"> <li>County shall contract with a qualified biologist to conduct pre-construction surveys for bat surveys.</li> <li>Biologist shall perform a Habitat Potential Screening, make recommendations as necessary, and County implements appropriate measures.</li> </ol>	<ol style="list-style-type: none"> <li>County executes contract.</li> <li>County documents that appropriate recommendations are implemented.</li> </ol>	<ol style="list-style-type: none"> <li>Qualified biologist, County</li> <li>County</li> </ol>	<ol style="list-style-type: none"> <li>Prior to construction</li> <li>Prior to construction</li> </ol>
BIO-6	<b>Mitigation Measure BIO-6:</b> Riparian zones impacted during construction shall be restored to pre-project conditions. After construction is completed, riparian zones shall be replanted at a minimum 1:1 ratio with an assemblage of native plants appropriate to the local watershed and for the growing conditions within Los Trancos Creek. Sites must receive supplemental irrigation if necessary and monitored annually for a period of two years. Mitigation and monitoring specifications will be detailed in a Riparian Restoration Plan submitted to CDFW prior to project completion. At a minimum, the plan would establish photopoints to document pre-project riparian conditions in the work area and restoration success over time, specify the native plants to be used for restoration and the replacement ratio, determine success criteria and a monitoring schedule, and develop a contingency plan if restoration goals are not met within two years.	<ol style="list-style-type: none"> <li>County shall review construction specifications to ensure that replanting requirements are incorporated.</li> <li>County shall replant affected riparian zones at a 1:1 ratio and shall submit Riparian Restoration Plan to CDFW for review.</li> <li>County shall implement Riparian Restoration Plan.</li> </ol>	<ol style="list-style-type: none"> <li>County review construction specifications.</li> <li>County prepare Riparian Restoration Plan and replant riparian zones.</li> <li>County shall ensure that Riparian Restoration Plan is implemented.</li> </ol>	<ol style="list-style-type: none"> <li>County</li> <li>County, CDFW</li> <li>County</li> </ol>	<ol style="list-style-type: none"> <li>Prior to construction</li> <li>Following construction</li> <li>After construction</li> </ol>



## Summary of Mitigation Measures

Mitigation No.	Mitigation Measure	Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
<b>Biological Resources (continued)</b>					
BIO-7	<b>Mitigation Measure BIO-7:</b> Project materials shall be placed in locations and manners that would not impair surface water flow into or out of any water of the United States. If surface flow is present during construction, dewatering would ensure that near-normal downstream flows are maintained. Fill shall consist of suitable material and placement such that it would not be eroded by future high flows. Following completion of construction, temporary fill shall be removed to upland areas, dredged material shall be returned to its original location, and the affected areas shall be restored to preconstruction elevations. The area upstream and downstream of the project reach shall be monitored annually for a two year period post construction to qualitatively assess channel conditions.	<ol style="list-style-type: none"> <li>County shall ensure that construction specifications include appropriate measures.</li> <li>Contractor shall implement construction measures.</li> <li>County shall qualitatively monitor bank stabilization sites</li> </ol>	<ol style="list-style-type: none"> <li>County review construction specifications.</li> <li>County monitor to ensure compliance.</li> <li>County documents that measures are being implemented for up to 5 years.</li> </ol>	<ol style="list-style-type: none"> <li>County</li> <li>County</li> <li>County</li> </ol>	<ol style="list-style-type: none"> <li>Prior to construction</li> <li>During construction</li> <li>After construction (up to 5 years)</li> </ol>
<b>Cultural Resources</b>					
CUL-1	<p><b>Mitigation Measure CUL-1: Preconstruction Training and Cultural Resources Monitoring.</b> Prior to project construction, on-site personnel shall attend a mandatory pre-project training led by a Secretary of the Interior-qualified archaeologist. The training will outline the general archaeological sensitivity of the area (without providing site specifics) and the procedures to follow in the event an archaeological resource and/or human remains are inadvertently discovered.</p> <p>Prior to trail improvements, a Secretary of the Interior-qualified archaeologist shall establish an Archaeologically Sensitive Area (ASA) that shall remain in place during construction activities within and adjacent to the ASA. The ASA will include the known site boundaries and a 50-foot buffer to the north and south along the trail alignment. No personnel associated with project activities would be allowed access within the ASA outside of the immediate area (the trail itself and a 3-foot-wide buffer) of trail restoration work. The archaeologist shall also monitor any trail improvements within the ASA to ensure that ground disturbing activities do not adversely affect the site. Monitoring will occur according to the procedures outlined below.</p> <p><b>Cultural Resources Monitoring.</b> Prior to authorization to proceed, a Secretary of the Interior-qualified archaeologist shall prepare a cultural resources monitoring plan. The County of San Mateo shall review and approve the plan. Monitoring shall be required within the established ASA (known site boundaries of CA-SMA-292 and a 50-foot buffer to the north and south and along the Alpine Road Trail) as well as for excavation greater than 2 feet deep within 100 feet of Los Trancos Creek. The plan shall include (but not be limited to) the following issues:</p> <ul style="list-style-type: none"> <li>Training program for all construction and field workers involved in site disturbance;</li> </ul>	<ol style="list-style-type: none"> <li>County shall contract with an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology to monitor ground-disturbing activities. In the event subsurface cultural resources are discovered, construction within 100 feet of the find shall be halted and the archaeologist shall notify the County.</li> <li>The archaeologist shall prepare an ARDTP.</li> </ol>	<ol style="list-style-type: none"> <li>County executes contract.</li> <li>Archaeological monitor shall notify the County of the discovery.</li> <li>Archaeologist prepares ARDTP, County reviews</li> </ol>	<ol style="list-style-type: none"> <li>County, qualified archaeologist.</li> <li>Archaeological monitor, County.</li> <li>Qualified archaeologist, County.</li> </ol>	<ol style="list-style-type: none"> <li>Prior to and during construction</li> <li>During construction</li> <li>Following construction</li> </ol>

## Summary of Mitigation Measures

Mitigation No.	Mitigation Measure	Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
<b>Cultural Resources (continued)</b>					
CUL-1 (cont.)	<ul style="list-style-type: none"> <li>Person(s) responsible for conducting monitoring activities, including Native American monitors;</li> <li>Person(s) responsible for overseeing and directing the monitors;</li> <li>How the monitoring shall be conducted and the required format and content of monitoring reports;</li> <li>Schedule for submittal of monitoring reports and person(s) responsible for review and approval of monitoring reports;</li> <li>Protocol for notifications in case of encountering of cultural resources, as well as methods of dealing with the encountered resources (e.g., collection, identification, curation);</li> <li>Methods to ensure security of cultural resources sites;</li> <li>Protocol for notifying local authorities (i.e. Sheriff, Police) should site looting and other illegal activities occur during construction.</li> </ul> <p>During the course of the construction monitoring, the archaeologist may adjust the frequency—from continuous to intermittent—of the monitoring based on the conditions and professional judgment regarding the potential to impact resources.</p> <p>If archaeological materials are encountered, all soil disturbing activities within 50 feet in all directions of the find shall cease until the resource is evaluated. The archaeological monitor shall immediately notify the County of San Mateo of the encountered archaeological resource. The archaeological monitor shall also notify the Caltrans Cultural Resources Studies Office (District 4) at (510) 286-6336 if archaeological resources are encountered within the Caltrans right-of-way. The monitor shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological resource, present the findings of this assessment to the County. In the event archaeological resources qualifying as either historical resources pursuant to CEQA Section 15064.5 or as unique archaeological resources as defined by Public Resources Code 21083.2 are encountered preservation in place shall be the preferred manner of mitigation.</p> <p>If preservation in place is not feasible, the County of San Mateo shall implement an Archaeological Research Design and Treatment Plan (ARDTP). The project archaeologist and the County of San Mateo shall meet to determine the scope of the ARDTP. The ARDTP shall identify how the proposed data recovery program would preserve the significant information the archaeological resource contains. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable</p>				

## Summary of Mitigation Measures

Mitigation No.	Mitigation Measure	Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
<b>Cultural Resources (continued)</b>					
CUL-1 (cont.)	research questions. The results of the investigation shall be documented in a technical report that provides a full artifact catalog, analysis of items collected, results of any special studies conducted, and interpretations of the resource within a regional and local context. The County of San Mateo shall submit all technical documents to the Northwest Information Center of the California Historical Resources Information System.				
CUL-2	<p><b>Mitigation Measure CUL-2: Inadvertent Discovery of Cultural Resources.</b> If prehistoric or historic-period archaeological resources are encountered, all construction activities within 50 feet in all directions shall halt and the County of San Mateo shall be notified. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If the archaeologist determines that the project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), preservation in place may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the County of San Mateo and the affiliated Native American tribe(s), if applicable. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.</p>	<ol style="list-style-type: none"> <li>County shall review construction specifications to ensure procedures for inadvertent discovery of cultural resources are included.</li> <li>In the event of a historic-period archaeological resource discovery, construction in the area shall be halted and the contractor shall notify the County.</li> <li>Qualified archaeologist shall be contacted and inspect the findings to determine appropriate mitigation and feasibility of preservation.</li> </ol>	<ol style="list-style-type: none"> <li>County review construction specifications.</li> <li>The contractor shall notify the County of the discovery.</li> <li>Qualified archaeologist shall inspect the findings and determine appropriate next steps, consistent with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines.</li> </ol>	<ol style="list-style-type: none"> <li>County</li> <li>County</li> <li>County and qualified archaeologist.</li> </ol>	<ol style="list-style-type: none"> <li>Prior to construction.</li> <li>During construction.</li> <li>During construction.</li> </ol>

## Summary of Mitigation Measures

Mitigation No.	Mitigation Measure	Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
<b>Cultural Resources (continued)</b>					
CUL-3	<b>Mitigation Measure CUL-3: Inadvertent Discovery of Human Remains.</b> If human remains are encountered during ground disturbing activities, State Health and Safety Code Section 7050.5 requires that no further disturbance will occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. The Native American Heritage Commission will then identify the person(s) thought to be the Most Likely Descendant of the deceased Native American, who will make recommendations for the treatment of any human remains.	<ol style="list-style-type: none"> <li>County shall review construction specifications to ensure procedures for human remains discovery are included.</li> <li>In the event human remains are discovered, construction in the area shall be halted and the contractor shall notify the County Coroner.</li> </ol>	<ol style="list-style-type: none"> <li>County review construction specifications.</li> <li>The contractor shall notify County of the discovery.</li> </ol>	<ol style="list-style-type: none"> <li>County</li> <li>County</li> </ol>	<ol style="list-style-type: none"> <li>Prior to construction.</li> <li>During construction.</li> </ol>
<b>Geology and Soils</b>					
	None.				
<b>Climate Change</b>					
	None.				
<b>Hazards and Hazardous Materials</b>					
HAZ-1	<b>Mitigation Measure HAZ-1:</b> The County shall require the construction contractor to use the following best management practices (BMPs) to minimize potential adverse effects of the project to groundwater and soils from chemicals used during construction activities: <ul style="list-style-type: none"> <li>Follow manufacturer's recommendations on use, storage and disposal of chemical products used in construction;</li> <li>Avoid overtopping construction equipment fuel gas tanks;</li> <li>Provide secondary containment for any hazardous materials temporarily stored onsite;</li> <li>During routine maintenance of construction equipment, properly contain and remove grease and oils;</li> <li>Perform regular inspections of construction equipment and materials storage areas for leaks and maintain records documenting compliance with the storage, handling and disposal of hazardous materials; and</li> <li>Properly dispose of discarded containers of fuels and other chemicals</li> </ul>	<ol style="list-style-type: none"> <li>County shall review construction specifications to ensure that BMPs for handling hazardous materials are included.</li> <li>Contractor implements required BMPs.</li> </ol>	<ol style="list-style-type: none"> <li>County review construction specifications and ensure consistency with Measure BIO-1.</li> <li>County documents that measures are being implemented.</li> </ol>	<ol style="list-style-type: none"> <li>County</li> <li>County</li> </ol>	<ol style="list-style-type: none"> <li>Prior to construction.</li> <li>During construction.</li> </ol>

## Summary of Mitigation Measures

Mitigation No.	Mitigation Measure	Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
<b>Hazards and Hazardous Materials (continued)</b>					
HAZ-2	<p><b>Mitigation Measure HAZ-2:</b> The County shall require the construction contractor to follow the procedures below in the event contaminated soil or groundwater is encountered (either visually or through odor detection) during construction:</p> <ul style="list-style-type: none"> <li>• Stop work in the vicinity of the suspected material;</li> <li>• Secure the area of suspected contamination;</li> <li>• Notify the County and appropriate regulatory agencies;</li> <li>• Identify the nature and extent of contamination;</li> <li>• Contain the areas of contamination;</li> <li>• Perform appropriate clean up procedures (such as segregate, profile, and dispose of all contaminated soil). Required disposal method will depend on the type and concentration of contamination identified; and</li> <li>• Any site investigation or remediation will be performed in accordance with applicable regulations. Work shall not resume in the area(s) affected until the above measures have been implemented under the oversight of the County or regulatory agency, as appropriate.</li> </ul>	<ol style="list-style-type: none"> <li>1. County shall require construction specifications include protective measures.</li> <li>2. Contractor implements required measures in the event contaminated soil or groundwater is encountered.</li> </ol>	<ol style="list-style-type: none"> <li>1. County review construction specifications.</li> <li>2. County documents that measures are being implemented.</li> </ol>	<ol style="list-style-type: none"> <li>1. Construction contractor, County</li> <li>2. County</li> </ol>	<ol style="list-style-type: none"> <li>1. Prior to construction.</li> <li>2. During construction.</li> </ol>
HAZ-3	<p><b>Mitigation Measure HAZ-3:</b> The contractor(s) shall identify underground utility lines such as natural gas, electricity, sewer, telephone, fuel, and water lines that may be encountered during excavation work. Information regarding the size, color, and location of existing utilities will be confirmed by the utility service provider. A detailed engineering and construction plan that identifies construction methods and protective measures to minimize impacts on aboveground and belowground utilities shall be prepared. Construction shall be scheduled to minimize or avoid interruption of utility services to customers. The contractor(s) shall promptly reconnect any disconnected utility lines.</p>	<ol style="list-style-type: none"> <li>1. County shall require construction specifications include utility identification, preparation of an engineering and construction plan, protection and avoidance measures.</li> <li>2. Contractor observes required restrictions.</li> </ol>	<ol style="list-style-type: none"> <li>1. County reviews construction specifications. Contractor to notify USA prior to digging.</li> <li>2. County documents that measures are being implemented.</li> </ol>	<ol style="list-style-type: none"> <li>1. Construction contractor, County</li> <li>2. County</li> </ol>	<ol style="list-style-type: none"> <li>1. Prior to, and during, construction</li> <li>2. During construction</li> </ol>
HAZ-4	<p><b>Mitigation Measure HAZ-4:</b> The County shall require the construction contractor to ensure that the following fire safety construction practices are implemented:</p> <ul style="list-style-type: none"> <li>• Earthmoving and portable equipment with internal combustion engines shall be equipped with a spark arrestor to reduce the potential for igniting a wildland fire;</li> <li>• Appropriate fire suppression equipment shall be maintained at the construction site;</li> <li>• Flammable materials shall be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame; and</li> </ul> <p>Construction personnel shall be trained in fire safe work practices, use of fire suppression equipment, and procedures to follow in the event of a fire.</p>	<ol style="list-style-type: none"> <li>1. County shall require construction specifications include fire safety construction practices.</li> <li>2. Contractor implements required fire hazard construction practices.</li> </ol>	<ol style="list-style-type: none"> <li>1. County review construction specifications.</li> <li>2. County documents that measures are being implemented.</li> </ol>	<ol style="list-style-type: none"> <li>1. Construction contractor, County</li> <li>2. County</li> </ol>	<ol style="list-style-type: none"> <li>1. Prior to construction.</li> <li>2. During construction.</li> </ol>



## Summary of Mitigation Measures

Mitigation No.	Mitigation Measure	Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
<b>Hydrology and Water Quality</b>					
HYD-1	<p><b>Mitigation Measure HYD-1:</b> The County's contractor shall prepare a comprehensive stormwater pollution and erosion control plan for the project. Erosion control measures shall be in place prior to the start of construction activities and remain in place throughout all phases of project construction. The plan must provide a BMP monitoring and maintenance schedule and identify parties responsible for monitoring and maintenance of construction-phase BMPs. Erosion and water quality control measures identified in the plan must comply with the County of San Mateo Department of Public Work's <i>Contract Requirements for Erosion and Sediment Control</i> and <i>Contract Requirements for Water Pollution Control for Construction in Sensitive Areas</i>, and at a minimum include, but not be limited to, the following measures (County of San Mateo 2013a; County of San Mateo, 2013b):</p> <ul style="list-style-type: none"> <li>• Temporary erosion control measures (such as silt fences, staked straw bales, and temporary revegetation) shall be employed for disturbed areas. No disturbed surfaces will be left without erosion control measures in place.</li> <li>• Sediment shall be retained on-site by a system of sediment basins, traps, or other appropriate measures.</li> <li>• A spill prevention and countermeasure plan shall be developed that will identify proper storage, collection, and disposal measures for potential pollutants (such as fuel, fertilizers, pesticides, etc.) used on-site. The plan will also require the proper storage, handling, use, and disposal of petroleum products.</li> <li>• Construction activities shall be scheduled to minimize land disturbance during peak runoff periods and to the immediate area required for construction. Existing vegetation will be retained where possible. To the extent feasible, grading activities shall be limited to the immediate area required for construction.</li> <li>• Surface waters, including ponded waters, must be diverted away from areas undergoing grading, construction, excavation, vegetation removal, and/or any other activity which may result in a discharge to the receiving water. Diversion activities must not result in the degradation of beneficial uses or exceedance of water quality objectives of the receiving waters. Any temporary dam or other artificial obstruction constructed must only be built from materials such as clean gravel which will cause little or no siltation. Normal flows must be restored to the affected stream immediately upon completion of work at that location.</li> <li>• Sediment shall be contained when conditions are too extreme for treatment by surface protection. Temporary sediment traps, filter fabric fences, inlet</li> </ul>	<ol style="list-style-type: none"> <li>1. County shall require construction specifications include requirements regarding preparation and implementation of a comprehensive stormwater pollution and erosion control plan.</li> <li>2. Contractor implements BMPs.</li> </ol>	<ol style="list-style-type: none"> <li>1. County reviews construction specifications and ensure consistency with Measure BIO-1.</li> <li>2. County documents that BMPs are being implemented.</li> </ol>	<ol style="list-style-type: none"> <li>1. County</li> <li>2. County</li> </ol>	<ol style="list-style-type: none"> <li>1. Prior to construction.</li> <li>2. During construction.</li> </ol>

## Summary of Mitigation Measures

Mitigation No.	Mitigation Measure	Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
<b>Hydrology and Water Quality (continued)</b>					
HYD-1 (cont.)	<p>protectors, vegetative filters and buffers, or settling basins shall be used to detain runoff water long enough for sediment particles to settle out. Store, cover, and isolate construction materials, including topsoil and chemicals, to prevent runoff losses and contamination of groundwater.</p> <ul style="list-style-type: none"> <li>Topsoil removed during construction shall be carefully stored and treated as an important resource. Berms shall be placed around topsoil stockpiles to prevent runoff during storm events. All removed topsoil shall be reused during construction to the extent feasible. Unused topsoil, if any, shall be broadly redistributed to the surrounding ruderal/developed areas in such a manner that topography and vegetation cover would not be adversely impacted.</li> <li>Establish fuel and vehicle maintenance areas away from all drainage courses and design these areas to control runoff.</li> <li>Disturbed areas will be re-vegetated after completion of construction activities.</li> <li>All necessary permits and approvals shall be obtained.</li> <li>Provide sanitary facilities for construction workers.</li> </ul>				
<b>Land Use and Planning</b>					
	None.				
<b>Mineral Resources</b>					
	None.				
<b>Noise</b>					
NOI-1	<p><b>Mitigation Measure NOI-1:</b> Signs shall be posted at the bank stabilization sites that include permitted construction days and hours, a day and evening contact number for the job site, and a contact number with San Mateo County in the event of noise complaints. An onsite complaint and enforcement manager shall track and respond to noise complaints.</p>	<ol style="list-style-type: none"> <li>County shall require construction specifications include signage requirement.</li> <li>Contractor posts signage with contact number and permitted construction days and hours.</li> </ol>	<ol style="list-style-type: none"> <li>County reviews construction specifications.</li> <li>County documents that signage is posted and enforcement manager tracks and responds to noise complaints.</li> </ol>	<ol style="list-style-type: none"> <li>County</li> <li>County</li> </ol>	<ol style="list-style-type: none"> <li>Prior to construction</li> <li>During construction</li> </ol>

## Summary of Mitigation Measures

Mitigation No.	Mitigation Measure	Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
<b>Noise (continued)</b>					
NOI-2	<p><b>Mitigation Measure NOI-2:</b> Project construction shall minimize any unnecessary noise in the area including, but not limited to, the following measures:</p> <ul style="list-style-type: none"> <li>No amplified sources (e.g., stereo "boom boxes") shall be used in the vicinity of residences during project construction.</li> <li>Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturer's specifications) and by shrouding or shielding impact tools.</li> </ul>	<ol style="list-style-type: none"> <li>County shall require construction specifications include noise minimization measures.</li> <li>Contractor observes these measures.</li> </ol>	<ol style="list-style-type: none"> <li>County reviews construction specifications.</li> <li>County documents that measures are being implemented.</li> </ol>	<ol style="list-style-type: none"> <li>County</li> <li>County</li> </ol>	<ol style="list-style-type: none"> <li>Prior to construction</li> <li>During construction</li> </ol>
NOI-3	<p><b>Mitigation Measure NOI-3:</b> The County shall prohibit construction contractors from using vibratory rollers within 25 feet from residences during project construction. Where trail rehabilitation work would occur within 25 feet from residences, the County may require the contractors to use walk-behind rollers when operating in close proximity to these homes.</p>	<ol style="list-style-type: none"> <li>County shall require construction specifications include restrictions on use of vibratory rollers.</li> <li>Contractor observes required restrictions.</li> </ol>	<ol style="list-style-type: none"> <li>County reviews construction specifications.</li> <li>County documents that measures are being implemented.</li> </ol>	<ol style="list-style-type: none"> <li>County</li> <li>County</li> </ol>	<ol style="list-style-type: none"> <li>Prior to construction</li> <li>During construction</li> </ol>
<b>Population and Housing</b>					
	None.				
<b>Public Services</b>					
	None.				
<b>Recreation</b>					
	None.				
<b>Transportation/Traffic</b>					
TRA-1	<p><b>Mitigation Measure TRA-1:</b> The County shall require the construction contractor(s) to prepare and implement a traffic control plan to reduce traffic impacts on the roadways at and near the work sites, as well as to reduce potential traffic safety hazards and ensure adequate access for emergency responders and construction vehicles, as appropriate. The County and construction contractor(s) shall coordinate development and implementation of this plan with the Town of Portola Valley, City of Menlo Park, and Caltrans, as appropriate. To the extent applicable, the traffic control plan shall conform to the California Manual on Uniform Traffic Control Devices (MUTCD), Part 6 (Temporary Traffic Control) (Caltrans, 2012b). The traffic control plan shall include, but not be limited to, the following elements:</p>	<ol style="list-style-type: none"> <li>County shall require construction specifications include traffic control plan.</li> <li>Contractor implements measures.</li> </ol>	<ol style="list-style-type: none"> <li>County reviews construction specifications.</li> <li>County documents that traffic control plan measures are being implemented.</li> </ol>	<ol style="list-style-type: none"> <li>County</li> <li>County</li> </ol>	<ol style="list-style-type: none"> <li>Prior to construction</li> <li>During construction</li> </ol>

## Summary of Mitigation Measures

Mitigation No.	Mitigation Measure	Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
<b>Transportation/Traffic (continued)</b>					
TRA-1 (cont.)	<ul style="list-style-type: none"> <li>• Circulation plans to minimize impacts on local road circulation during lane closures. Flaggers and/or signage shall be used to guide vehicles through and/or around the construction zone.</li> <li>• Identifying truck routes designated by the County. Haul routes that minimize truck traffic on local roadways shall be utilized to the extent possible.</li> <li>• Sufficient staging areas for trucks accessing construction zones to minimize disruption of access to adjacent public right-of-ways.</li> <li>• Controlling and monitoring construction vehicle movement through the enforcement of standard construction specifications by on-site inspectors.</li> <li>• Scheduling truck trips outside the peak morning and evening commute hours to the extent possible.</li> <li>• Limiting the duration of lane-closures to the extent possible.</li> <li>• Construction activities that may encroach on bicycle routes or multi-use paths, advance warning signs (e.g., "Bicycles May Use Full Lane", Sign R4-11 of the 2012 California Manual on Uniform Traffic Control Devices) shall be posted that indicate the presence of such users.</li> <li>• Implementing roadside safety protocols. Advance "Road Work Ahead" warning and speed control signs (including those informing drivers of State legislated double fines for speed infractions in a construction zone) shall be posted to reduce speeds and provide safe traffic flow through the work zone.</li> <li>• Coordinating construction administrators of police and fire stations (including all fire protection agencies), and recreational facility managers. Operators shall be notified in advance of the timing, location, and duration of construction activities and the locations of detours and lane closures, where applicable.</li> <li>• Repairing and restoring affected roadway rights-of way to their original condition after construction is completed.</li> <li>• Advance warning signs (e.g., "CAUTION: Walkway Closed Ahead", "CAUTION: Pedestrians/Bicyclists to Share Bike Lane", or "CAUTION: Bicyclists Must Slow Down When Pedestrians are Present") shall be posted, and, as necessary and as approved by Caltrans and the County, a flagger shall be made available in advance of (south of) the shared bike lane to ensure safe passage by pedestrians and bicyclists around the Site 1.</li> </ul>				
<b>Utilities and Service Systems</b>					
	None.				