

**Portola Road Bridge Replacement Project  
(Bridge Number 35C0055)  
(CEQA 2020-0002, CUSE 2020-0001)  
Town of Woodside, San Mateo County, California  
Initial Study/Mitigated Negative Declaration**



**Town of Woodside**  
2955 Woodside Road  
Woodside, CA 94062  
Contact: Sean Rose, Public Works Director  
(650) 851-6790  
email: [Srose@woodsidetown.org](mailto:Srose@woodsidetown.org)

**May 2020**





**Draft Mitigated Negative Declaration  
Town of Woodside  
Portola Road Bridge Replacement Project  
(Bridge Number 35C0055)**

## **INTRODUCTION**

This document has been prepared to evaluate the Portola Road Bridge Replacement Project (also referred to as “proposed Project” or “Project”) for compliance under the California Environmental Quality Act (CEQA). The Town of Woodside (Town) is the lead agency responsible for complying with the provisions of CEQA.

## **PROJECT DESCRIPTION**

The proposed Project would replace the Portola Road Bridge (Bridge Number 35C0055) with an 81.5-foot-long by 30-foot-wide two-span prestressed precast concrete bridge. Due to right-of-way constraints, the bridge will be configured with two 10-foot lanes, a 5-foot-wide eastbound sidewalk, an approximately 2-foot-wide westbound shoulder, and concrete barriers on both sides.

## **FINDINGS**

As lead agency for compliance with CEQA requirements, the Town finds that the proposed Project would be implemented without causing a significant adverse impact on the environment, based on the analysis presented in this Initial Study/ Mitigated Negative Declaration (IS/MND). Mitigation measures for potential impacts associated with biological resources, cultural resources, and geology and soils would be implemented as part of the proposed Project through adoption of a mitigation monitoring and reporting program.

## **DETERMINATION**

On the basis of this evaluation, the Town concludes:

- The proposed Project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered species, or eliminate important examples of the major periods of California history or prehistory.
- The proposed Project would not achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The proposed Project would not have impacts that are individually limited, but cumulatively considerable.

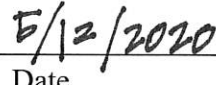
- The proposed Project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.
- No substantial evidence exists to demonstrate that the proposed Project would have a substantive negative effect on the environment.

This document has been prepared to provide the opportunity for interested agencies and the public to provide comment. Pending public review and approval by the Town Planning Commission (CEQA<sup>1</sup> and Conditional Use Permit approval) and Town Council (Funding<sup>1</sup> approval), this MND will be filed pursuant to CEQA Guidelines §15075. Written comments should be submitted to the Town Planning Department at 2955 Woodside Road Woodside, CA 94062 by 5:00 p.m. on June 15, 2020.



Signature

Jackie Young, AICP CEP  
Planning Director



Date

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<sup>1</sup> The project includes federal funding. National Environmental Policy Act (NEPA) compliance is being addressed separately.

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## Acronyms and Abbreviations

ADT	Average daily traffic
BAAQMD	Bay Area Air Quality Management District
BMPs	Best Management Practices
CalFire	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDOC	Department of Conservation
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CIDH	cast-in-drilled-hole
Corps	U.S Army Corps of Engineers
CWA	Clean Water Act
dBA	A-weighted decibel
dbh	diameter at breast height
DPM	diesel-exhaust particulate matter
DTSC	Department of Toxic Substances Control
FE	Federally Endangered
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
FP	Fully Protected
FT	Federally Threatened
GHG	greenhouse gas
IS/MND	Initial Study/Mitigated Negative Declaration
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MTCO <sub>2e</sub> /year	metric tons of carbon dioxide equivalent per year
NAHC	Native American Heritage Commission
NOI	Notice of Intent
NPDES	National Pollution Discharge Elimination System
NRCS	National Resources Conservation Service
NWIC	Northwest Information Center
PG&E	Pacific Gas and Electric
PM <sub>2.5</sub>	particulate matter less than 2.5 microns in diameter
PM <sub>10</sub>	particulate matter less than 10 microns in diameter
Project	Portola Road Bridge Replacement Project
REC	recognized environmental condition

RWQCB	Regional Water Quality Control Board
SCE	State Candidate Endangered
SCP	Special Conservation Planning
SE	California State Endangered
SSC	Species of Special Concern
SWRCB	State Water Resources Control Board
Town	Town of Woodside
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
WEAT	Worker Environmental Awareness Training
WPCP	Water Pollution Control Plan
WUI	Wildland Urban Interface

## 1.0 Introduction

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### 1.1 Project Overview

The Town of Woodside (Town) is proposing to replace the Portola Road Bridge (Bridge Number 35C0055) with an 81.5-foot-long by 30-foot-wide two-span prestressed precast concrete bridge. Due to right-of-way constraints, the bridge will be configured with two 10-foot lanes, a 5-foot-wide eastbound sidewalk, an approximately 2-foot-wide westbound shoulder, and concrete barriers on both sides.

### 1.2 Purpose of this Document

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to disclose environmental impacts that may result from the proposed Project. This IS/MND assesses the environmental effects of the proposed Project, as required by California Environmental Quality Act (CEQA), and is in compliance with state CEQA Guidelines (14 California Code of Regulations [CCR] Section 15000, et seq.), which requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

### 1.3 Public Review Process

This IS/MND is being circulated for a 30-day public review period to all individuals who have requested a copy, local libraries, and appropriate resource agencies. Pursuant to Executive Order N-54-20 signed April 22, 2020, this report has been filed with the State Clearinghouse and is available on the Town's website. A Notice of Intent (NOI) is also being distributed to all property owners of record identified by the Town Assessor's office as having property within 300 feet of the proposed Project, and all properties along Portola Road and adjoining roads with primary access off of Portola Road. The NOI identifies where the document is available for public review and invites interested parties to provide written comments for incorporation into the final IS/MND.

### 1.4 Town Approval Process

After comments are received from the public and reviewing agencies, the Town Planning Commission must adopt the IS/MND and approve the mitigation monitoring and reporting program (MMRP) (Appendix A) before it can approve the Conditional Use Permit for the proposed Project.

### 1.5 Organization of the Initial Study and Mitigated Negative Declaration

This IS/MND is organized into the following chapters:

**Chapter 1 – Project Overview and Background:** provides summary information about the proposed Project, describes the public review process for the IS/MND, and includes the CEQA determination for the proposed Project.

**Chapter 2** – Project Description: contains a detailed description of the proposed Project.

**Chapter 3** – Environmental Checklist: provides an assessment of proposed Project impacts by resource topic. The Environmental Checklist form, from Appendix G of the State CEQA Guidelines, is used to make one of the following conclusions for impacts from the proposed Project:

- A conclusion of ***no impact*** is used when it is determined that the proposed Project would have no impact on the resource area under evaluation.
- A conclusion of ***less than significant impact*** is used when it is determined that the proposed Project's adverse impacts to a resource area would not exceed established thresholds of significance.
- A conclusion of ***less than significant impact with mitigation*** is used when it is determined that mitigation measures would be required to reduce the proposed Project's adverse impacts below established thresholds of significance.
- A conclusion of ***potentially significant impact*** is used when it is determined that the proposed Project's adverse impacts to a resource area potentially cannot be mitigated to a level that is less than significant.

Mitigation measures, if necessary, are noted following each impact discussion.

**Chapter 4** – List of Preparers: identifies the individuals who contributed to the environmental document.

**Chapter 5** – References Cited: identifies the information sources used in preparing this document.

**Appendices** – Contains the MMRP and representative photos.

## 1.6 Environmental Factors Potentially Affected

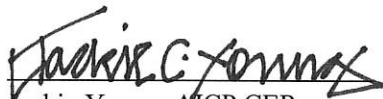
Impacts to the environmental factors below are evaluated using the checklist included in Chapter 3. The Town determined that the environmental factors checked below would be less than significant with implementation of mitigation measures. It was determined that the unchecked factors would have a less-than-significant impact or no impact.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input checked="" type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire	<input checked="" type="checkbox"/>	Mandatory Findings of Significance



**DETERMINATION:** On the basis of this initial evaluation:

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

  
Jackie Young, AICP CEP  
Planning Director

5/12/2020  
Date

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## 2.0 Project Description

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The proposed Project would replace the Portola Road Bridge in the Town of Woodside on Portola Road, as described in detail below.

### 2.1 Project Location

The Project is located in the Town on Woodside, San Mateo County, California, approximately 3 miles south of central Woodside (Figure 1). The existing two-lane bridge on Portola Road is 0.3 miles southeast of Woodside Road/La Honda Road (Highway 84). The Project is located within the *Woodside* U.S. Geological Survey (USGS) 7.5-minute quadrangle map outside of the Township and Range system (Figure 2).

### 2.2 Background and Setting

The existing two-lane bridge in the Town of Woodside is located on Portola Road, 0.3 miles southeast of Woodside Road/La Honda Road (Highway 84) (Figure 1). The bridge carries vehicular traffic on Portola Road over Alambique Creek, an intermittent (seasonal) stream. The Project area and surroundings are developed with public roads and single family rural residential buildings. The proposed Project is located within the Western Hills on Portola Road, which is designated by the Town as a Scenic Corridor. The proposed Project is located within the Alambique Creek Town-Designated Stream Corridor. Bridge projects within designated stream corridors require approval of a Conditional Use Permit by the Town of Woodside Planning Commission.

The existing bridge, constructed in 1914, is a 26-foot-long span reinforced concrete, "T"-girder structure on spread footings, with a 20-foot curb-to-curb width and overall bridge width of approximately 22 feet. Photographs of the existing bridge and vicinity are provided in Appendix B.

### 2.3 Project Purpose

The existing exterior reinforced concrete T-girder bridge is in poor condition. The latest California Department of Transportation (Caltrans) inspection report noted minor spalls<sup>2</sup> on the bottom edge of the some of the girders with a six-foot-long spall at the bottom of the right exterior girder with exposed reinforcing steel. The existing bridge is considered "Functionally Obsolete" due to the narrow width of the roadway at the bridge and the lack of standard bridge rails and approach railings. The bridge has a Sufficiency Rating of 36.1 (out of 100) per Caltrans Inspection Report dated May 29, 2019. The purpose of this project is to rehabilitate or replace the bridge to improve safety and longevity for vehicular and non-vehicular traffic.

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<sup>2</sup> Areas of concrete that have deteriorated, broken up, flaked, or become pitted.

## 2.4 Bridge Design

The proposed Project will construct an 81.5-foot-long by 30-foot-wide, two-span, prestressed precast concrete bridge (Figure 3). Three new abutments will be supported by reinforced concrete abutments on cast-in-drilled-hole (CIDH) piles. Abutment 1 will be constructed west of the existing west abutment and Abutment 2 will be constructed east of the existing east abutment. The existing bridge abutments will remain in place, resulting in no change in the existing stream flow and hydraulic characteristics, negating the need for rock slope protection. This approach to maintaining the existing channel was necessary due to the restricted right of way and a desire to minimize stream impacts. The span between Abutments 1 and 2 will be 43-foot 9-inches across Alambique Creek, and will be constructed with prestressed precast cored bridge sections. The 37-foot 9-inch span between Abutments 1 and 1A will use the same bridge section and will be located on the southwest side of the bridge to accommodate shoulder widening.

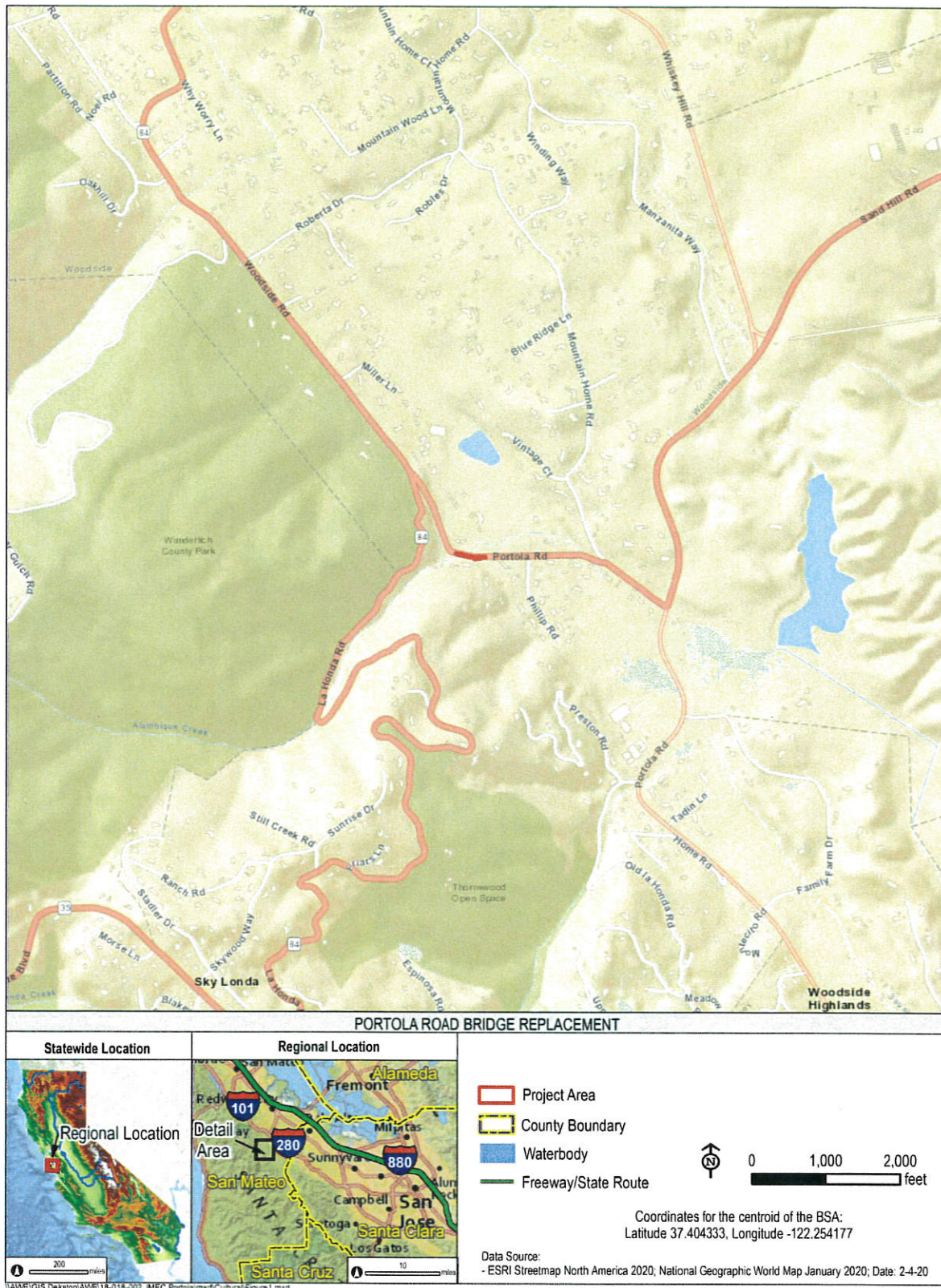
Due to right of way constraints and a maximum 30-foot-wide roadway, the roadway width will include two 10-foot travel lanes, a 5-foot wide raised sidewalk on the eastbound (south) side, and a variable shoulder width of 2- to 3-feet on the westbound (north) side. The bridge would include concrete bridge railing topped with tubular bicycle railing and/or fencing (total height to be determined during final design). The Town is planning to connect the 5-foot sidewalk with the equestrian trail on the south side of the Portola Road in the future. Immediately to the east of the bridge, there is a sharp curve in the alignment that will require a reduced design speed.

Staged construction is required to construct the bridge in four distinct phases so that one 10-foot traffic lane remains open throughout most of the construction period (Figure 4 and 5). Construction will begin on the north (westbound) side of the bridge, continue on the south (eastbound) side of the bridge, and then complete on the central portion of the bridge. A traffic management plan is needed for each stage of construction. Full closure of the roadway will be required for three 4- to 6-hour periods to set up a crane and install the precast deck slabs. Detours will be initiated for these closure periods, which will be included in the project construction documents.

## 2.5 Utilities

A California Water Service water line and a Pacific Gas & Electric Company (PG&E) gas line will need to be relocated within the Project limits. The water and gas line will be attached to the underside of the new bridge. No other public utility lines or facilities are anticipated to be relocated in order to implement the proposed Project.





**Figure 1. Project Vicinity**





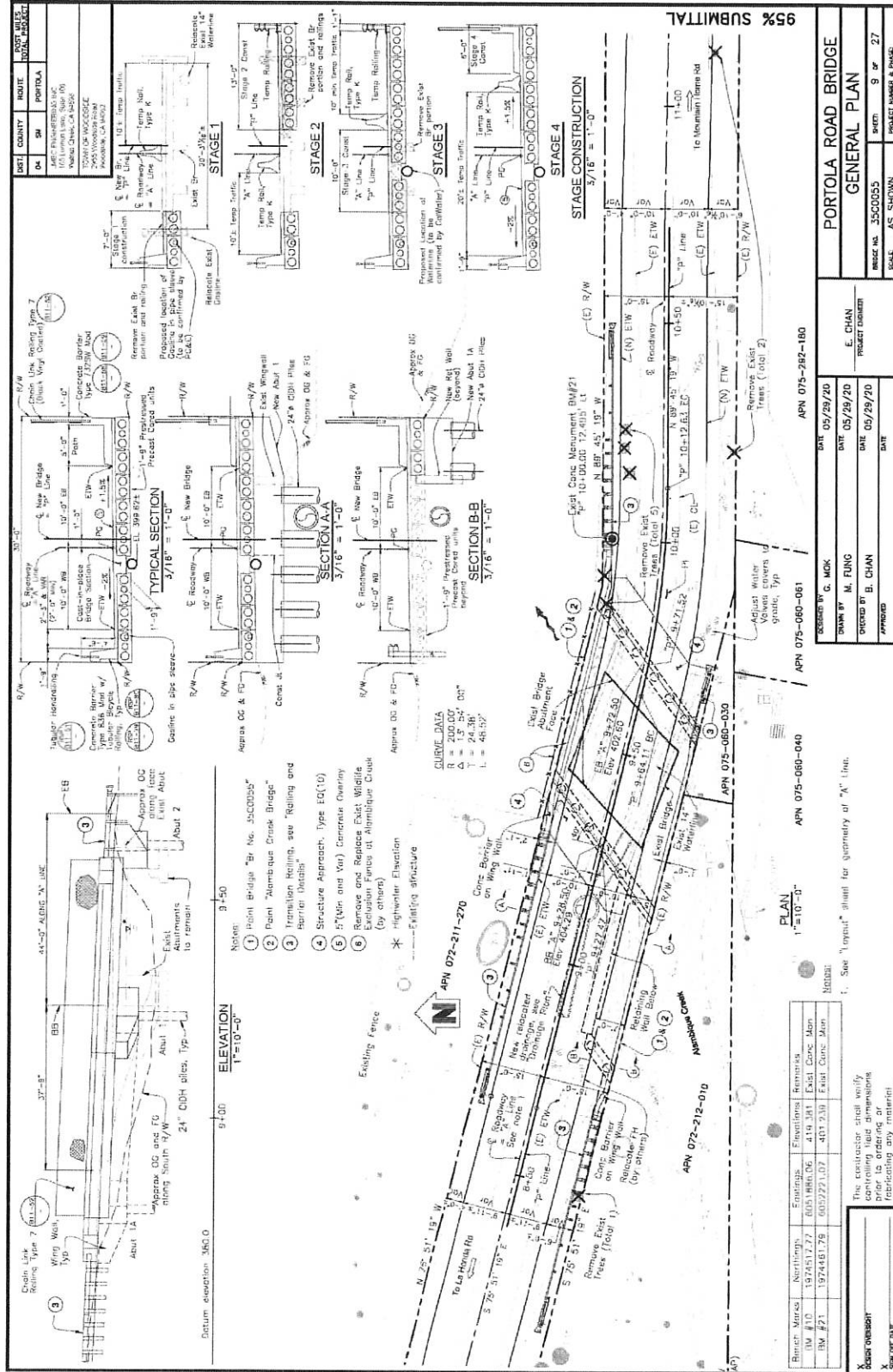
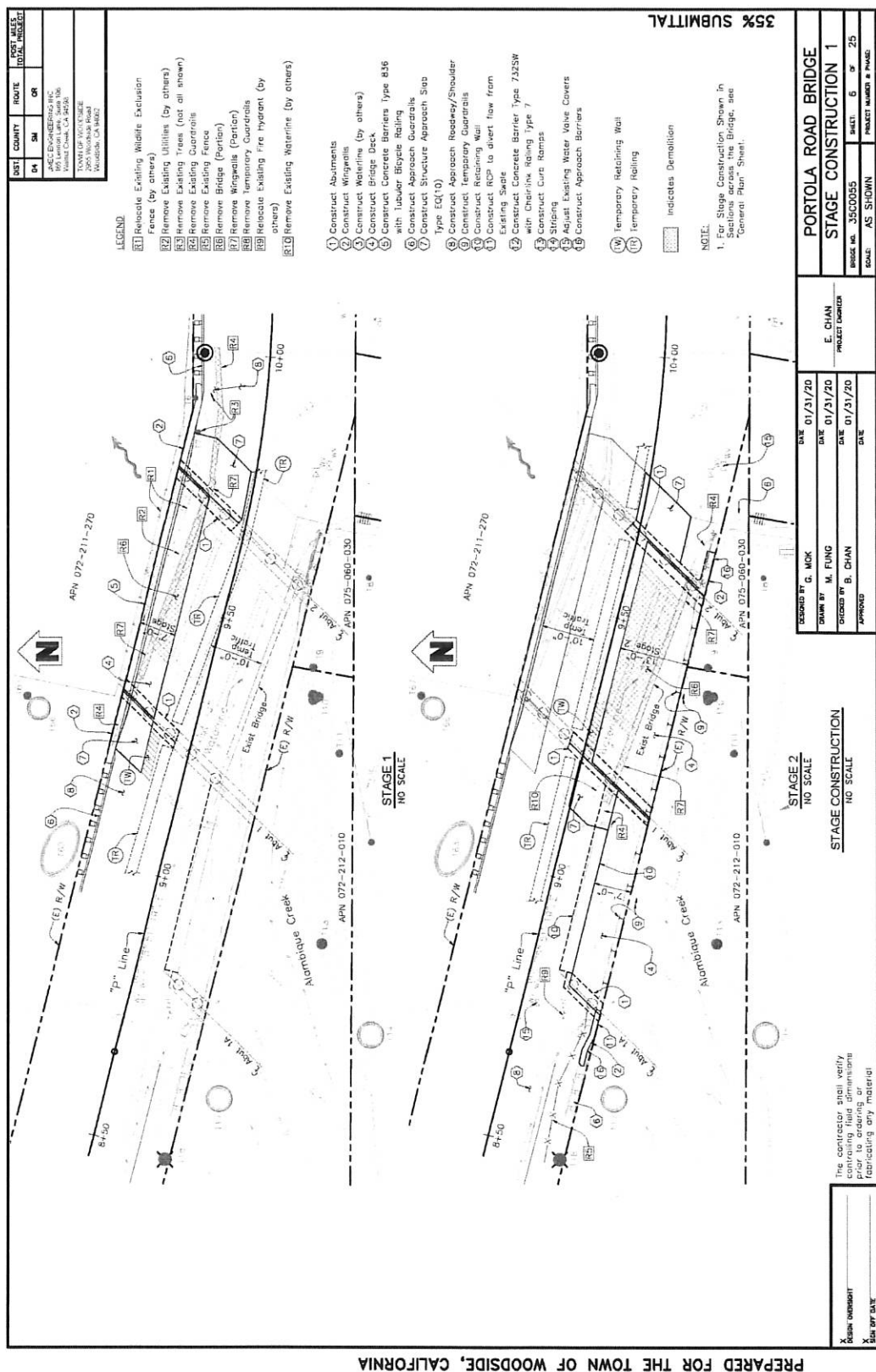


Figure 3. Proposed Project





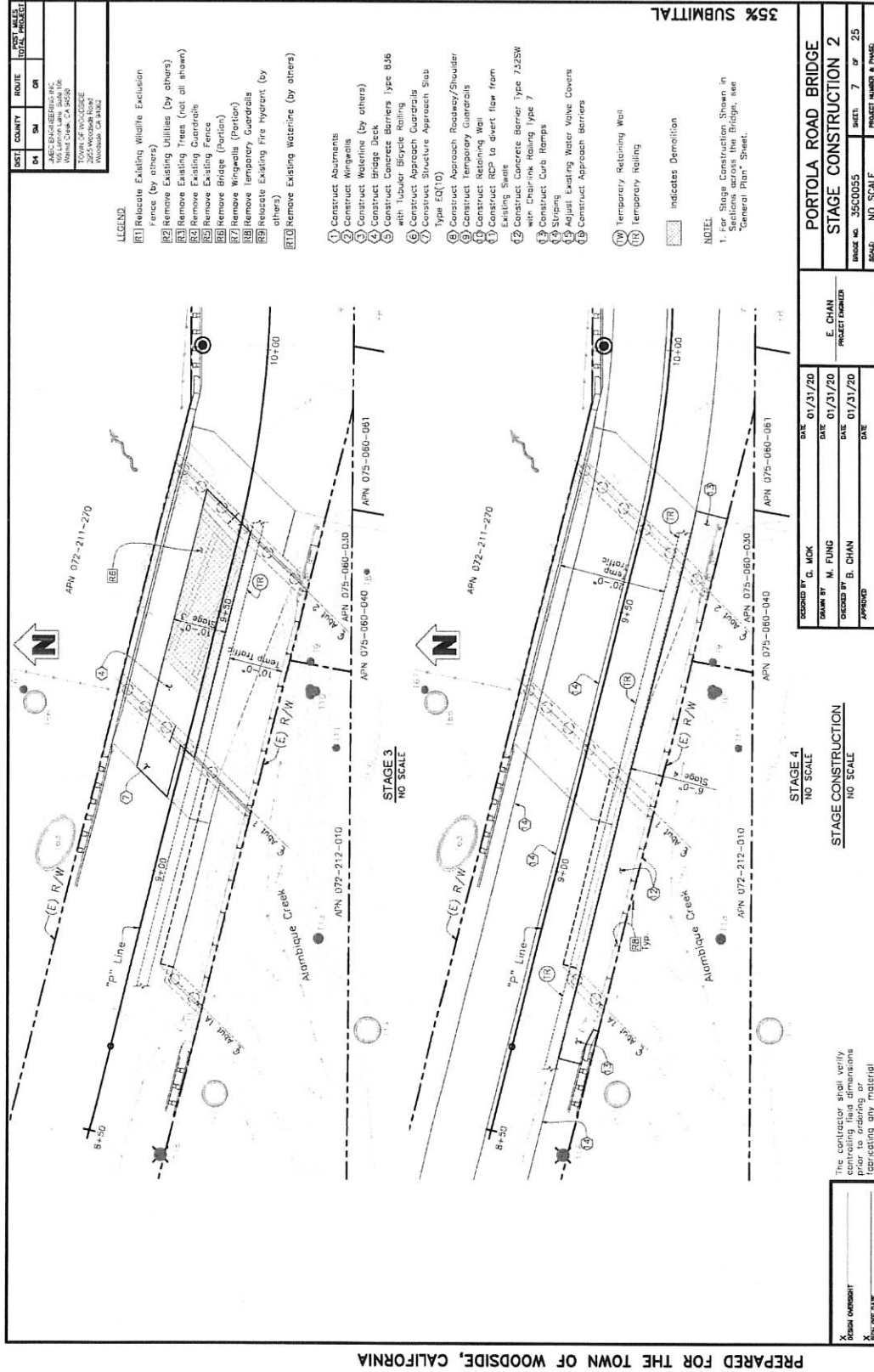


Figure 5. Proposed Project Staging (2)

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## **2.6 Right of Way**

Project construction will be conducted from within the existing road right of way. No permanent or temporary right of way will be required for the project.

## **2.7 Construction Approach and Staging Areas**

Although construction means and methods will be determined by the contractor, installation of the new bridge will generally include the following steps:

### *Stage 1:*

1. Install environmental fencing and erosion control.
2. Relocate the existing gas line.
3. Remove existing private wildlife exclusion fence within road right-of-way (by Town's Contractor or optionally by the adjacent private property owner).
4. Install temporary traffic signal system.
5. Remove the northern portion of the existing bridge deck.
6. Construct the northern portion of the abutments using CIDH piles.
7. Install prestressed precast bridge sections and overlay with 5-inch minimum concrete overlay.
8. Install northern bridge railing.
9. Owner may reinstall private wildlife exclusion fence outside Town right-of-way.

### *Stage 2:*

1. Temporarily relocate the existing 14-inch diameter water line using a temporary flex line.
2. Remove the southern portion of the existing bridge deck.
3. Construct the southern portion of the abutments using CIDH piles.
4. Install prestressed precast bridge sections and overlay with 5-inch minimum concrete overlay.
5. Install temporary southern bridge railing.

### *Stage 3:*

1. Remove the central portion of the existing bridge deck.
2. Install prestressed precast bridge sections.
3. Construct cast-in-place section of bridge deck including the 5-inch minimum concrete deck overlay, and complete permanent relocation of 14-inch diameter water line.

### *Stage 4:*

1. Install sidewalk and permanent southern bridge railing.
2. Remove temporary traffic signal system.
3. Remove all temporary erosion control and install final erosion control.

Anticipated construction equipment includes, but is not limited to, small excavators, truck mounted drill rig, small cranes, dump trucks, concrete trucks, and concrete pumps. Work in the creek will be minimized.

Construction is anticipated to take approximately 16 to 18 weeks and will be completed during the summer and fall months when Alambique Creek is dry. Construction activities will be limited to Monday through Friday 8:00 a.m. to 5:00 p.m. No work will occur on Sundays and Holidays. Residents will be provided advance notice of the work.

There are limited areas that can be used for staging construction equipment and materials due to narrow shoulders, so the Project will utilize a closed lane of the bridge as the primary staging area throughout construction. Other construction staging may occur within the right of way and Town easements immediately east of the bridge.

## **2.8 Traffic Handling**

Portola Road has a low average daily traffic (ADT) of 5,350 making it possible to keep one-lane open to traffic during construction. The Project will close one lane of traffic and control traffic with a temporary traffic signal system; the closed lane will be used as the primary staging area throughout construction. During Stages 1, 2, and 3, full closure of the roadway and implementation of a 4- to 6-hour detour will be required to set up the crane and install the precast deck slabs. A traffic management plan developed by the contractor and approved by the Town shall be implemented when construction is in progress.

## **2.9 Other Build Alternatives Considered**

The following alternatives were considered during Project planning:

- Alternative 1 - Replacement with a Single Span, Precast Concrete, Voided Slab Unit Bridge (South Alignment)
- Alternative 2 - Replacement with a Two Span, Cast-in-Place (CIP), Reinforced Concrete, Slab Bridge (South Alignment) –
- Alternative 3 - Replacement with a Single Span, Precast Concrete, Voided Slab Unit Bridge (North Alignment)
- Alternative 4 - Replacement with a Single Span, Cast-in-Place (CIP), Reinforced Concrete, Slab Bridge (North Alignment)

Both Alternative 1 and 2 would shift the road alignment approximately 7 - 9 feet south and require acquisition of private property. These alternatives would achieve 11-foot travel lanes with 4-foot shoulders and standard bridge rails, requiring a wider roadway. Alternative 1 uses a pre-cast construction option, which although it is more expensive than the CIP option, would not require falsework<sup>3</sup> in the creek and would allow for faster construction time. Alternative 2

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<sup>3</sup> Temporary framework structures

would use the same alignment as Alternative 1 but would require falsework in Alambique Creek, a longer construction period (possibly requiring two construction seasons), and the center pier in the channel may be a long-term hydraulic constraint in the stream. Alternatives 3 and 4 would shift the road alignment approximately 7 - 9 feet north and require acquisition of private property. Neither Alternative 3 nor 4 were selected because acquisition of property to the north would not be possible given results of discussions with the property owner.

Build Alternatives 1, 2, 3 & 4 were all rejected in favor of a build alternative that does not require private property acquisition, can be constructed with limited road closures and detours, and can be completed in one construction season.

## **2.10 No-project Alternative**

The No-Build Alternative (No Project) maintains the existing bridge on Portola Road. The existing bridge has experienced several structural deficiencies and has been deemed to be functionally obsolete. Under the No-Build Alternative, the existing issues at the bridge would likely worsen and could pose a threat to roadway safety and may result in bridge or road materials entering the waterway.

## **2.11 Permits and Approvals Needed**

Upon completion of final design for the proposed Project, the following agencies will be contacted, as needed, to obtain their jurisdictional permits or approvals.

- California Department of Fish and Wildlife (CDFW) – Streambed Alteration Agreement
- U.S. Fish and Wildlife Service (USFWS) – Federal Endangered Species Act Section 7 consultation
- Town of Woodside Creek Permit – Municipal Code “Sec. 153.444 - Conditional uses” indicates that bridges are subject to approval of a use permit by the planning department.

### 3.0 Environmental Checklist

This checklist identifies physical, biological, and community factors that might be affected by the proposed Project. If it is determined that a particular impact to the environment could occur, the checklist must indicate whether the impact is Potentially Significant, Less Than Significant with Mitigation, or Less Than Significant. In many cases, background studies performed in connection with the project indicate No Impacts, which do not require further discussion. Where there is a need for clarifying discussion, the discussion is included following the applicable checklist questions. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

#### 3.1 Aesthetics

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>1. Aesthetics</b>				
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Environmental Setting

The proposed Project is located within the Town of Woodside, San Mateo County and is governed by the Town of Woodside General Plan (Town of Woodside 2012). The proposed Project area consists of coastal mixed forest along a rural road adjacent to Alambique Creek. Lands within and surrounding the Project area are residential. Portola Road is a popular route used by bicyclists and the proposed Project area is located less than a mile from Wunderlich County Park.

## Impacts and Mitigation Measures

### **a. Would the project have a substantial adverse effect on a scenic vista?**

The proposed Project area is located along the Town of Woodside locally-designated Scenic Road of Portola Road. The dense tree cover around the bridge provides no scenic views or vistas for the existing or new bridge to block, although the dense tree communities lining Portola Road themselves may be considered the scenic resource. Portola Road, a locally designated scenic road by the Town of Woodside, is a tree-lined meandering road through a scenic residential area. Land use in the area is residential, and offers no scenic views from its use. The proposed Project will remove eight roadside trees within the right-of-way. The trees must be removed to accommodate bridge approach widening; to decrease roadway hazard, as car side mirror strike damage has been observed on two of the trees; and to improve line of sight for drivers. However, the canopy cover is so dense that these tree removals would not affect the overall scenic value of this area of Portola Road (Town of Woodside and Harrison Engineering 2020a). This impact would be considered *less than significant*.

**Mitigation Measures:** None required

### **b. Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?**

The Project is not within a state scenic highway. The proposed Project area is located approximately 1 mile northeast of State Route 35 (Skyline Boulevard) and 3 miles west of Route 280 (Father Juniper Serra Freeway), both of which are designated as State Scenic Highways (Caltrans 2020a). The proposed Project is not visible from Skyline Boulevard or Route 280, therefore *no impacts* would occur.

**Mitigation Measures:** None required

### **c) Would the project, in non-urbanized areas, substantially degrade the existing visual character or the quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

The proposed Project is located along Portola Road, which is designated by the Town of Woodside as a Town Scenic Corridor (Town of Woodside 2012).

The proposed Project will comply with the Town's goals, policies, and strategies with regards to scenic roads. Namely, the Project will comply with Goal CL2 to maintain a safe and convenient roadway system while preserving the Town's rural and scenic environment.

The proposed Project will require the removal of up to eight trees to accommodate road widening along the bridge approaches, improve line of sight for drivers, and decrease roadway hazards (Figure 3). Because of the surrounding dense canopy, removal or trimming these trees will not significantly reduce the canopy or take away from the aesthetics of Portola Road (Town of Woodside and Harrison Engineering 2020a). During construction, the Project will adhere to

all applicable standards stated in the Woodside Municipal Code for section 153.430 - Tree Protection (Town of Woodside 2018).

The Project is designed to maintain roadway safety by rehabilitating a Structurally Deficient bridge while maintaining the existing scenic character along Portola Road. The Project will comply with all applicable scenic quality zoning requirements and regulations; therefore, the impact would be considered *less than significant*

**Mitigation Measures:** None required

**d. Would the Project create a new substantial source of light or glare which would adversely affect day or nighttime views in the area?**

The proposed Project would not include installation of permanent sources of light. There will be a temporary traffic signal system that would remain at the Project area for the duration of construction, approximately 16-18 weeks. This impact would be considered *less than significant*.

**Mitigation Measures:** None required

### 3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>2. Agriculture and Forestry Resources</b>				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and site Assessment Model prepared by the California Department of Conservation (DOC) as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest Range Assessment Project and Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

None of the parcels in the proposed Project area or surrounding vicinity are zoned for agriculture. See the Land Use and Planning Section for a full description of land use and zoning policies in the proposed Project area. According to the California Department of Conservation (CDOC) Farmland Mapping and Monitoring Program (FMMP) 2016 San Mateo County Map (published February 2018), none of the parcels in the proposed Project area or surrounding vicinity are considered Prime Farmland, Farmland of Statewide Importance, or Unique Farmland (CDOC 2018). Additionally, none of the parcels in the proposed Project vicinity are under Williamson Act contract.

## Impacts and Mitigation Measures

**a, b, c, d, and e. Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to non-agricultural uses; conflict with any existing zoning for agricultural use, or a Williamson Act contract; conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production; result in the loss of forest land or conversion of forest land to non-forest use; or involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

The proposed Project area and surrounding vicinity are classified as “Urban and Built-Up Land” and “Other” in the FMMP map for San Mateo County, and none of the parcels are zoned for agricultural use nor are any under a Williamson Act Contract. There is a small private vineyard within a residential parcel just east of the Project area; however it is not used for commercial agricultural uses or zoned as farmland. The Project would not result in conversion of use as the Project is contained entirely within the road right of way. There is no forest land in the proposed Project vicinity. There would be *no impact*.

**Mitigation Measures:** None required.

### 3.3 Air Quality

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>3. Air Quality</b>				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The proposed Project area is located within the San Francisco Bay Area Basin and is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The proposed Project area is currently designated nonattainment for State and federal ambient air quality standards for ozone and fine particulate matter (less than 2.5 micrometers in diameter) (PM<sub>2.5</sub>), and for State standards for respirable particulate matter (less than 10 micrometers in diameter) (PM<sub>10</sub>). The area is in designated attainment or unclassified for all other State and federal standards.

Existing land uses in the proposed Project area and vicinity generally consist of residential uses. There are no sensitive receptors (i.e. hospitals, schools, daycare facilities, or elderly housing) adjacent to the Project area.

### Impacts and Mitigation Measures

**a, b, and c. Would the project conflict with or obstruct implementation of the applicable air quality plan; violate any air quality standard or contribute substantially to an existing or projected air quality violation; or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?**

Proposed projects that generate emissions in excess of the BAAQMD's recommended significance thresholds (BAAQMD 2017) would be considered to potentially conflict with or obstruct implementation of the applicable air quality plan, result or contribute substantially to an

existing or projected air quality violation, including increases in emissions for which the region is designated non-attainment, and/or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). Implementation of the proposed Project would not result in long-term increases of mobile-source emissions. Replacing the bridge would not result in significant long-term increases in vehicle trips in the area. When establishing their CEQA Thresholds of Significance, BAAQMD identified screening criteria for corresponding project sizes that would result in emissions at or in exceedance of their criteria pollutant thresholds (BAAQMD 2017). Based on BAAQMD's project size analysis, the proposed Project is well below exceeding the significance threshold for criteria pollutants.

Construction activities associated with the proposed Project include a small amount of grading, concrete overlay and drilling CIDH piles. Due to the relatively minimal nature of construction activities, the short-term construction-generated emissions, and the Project being well below the operational screening criteria, the Project would not exceed applicable thresholds of significance. For these reasons, this impact would be considered *less than significant*.

**Mitigation Measures:** None required.

**d. Would the project expose sensitive receptors to substantial pollutant concentrations?**

There are no sensitive receptors located in the Project area vicinity. Implementation of the proposed Project would not result in the long-term operation of any stationary emission sources and therefore would not result in long-term increases in exposure of sensitive receptors to localized pollutant concentrations.

Construction activities may result in temporary increases of construction-generated emissions, which are short-term, lasting only as long as construction activities occur. These emissions would be temporary and limited to the immediate area surrounding the construction site. Emissions from construction equipment powered by gasoline and diesel engines would include carbon monoxide, nitrous oxides, volatile organic compounds, directly emitted PM<sub>10</sub> and PM<sub>2.5</sub>, and toxic air contaminants such as diesel exhaust particulate matter (DPM). Health-related risks associated with diesel-exhaust emissions are primarily associated with long-term exposure and associated risk of contracting cancer. Project-related construction activities would be short-term and relatively minor. As a result, exposure to construction-generated DPM would not exceed commonly applied thresholds.

During construction, fugitive dust would be generated by grading and other activities related to construction. Fugitive dust emissions are largely dependent on the amount of ground disturbance associated with site preparation activities. Due to the minimal amount of grading associated with the proposed Project, emissions of fugitive dust would not exceed BAAQMD-recommended thresholds of significance.

Therefore, short-term construction-generated pollutants would have *no impact* on sensitive receptors.

**Mitigation Measures:** None required.

**e. Would the project create objectionable odors affecting a substantial number of people?**

Minor sources of odors would be present during construction from diesel engines, which may be considered offensive to some individuals. However, because odors would be temporary and would disperse rapidly with distance from the source, construction-generated odors would not result in frequent objectionable odorous emissions. This impact is *less than significant*.

**Mitigation Measures:** None required.

### 3.4 Biological Resources

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>4. Biological Resources</b>				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Environmental Setting

The proposed Project is located in a rural residential area in the Town of Woodside, with elevation in the Project area ranging from approximately 390 to 410 feet above mean sea level. Based on the soils, hydrology, and Mediterranean climate (cool, wet winters and hot, dry

summers), the proposed Project area and the surrounding vicinity support plant species typically associated with the San Francisco Bay Area Floristic Province.

Biological field surveys were completed on October 17 and 18, 2018, consisting of habitat mapping, and wildlife and botanical surveys within the Project area and a 100-foot buffer area around the Project area (Biological Study Area). Additional botanical surveys were completed on April 30 and May 1, 2019. Wetland delineation fieldwork to determine potential waters of the U.S. under the jurisdiction of the U.S. Army Corps of Engineers (Corps) pursuant to Section 404 of the Clean Water Act (CWA), waters of the State under the jurisdiction of the Regional Water Quality Control Board (RWQCB), and California Fish and Game Code (CFGF) 1600-1616 regulated features was completed on January 17, 2020.

The Project area predominately consists of mixed coastal forest. Portola Road is a narrow paved rural road with ruderal roadside shoulders. Residential houses border Portola Road. Alambique Creek, an intermittent stream, flows under the bridge seasonally. The proposed Project area includes a total of approximately 0.274 acre; this area includes all permanent and temporary impacts related to construction activities.

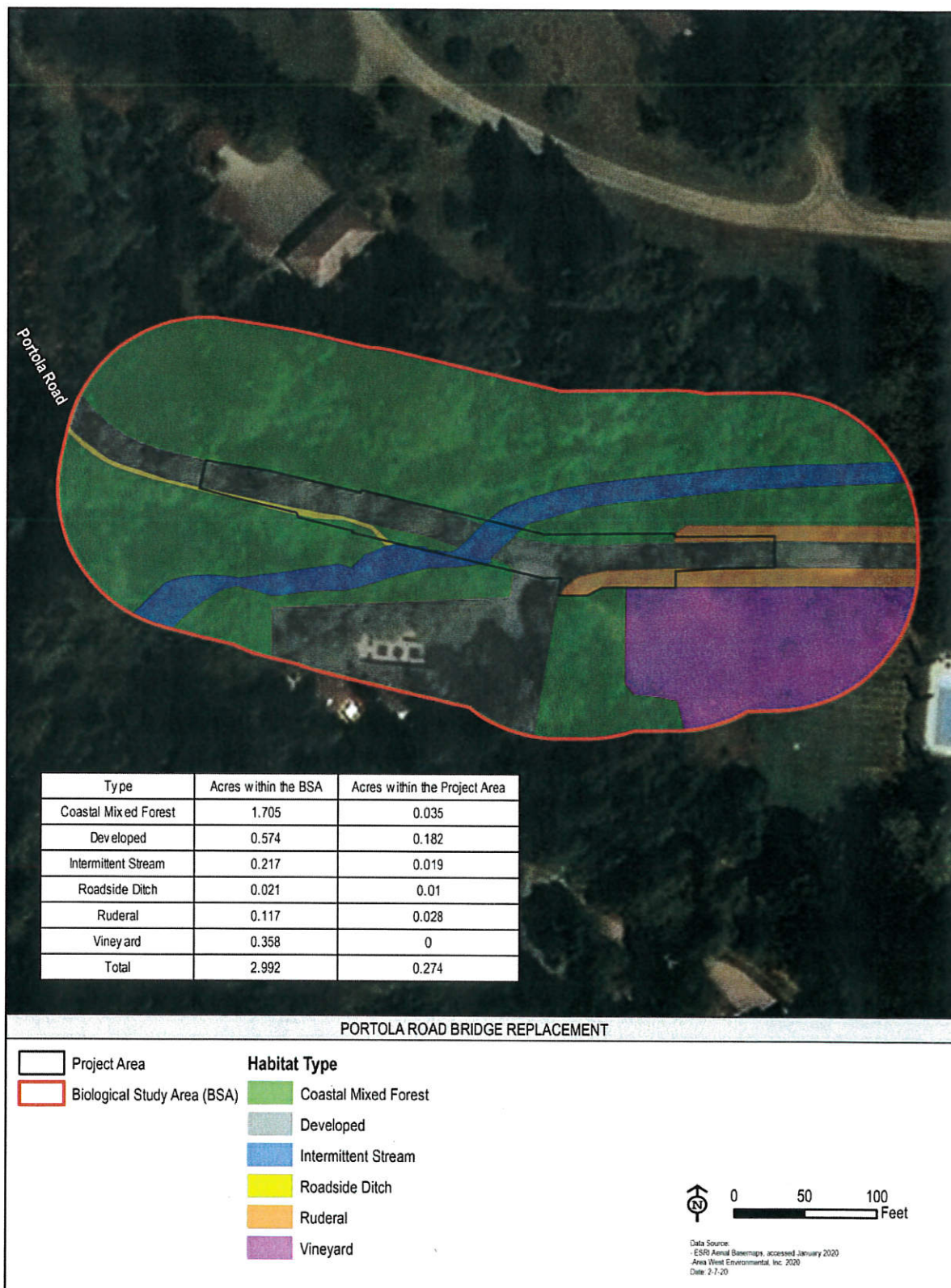
The proposed Project area includes the following habitat classifications (Figure 6) based on a modified California Wildlife Habitat Relationship system (Mayer and Laudenslayer 1988) and Cowardin classification of wetlands (Cowardin et al. 1979):

- developed;
- ruderal;
- coastal mixed forest
- roadside ditch; and
- intermittent stream – Alambique Creek.

**Table 1. Habitats within the Project Area**

<b>Habitat Classification</b>	<b>Acres within the Project Area</b>
Coastal Mixed Forest	0.035
Developed	0.182
Intermittent Stream – Alambique Creek	0.019
Roadside Ditch	0.010
Ruderal	0.028
<b>Total</b>	<b>0.274</b>





**Figure 6. Habitat Types in the Project Area**

## Impacts and Mitigation Measures

### **a. Will the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?**

No special-status plant species were observed during protocol-level botanical surveys conducted during the appropriate blooming period for special-status plant species with potential to occur in the Project area. Therefore, the proposed Project would not affect any special-status plant species.

The following special-status wildlife have potential to occur within the Project area:

- California giant salamander (*Dicamptodon ensatus*, Species of Special Concern [SSC])
- California red-legged frog (*Rana draytonii*, Federally Threatened [FT], SSC)
- Santa Cruz black salamander (*Aneides flavipunctatus niger*, SSC)
- San Francisco garter snake (*Thamnophis sirtalis tetrataenia*, Federally Endangered [FE], State Endangered [SE], Fully Protected [FP])
- San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*, SSC)
- Western bumble bee (*Bombus occidentalis occidentalis*, State Candidate Endangered [SCE])

Habitat for migratory birds and nesting raptors is also present. A discussion of potential impacts on habitats and special-status species is provided below.

#### *Potential Impacts to Special-status Amphibians*

Aquatic habitats and surrounding uplands provide suitable habitat for California giant salamander (SSC), Santa Cruz black salamander (SSC), and California red-legged frog (FT, SSC). Construction of the proposed Project could result in both direct and indirect impacts to these amphibians. Direct impacts to amphibians resulting from ground disturbance, equipment use, and other proposed Project activities, as well as indirect effects to amphibians resulting from impacts to water quality and aquatic habitat, would be avoided through implementation of Mitigation Measures BIO-1 through BIO-10. All biological resources mitigation measures are described at the end of this impact discussion.

#### *Potential Impacts to Special-status Reptiles*

The Project area does not contain suitable aquatic habitat for San Francisco garter snake (FE, SE, FP) and no prey or small mammal burrows were observed. However, San Francisco garter snake could disperse through the Project area. Therefore, construction of the proposed Project could result in both direct and indirect impacts to San Francisco garter snake. Direct impacts to San

Francisco garter snake could result from ground disturbance, equipment use, and other proposed Project activities. Indirect effects to San Francisco garter snake could result from erosion or invasive plant species infestation degrading downstream habitat. Impacts would be avoided through implementation of Mitigation Measures BIO-1 through BIO-7, BIO-9, and BIO-10. All biological resources mitigation measures are described at the end of this impact discussion.

#### *Potential Impacts to Special-status Mammals*

San Francisco dusky-footed woodrat (SSC) could potentially occur in the Project area. Signs of the species were not detected during reconnaissance surveys on October 17 and 18, 2018; woodrats were detected during a previous study (Mahony and Allaback 2013), approximately 0.7 miles southeast of the Project area along Dennis Martin Creek. There appears to be adequate and contiguous habitat connectivity between this known location and the Project area, therefore this species could occur. Soil disturbance and removal of vegetation within the Project area could directly affect special-status mammals, if present. Additionally, noise associated with construction activities involving heavy equipment operation could disturb denning/nesting mammals if an active den/nest is located near these activities. Potential direct impacts to mammals would be avoided through implementation of Mitigation Measures BIO-1, BIO-2, BIO-9, and BIO-11.

#### *Potential Impacts to Special-status Invertebrates*

Western bumble bee could potentially occur in the Project area. Signs of the species were not detected during reconnaissance surveys on October 17 and 18, 2018; however there is potential foraging and nesting habitat within the Project area. Ground disturbance and vegetation removal could directly affect bumble bees by destroying a hive/nest or hibernating queens found underground, if present. Construction activities may indirectly affect the western bumble bee through the removal of or temporary disturbance to plants the species uses for foraging. Potential impacts would be avoided through implementation of Mitigation Measures BIO-1 through BIO-3, BIO-9, and BIO-12.

#### *Potential Impacts to Special-status and Migratory Birds*

Trees and shrubs in the Project area represent potential breeding and/or foraging habitat for some species of special-status and migratory birds. One bird nest, an inactive mud nest on the bridge structure likely made by barn swallow (*Hirundo rustica*), was identified during the wildlife surveys conducted outside the nesting season in October 2018. The existing bridge structure may provide habitat for nesting birds. Additionally, the proposed Project area also contains potential foraging habitat for numerous birds and raptors protected under the Migratory Bird Treaty Act and CFGC Section 3503.5. Removal of trees and vegetation could lead to elimination of nests, nest abandonment and/or could disturb birds foraging in the area. Potential impacts would be avoided through implementation of Mitigation Measures BIO-1, BIO-13, and BIO-14.

Impacts to special-status wildlife species would be ***less than significant with implementation of all of the following mitigation measures.***



## **Mitigation Measures:**

### ***Mitigation Measure BIO-1: Conduct Worker Environmental Awareness Training (WEAT)***

Before any work occurs in the proposed Project area, including grading and equipment staging, all construction personnel shall participate in an environmental awareness training regarding special-status species and sensitive habitats present in the proposed Project area. If new construction personnel are added to the proposed Project, they must receive the mandatory training before starting work. As part of the training, an environmental awareness handout will be provided to all personnel that describes and illustrates sensitive resources (i.e., waters of the U.S. and state, special-status species and habitat [including California red-legged frog and San Francisco garter snake], nesting birds/raptors) to be avoided during proposed Project construction and lists applicable permit conditions identified by state and federal agencies to protect these resources.

### ***Mitigation Measure BIO-2: Install Temporary Fencing around Environmentally Sensitive Habitat***

The Town shall ensure that temporary wildlife exclusion fencing is installed between the work area and environmentally sensitive habitat areas, before any ground-disturbing activity occurs within the Project area, as appropriate. The exclusion fence shall be buried a minimum of 4 inches below the surface, shall be a minimum of 4 feet tall, and shall include one-way exits to avoid entrapment of wildlife. Construction personnel and construction activity shall remain within the defined project boundary and avoid areas identified as environmentally sensitive by the fencing. The fencing shall be checked regularly and maintained until all construction is complete. No construction activity shall be allowed until this condition is satisfied.

### ***Mitigation Measure BIO-3: Restore Temporarily Disturbed Areas***

Immediately after bridge construction is complete, all exposed soil shall be stabilized. Soil stabilization may include, but is not limited to, seeding with a native grass seed mix. These areas will be properly protected from washout and erosion using appropriate erosion control devices. Potential erosion control devices or methods include: coir netting and hydroseeding.

### ***Mitigation Measure BIO-4: Implement Water Quality Best Management Practices (BMPs)***

Before any ground-disturbing activities, the Contractor shall prepare and implement a Water Pollution Control Plan (WPCP) (as defined in Caltrans' Standard Specifications Section 13) that includes erosion control measures and construction waste containment measures to ensure that waters of the State are protected during and after Project construction. The WPCP shall include site design to minimize offsite storm water runoff that might otherwise affect downstream habitat. The WPCP will incorporate standard erosion and sediment control practices required by the San Mateo Countywide Water Pollution Prevention Program (C/CAG 2019) and Town policies. The WPCP will require BMPs including, but not limited to:

- Conduct ground disturbing activities when there is no flowing water within Alambique Creek under the bridge (e.g. dry season).
- Install sediment fencing, fiber rolls, or other equivalent erosion and sediment control measures between the designated work area and Alambique Creek, and in roadside ditches, as necessary, to ensure that construction debris and sediment do not

inadvertently leave the construction footprint. The Town will also cover or otherwise stabilize all exposed soil 48 hours prior to potential precipitation events of greater than 0.5 inch.

- To avoid impacts to special-status amphibians and reptiles, no plastic monofilament netting will be used in erosion control materials.
- Sweep job site to prevent sediment from entering storm drain system.
- No refueling, servicing, or maintenance of mobile equipment shall take place within 100 feet of aquatic habitat.
- All machinery used during construction of the Project shall be properly maintained and cleaned to prevent spills and leaks that could contaminate soil or water.
- Spill containment kits will be maintained onsite at all times during construction operations and/or staging or fueling of equipment. Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) shall be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Concrete waste and water from curing operations shall be collected in washouts and shall be disposed of and not allowed into water courses.

***Mitigation Measure BIO-5: Avoid Spread of Invasive Species***

The following mitigation measures shall be implemented, as appropriate, to avoid the spreading of invasive plant species throughout the Project site during construction activities, particularly in riparian areas:

- All hay, straw, hay bales, straw bales, seed, mulch or other material used for erosion control or landscaping on the Project site shall be certified weed free.
- All equipment brought to the Project site for construction shall be thoroughly cleaned of all dirt and vegetation prior to entering the site, in order to prevent importing noxious weeds.
- All material brought to the site, including rock, gravel, road base, sand, and top soil, shall be free of noxious weed seeds and propagules.
- To the maximum extent practicable, the U.S. Fish and Wildlife Service (USFWS) approved biologist will permanently remove any aquatic exotic species such as bullfrogs and crayfish encountered during pre-construction surveys and construction monitoring.

***Mitigation Measure BIO-6: Provide Escape Ramps or Cover Open Trenches***

To avoid entrapment of wildlife, all excavated steep-walled holes or trenches more than 4 inches deep will be provided with one or more escape ramps constructed of earth fill or wooden planks at the end of each workday. If escape ramps cannot be provided, then holes or trenches will be covered with plywood or similar materials. Providing escape ramps or covering open trenches will prevent injury or mortality of wildlife resulting from falling into trenches and becoming trapped. The trenches will be thoroughly inspected for the presence of special-status species at the beginning of each workday. Any species observed shall be allowed to voluntarily move outside of the work area on its own.

***Mitigation Measure BIO-7: Conduct a Preconstruction Survey for Special-status Amphibians and Reptiles***

A USFWS-approved biologist shall conduct a preconstruction clearance survey for special-status amphibians and reptiles with potential to occur in the vicinity of the Project (California giant salamander, California red-legged frog, Santa Cruz black salamander, and San Francisco garter snake) within 24 hours prior to any ground disturbance. The qualifications of the biologist(s) will be submitted to the USFWS for review and written approval at least thirty (30) calendar days prior to the date earthmoving is initiated at the Project site. This survey will consist of walking surveys of the Project footprint and Study Area, where accessible. The qualified biologist will investigate all potential cover sites for special status amphibians. This includes an adequate examination of mammal burrows, such as California ground squirrels or gophers. If any of these species are found within the construction work area, the biologist will contact the CDFW and/or USFWS, as appropriate, and the species shall be allowed to voluntarily move outside of the work area on its own.

***Mitigation Measure BIO-8: Avoid Peak Dispersal Period for Special-status Amphibians***

No construction-related activities shall occur between November 1 and March 31 to avoid wet, rainy, or humid periods when special-status amphibians, such as California red-legged frog, are most likely to travel between upland and aquatic habitats. To the maximum extent practicable, no construction activities will occur during rain events or within 24-hours following a rain event. A rain event is defined as ½-inch of rain in a 24-hour period. If ground disturbing work must occur during this period, CDFW and USFWS shall be contacted for guidance.

***Mitigation Measure BIO-9: Monitor during Demolition, Ground Disturbance and Vegetation Removal***

A USFWS-approved biological monitor will be present during all Project activities requiring demolition (such as removal of the existing bridge, ground disturbance, or vegetation removal within the construction area).

***Mitigation Measure BIO-10: Avoid Harm to California Red-legged Frog and San Francisco Garter Snake***

The following measures will be implemented to avoid harm to California red-legged frog and San Francisco garter snake:

- If a California red-legged frog or San Francisco garter snake is observed in the work limits during construction, work will immediately stop, the individual will be allowed to move out of harm's way on its own accord, and USFWS will be contacted within 24 hours.
- To ensure that diseases are not conveyed between work sites by the USFWS-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force will be followed at all times.
- No pets will be permitted at the project site.
- No firearms will be allowed at the project site except those carried by authorized security personnel, or local, State, or Federal law enforcement officials.

- Pipes, conduits, and other materials that are stored onsite and could provide shelter for wildlife shall be stored on an open-top trailer or otherwise elevated above the ground to reduce the potential for wildlife to become trapped.
- All food scraps, paper wrappers, food containers, cans, bottles, and other trash will be deposited in covered or closed trash containers and removed from the project at the end of each working day to reduce the attraction of predators to the project site.

***Mitigation Measure BIO-11: Conduct a Preconstruction Survey for San Francisco Dusky-footed Woodrat***

Within 30 days of ground disturbing activities, a qualified biologist shall inspect the Project area for woodrat houses. All houses shall be identified and their locations mapped and flagged for avoidance. In the event that a dusky-footed woodrat house is found, and assuming the house is of the San Francisco dusky-footed woodrat sub-species, one of the following actions will be implemented. These actions are listed in order of priority, where the first measure is the preferred measure to be implemented as it provides the least amount of impact to the woodrat. If the first measure cannot be implemented due to extenuating site conditions, the second shall be implemented and so forth down the list.

- i. Project activities will be rerouted/re-sited if possible, to avoid the woodrat house by at least 50 feet.
- ii. Safety and/or silt fencing will be erected around all houses within 25 feet of the grading and construction activities to avoid impacts during site work.
- iii. In the event the Project footprint must go directly through or within 5 feet of a house, CDFW shall be consulted with one of the two following options:
  - a. If the house appears inactive (e.g. no scat or fresh leaves and twigs), dismantle the house and replace the lost resource by building an artificial house, subject to CDFW approval. One artificial house shall be built for every one existing inactive house that is dismantled.
  - b. If the house appears active: 1) trap the occupant(s) of the house, 2) dismantle the house, 3) construct a new artificial house with the materials from the dismantled house, and 4) release the occupant into the new artificial house, subject to CDFW approval. The new house shall be placed no more than 20 feet from its original location and as far from the Project footprint as necessary to be protected from excavation, grading and construction activities. In the event trapping has occurred for three consecutive nights and no woodrats have been captured, the house should be dismantled and a new house constructed. Houses shall only be moved in the early morning during the non-breeding season (October through February).

***Mitigation Measure BIO-12: Conduct a Preconstruction Survey for Western Bumble Bee Hives***

Prior to equipment staging and vegetation removal, a qualified biologist will conduct a preconstruction survey for western bumble bee hives/nests. If a bumble bee hive/nest is located, recommendations to avoid or minimize disturbance of the nest will be developed in coordination with the County, Caltrans, and CDFW.

***Mitigation Measure BIO-13: Conduct a Preconstruction Nesting Migratory Bird and Raptor Survey***

If construction or vegetation removal will occur during the breeding season for migratory birds and raptors (generally February through August), the Town shall retain a qualified biologist to conduct a preconstruction nesting bird and raptor survey prior to (within one week of) the start of construction activities (including equipment mobilization and materials storage). The preconstruction nesting bird and raptor surveys shall be conducted between February 1 and August 31 within suitable habitat within the designated Project footprint. Surveys for raptor nests will also extend 1,250 feet from the Project footprint, where access is feasible, to ensure that nesting raptors are not affected by construction disturbances. Where property access has not been granted or access is limited by topography or site conditions, the surveying biologist shall use binoculars to scan any suitable nesting substrate for potential raptor nests from accessible roads.

If an active bird or raptor nest is identified within the construction work area or an active raptor nest is identified within 1,250 feet from the construction work area, a no-disturbance buffer shall be established around the nest to avoid disturbance of the nesting birds or raptors until a qualified biologist determines that the young have fledged and are foraging on their own. The extent of these buffers shall be determined by the biologist and shall depend on the species identified, level of noise or construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographic or artificial barriers. In addition to the establishment of buffers, other avoidance measures may include monitoring of the nest during construction and restricting the type of work that can be conducted near the nest site. If no active nests are found during the preconstruction surveys, then no additional mitigation is required.

***Mitigation Measure BIO-14: Nesting Bird Exclusion***

If construction will occur during the nesting season (February 1 to September 30), exclusionary devices will be installed around the undersides of the bridge before February 1 of the construction year to prevent new nests from being formed, and/or prevent the reoccupation of existing nests. The construction contractor would do the following:

- Remove all existing unoccupied nests on the bridge during the non-nesting season (October 1 - January 31).
- Keep the bridge free of nests, using exclusionary devices or other approved methods, until completion of construction activities.
- Inspect the bridge for nesting activity a minimum of three days per week; no two days of inspection would be consecutive. A weekly log would be submitted to the Project biologist. The contractor would continue inspections until bridge repair activities



have been completed. If an exclusion device were found to be ineffective or defective, the contractor would complete repairs to the device within 24 hours. If birds were found trapped in an exclusion device, the contractor would immediately remove the birds in accordance with USFWS guidelines.

- Submit for approval working drawings or written proposals of any exclusion devices, procedures, or methods to the Project biologist before installing them. The method of installing exclusion devices would not damage any features of the bridge structures. Approval by the Project biologist of the working drawings and inspection performed by the Project biologist would in no way relieve the contractor of full responsibility for deterring nesting.

**b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?**

Coastal mixed forest is not a sensitive community in itself but there are mature trees within it that would qualify as significant trees under Town of Woodside Municipal Code and be subject to a tree destruction permit. Trees that are to be removed for the proposed Project will be roadside non-riparian trees that currently pose a roadway safety concern because they reduce or block sight distance or need to be removed to accommodate bridge approach widening. The impact will be *less than significant*. See question E for further discussion.

**c. Would the project have a substantial adverse effect on federally-protected wetlands as defined by Section 404 of the federal CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?**

The aquatic resources delineation for the Project area identified a total of 0.019 acre of aquatic resources within the Project area comprised of Alambique Creek, an intermittent stream that seasonally flows under the bridge (Figure 6). Temporary impacts from construction activities will affect 0.019 acres of the intermittent stream Alambique Creek. No permanent impacts would occur in Alambique Creek.

The Project could result in indirect effects on jurisdictional waters. Earth moving adjacent to the creek due to construction related activities could result in increased sediment loads, turbidity, and siltation into the aquatic resource. The accidental introduction of wash-water, solvents, oil, cement, or other pollutants during construction could also harm aquatic environments.

Implementation of standard erosion and sediment control practices, as required by Caltrans Standard Specifications Section 13 and Special Provisions for water pollution control measures, would prevent potential effects on water quality in receiving waters. The Project contract documents will require the contractor to follow the Caltrans Standard Specifications Section 13, "Water Pollution Control" and provide a WPCP. The WPCP will identify BMPs to prevent discharge from the site of soil or construction wastes or debris, including contaminants from construction materials, tools, and equipment. Therefore, impacts would be *less than significant*.

**Mitigation Measures:** Although not required, the following measure would further reduce this less-than-significant impact.

***Mitigation Measure BIO-4: Implement Water Quality Best Management Practices (BMPs)***

**d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory corridors, or impede the use of native wildlife nursery sites?**

Stream/riparian corridors are commonly used by wildlife as migration and movement corridors. Alambique Creek could be used as a migratory corridor for terrestrial and aquatic species. Downstream of Alambique Creek, Searsville Lake is dammed which prevents fish from migrating up or downstream from the San Francisco Bay. During Project construction, impacts to species migrating through the Project area or using the Alambique Creek corridor for dispersal would be temporary, would occur during the dry season, and wildlife could continue to migrate through existing habitat adjacent to the Project area. After completion of the Project, there would be no substantial change to conditions for dispersing or migrating species. Therefore, impacts would be *less than significant*.

**Mitigation Measures:** None required.

**e. Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Chapter 153.430 of the Town of Woodside Municipal Code contains a Tree Protection Ordinance with the objectives of maintaining the rural character, preserving air quality and ecologic balance, maintaining property values, ensuring maximum preservation of valuable natural features, protecting against erosion of top soil, preserving natural scenic qualities and healthy ecosystems, and protecting mature trees and significant stands of trees.

During Project construction, trees will be removed along the current roadside to accommodate the new roadway alignment, improve line of sight for drivers, and remove roadway hazards. Based on the current plans, one mature redwood tree (approximately 27 inches diameter at breast height [dbh]), three Douglas fir trees (less than 25-27 inches dbh), and four California bay trees (6.5-25 inches dbh) will need to be removed.

Prior to the removal or encroachment into the dripline of any mature tree in the Project area, a Tree Destruction Permit would be obtained from the Town. All terms and conditions of the Tree Destruction Permit, including any required mitigation, would be implemented. Therefore, there will be no conflict with local policies and *no impact*.

**Mitigation Measures:** None required.

**f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

There are no adopted Habitat Conservation Plans, Natural Community Conservations Plans or other approved local, regional, or state habitat conservation plans that overlap with the proposed Project area. Therefore, the proposed Project would have *no impact*.

**Mitigation Measures:** None required.

### 3.5 Cultural Resources

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>5. Cultural Resources</b>				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

To identify the potential for cultural resources to be affected by the proposed Project, a cultural resources inventory was conducted for the Project area, consisting of a records search, written contact with Native American groups and related agencies, and onsite fieldwork (Area West Environmental, Inc. 2020).

A cultural records search was requested and obtained from the Northwest California Information Center (NWIC) of the California Historical Resources Information System. The records search included the Project area and a ¼-mile radius around the Project area. The NWIC identified one recorded historic cultural resource located within the Project area: the site of San Mateo County's first sawmill. The NWIC records search identified no prehistoric resources in the Project area.

An intensive pedestrian survey was conducted for the Project on October 18, 2018 and April 30, 2019 for archaeological resources. No surface prehistoric or historic-era resources were located in the Project area during the pedestrian survey (Bailey 2020).

#### *The Old Sawmill*

San Mateo County's first water-powered sawmill was located along Alambique Creek immediately west of the Project area. A Registered California Historic Landmark marker (#478) for the old sawmill is found north/northwest of the Project area, within the right-of-way for Portola Road (photo below). Dedicated in 1952, the marker states that the sawmill was 300 feet to the south of the marker along Alambique Creek. The Registered California Historic



Landmark Marker #478 is just outside of the Project area and would not be affected by construction activities.



California Registered Historic Landmark No. 478, located along Portola Road north of the Project area.

In 1846, Charles Brown purchased a 2,880 acre ranch, lying between Alambique and Bear Gulch Creeks, from John Coppinger, paying for the property from timber sales off the ranch. He named the ranch Mountain Home Ranch. In October 1847, he built the area's first sawmill along the north side of Alambique Creek, just west of today's Portola Road. Brown's sawmill utilized a water-powered gang saw that was similar in design to the one built in January 1848 at Coloma, California. The seasonality of water flow in Alambique Creek limited the duration of mill operation. After a year, the sawmill had been converted to steam-power by Isaac Branham and his two partners, Whipple and DeHart. The steam engine and boiler were brought to California around Cape Horn, and may have been the first such engine along the Pacific Coast. After Charles Brown's wife died and he had run into "financial and personal embarrassments", he left the area in 1850. Over several years, the mill passed hands, eventually being owned by D. W. Aldrich in 1858. The mill continued in operation until the 1860s when the valley was logged out. In 1883, Mountain Home Ranch was bought by John Albert Hooper, a San Francisco financier. (Lubin and Dougherty 2011, Stanger, F. 1967, G. Richards 1973)

During the archaeological survey, two concrete walls that form a spillway on the creek were located about 200 feet upstream (west) of the bridge outside the Project area; these walls may be remnants of a spillway or weir serving the sawmill or associated structures. Historical research was conducted to investigate the sawmill location relative to the bridge. Using the California Historic Landmark monument's description of the mill, the mill would have stood west of

Portola Road and north of Alambique Creek. Based on the research, Portola Road and the Alambique Creek Bridge have been in their current location at least since the mid-1850s (Area West Environmental, Inc. 2020). Portola Road was likely used to move logs and finished lumber to and from the mill. A map of Portola Valley sawmills in Stanger (1967) places the mill west of Portola Road and north of Alambique Creek, and Stanger (1967) notes that the machinery was “set up on the north side of the stream, just west of today’s Portola Road.” Richards (1973) described the mill in the same location. The design of Brown’s mill was similar in structure to the famous Sutter’s mill at Coloma; therefore, Brown’s mill would have been built within the banks of Alambique Creek. The research concludes that the mill was upstream and west of the Portola Road Bridge along the north bank of Alambique Creek, outside the proposed Project area.

### *Portola Road Bridge*

The existing bridge, constructed in 1914, is a 26-foot-long span reinforced concrete, "T"-girder structure on spread footings. The bridge is an example of a very common bridge type built in the early 20th century in California. The superstructure is supported by reinforced concrete T-beams. The bridge has been maintained and altered since its original construction. Asphalt covers the concrete bridge deck, and the existing bridge rails are standard metal rails with no historic or aesthetic value.

The Portola Road Bridge (35C-0055) has previously been determined by Caltrans to be a Category 5 bridge, not eligible for listing on the California or National Register of Historic Places (Caltrans 2020b). In evaluating T-beam bridges in the state, Caltrans determined that the Portola Road Bridge was not an early, large, or otherwise distinctive example of this type of bridge. That conclusion remains valid.

Pursuant to Section 15064.5(a)(2)-(3) of the CEQA, using criteria outlined in Section 5024.1 of the California Public Resources Code, the Portola Road Bridge is not eligible for the California Register of Historical Resources. The bridge does not have important associations with significant historic events, patterns, or trends of development; is not associated with the lives of persons important to history; is not an important example of type, period, or method of construction; does not represent high artistic value; and is not a likely source of important information about historic construction materials or technologies.

## **Impacts and Mitigation Measures**

**a and b. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5; or cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?**

No historical or archaeological resources listed on or eligible for the California Register of Historical Resources, or that meet other criteria of significance under CEQA Section 15064.5, were identified within the proposed Project area. Based on historical research, the old sawmill was located upstream and west of the Portola Road Bridge along the north bank of Alambique Creek, outside the proposed Project area. Field surveys did not detect remnants of the sawmill

within the Project area. Therefore, the Project would have *no impact* on the sawmill and documented any associated features.

Nevertheless, it is possible that previously unknown historical, and/or archaeological resources could be discovered during grading and excavation work associated with new construction. Potential impacts to previously undiscovered historic, and/or archaeological resources would be avoided through implementation of Mitigation Measures CUL-1 and CUL-2. Impacts to inadvertently discovered cultural resources are considered *less than significant with mitigation*.

#### **Mitigation Measures:**

***Mitigation Measure CUL-1: Conduct Worker Environmental Awareness Training (WEAT).*** Prior to any excavation or other substantial subsurface disturbance activities, any individuals conducting the work should be given a cultural resource awareness training session and advised to watch for cultural resource materials during construction activities. This training will cover both the identification of resources that may be encountered during construction and procedures to be followed in the event of a discovery. This training can be conducted concurrently with WEAT for sensitive biological resources (Mitigation Measure BIO-1).

***Mitigation Measure CUL-2: Protect Discovered Cultural Subsurface Resources.*** If any evidence of prehistoric cultural resources (freshwater shells, beads, bone tool remnants or an assortment of bones, soil changes including subsurface ash lens or soil darker in color than surrounding soil, lithic materials such as flakes, tools or grinding rocks, etc.) or historical cultural resources (adobe foundations or walls, structures and remains with square nails, refuse deposits or bottle dumps, often associated with wells or old privies) are observed during ground disturbing activities, all work must immediately cease within 50 feet of the find, the Town and Caltrans must be notified, and a qualified archaeologist must be consulted to assess the significance of the cultural materials. If the find is determined to be potentially significant, the archaeologist, in consultation with the Town and—if the find is prehistoric or Native American in nature—appropriate Native American group(s), shall develop and implement a treatment plan with an emphasis toward preservation in place.

#### **c. Would the project disturb any human remains, including those interred outside of formal cemeteries?**

No human remains have been previously encountered in the vicinity of the proposed Project. However, this does not preclude the potential for discovering buried human remains during ground disturbance associated with construction of the proposed Project. In the event that human remains are discovered during proposed Project construction, Mitigation Measure CUL-3 shall be implemented. With implementation of Mitigation Measure CUL-3, potential impacts resulting from disturbance of human remains as a result of the proposed Project would be considered *less than significant with incorporated mitigation*.

#### **Mitigation Measures:**

***Mitigation Measure CUL-3: Procedures for Human Remains.*** In accordance with the California Health and Safety Code, Section 7050.5, and the Public Resources Code 5097.98, regarding the discovery of human remains, if human remains are discovered during construction,

all work must immediately cease, and the San Mateo County coroner must be contacted. If the Coroner determines that the remains are those of a Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) and subsequent procedures shall be followed, according to State Public Resources Code Sections 5097.9 to 5097.99, regarding notification of the Native American Most Likely Descendant.

### 3.6 Energy

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>6. Energy</b>				
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Environmental Setting

The proposed Project is a bridge replacement project. Energy would be consumed during the construction phase in the form of diesel or gasoline fuel consumption for construction equipment and vehicles. No changes to operational energy consumption would occur.

### Impacts and Mitigation Measures

#### a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

During construction, the proposed Project would require the use of construction vehicles to deliver construction personnel and materials to the site, complete a small amount of grading, construct the abutments using CIDH piles, and install prestressed precast bridge sections and concrete overlay. Construction will be temporary in nature and will follow typical processes. Construction vehicles will be maintained and it is reasonable to assume that construction contractors will avoid wasteful or unnecessary fuel consumption to reduce construction costs and wastes. Therefore, the proposed Project would not involve the wasteful, inefficient, or unnecessary consumption of energy resources during construction. This impact would be considered *less than significant* to construction conditions.

During project operation, the proposed Project would retain its existing use as a transportation facility and would not include any changes to the roadway capacity. Therefore, the proposed Project is not expected to cause any operational change in the number of vehicle miles traveled

and would not lead to inefficient or unnecessary consumption of energy resources. There would be **no impact** to operational conditions.

**Mitigation Measures:** None required.

**b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

The proposed Project is a transportation project and does not include any energy-consuming features. Therefore, the proposed project would have **no impact**.

**Mitigation Measures:** None required.

### 3.7 Geology and Soils

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>7. Geology and Soils</b>				
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines & Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternate wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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

## Environmental Setting

The proposed Project area is located in the Town of Woodside, San Mateo County, California, within the physiographic unit referred to as the Coast Ranges Geomorphic Province, approximately 9 miles east of the Pacific Ocean. This province is subparallel to the active San Andreas Fault and extends from Point Arena to the Gulf of California. This province is bounded by the Klamath Mountains to the north, Great Valley to the east, Transverse Ranges to the south, and Pacific Coast to the west (CDOC 2002). Geologic mapping indicates that the area is underlain by Quarternary alluvium units (Parikh Consulting 2012). The subsoils at the project site consist of stream channel deposits and alluvial and fluvial fan deposits at shallow depth, which is underlain by claystone, mudstone, siltstone and shale (Parikh Consulting 2012). One soil map unit, Botella-Urban land complex, 0 to 5 percent slopes, is present within the Project area (NRCS 2020).

According to the online Fault Activity Map (CDOC 2010) issued in compliance with the Alquist-Priolo Earthquake Fault Zoning Act, the *Woodside* USGS 7.5 minute quadrangle, including the Project area, is located within an Alquist-Priolo Earthquake fault zone. The San Andreas Fault is subparallel and runs directly through the Project area. The San Andreas Fault is located 0.14 mile east of the bridge structure and there appears to be a concealed fault trace located within approximately 100 feet of the bridge per Caltrans acceleration response spectra (ARS) mapping tool (Parikh Consulting 2012).

## Impacts and Mitigation Measures

**a, i-iv. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?**

The Project area is within an active fault zone (CDOC 2010). The Project area lies within an active liquefaction zone (CDOC 2019). Liquefaction is a specialized form of ground failure caused by earthquake ground motion. It is a "quicksand" condition occurring in water-saturated, unconsolidated, relatively clay-free sands and silts caused by hydraulic pressure (from ground motion) forcing apart soil particles and forcing them into quicksand-like liquid suspension. Submerged cohesionless sands and silts of low relative density are the type of soils that usually are susceptible to liquefaction. Clays are generally not susceptible to liquefaction. The Project area consists of clay-loam soils to a depth of 60 inches (NRCS 2020). According to the USGS Liquefaction Susceptibility KMZ mapping layer, the Project footprint occurs in an area with "Very High" liquefaction susceptibility" (USGS 2020). This is due to the saturated soils and high water table occurring along Alambique Creek, which runs through the Project area. Based on the map of "Liquefaction Susceptibility in the Central San Francisco Bay Region, California,

2006” by USGS in corporation with California Geological Survey, the liquefaction potential at the site is moderate to very high (Parikh Consulting 2012).

The Project area is within a fault zone area, however, the Project would not expose people or structures to additional risk associated with seismic activity or liquefaction because replacement of the existing bridge has been designed using Caltrans’ seismic design criteria, and the bridge would improve bridge safety and seismic stability compared to existing conditions. . The Project would have *no impact*.

**Mitigation Measures:** None required.

**b. Would the project result in substantial soil erosion or the loss of topsoil?**

Soils in the Project area have a moderate erosion potential (NRCS 2020). Construction of the proposed Project would involve minor site grading and earthmoving activities, which would expose soils at the site and could result in soil erosion. However, the area of disturbance for the Project is small (0.274 acre). Soil erosion and topsoil loss would be limited by implementing standard construction practices and BMPs for erosion and sediment control, consistent with the Woodside General Plan Policy CV1.3 (Town of Woodside 2012) and through implementation of BIO-3 Restore Temporarily Disturbed Areas. Because erosion control and pollution prevention BMPs would be implemented, the proposed Project has limited potential to result in substantial soil erosion or loss of topsoil. This impact would be considered *less than significant*.

**Mitigation Measures:** None required.

**c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

The proposed Project area is located within an active fault zone and active liquefaction zone. The Project is not located on a geologic unit or soil that is unstable or that would become unstable as a result of the proposed Project. All recommended standard practices and standard engineering practices to minimize the risk of liquefaction, lateral spreading, subsidence, or collapse would be implemented as part of the project. The proposed Project would have *no impact*.

**Mitigation Measures:** None required.

**d. Would the project be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Soils in the proposed Project area are classified by the Natural Resources Conservation Service (NRCS) as clay loam to a depth of 60 inches (NRCS 2020). Expansive soils are typically clay soils that are prone to large volume changes related to changes in water content; soils in the proposed Project area are not considered expansive. Also, the Project would improve bridge safety compared to existing conditions; it would not create substantial risks to life and property. The Project would have *no impact*.

**Mitigation Measures:** None required.

**e. Would the proposed project have soils incapable of adequately supporting the use of septic tanks or alternate wastewater disposal systems where sewers are not available for the disposal of wastewater?**

No septic tanks or alternative wastewater disposal systems are proposed as part of the Project. There would be *no impact*.

**Mitigation Measures:** None required.

**f. Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Paleontological sensitivity of the site is tied to the underlying geologic unit. Fossils are typically found in sedimentary rocks, which are formed by the deposition of sediment on the earth's surface. This site is underlain by Eocene marine rock, a sedimentary rock formed during the Paleocene to Oligocene geologic periods (CDOC 2002), and Quaternary alluvium units, stream channel deposits and alluvial and fluvial fan deposits at shallow depth underlain by claystone, mudstone, siltstone and shale (Parikh Consulting 2012). Since sedimentary rock is present within the Project area, paleontological resources could be unearthed during construction. Potential direct and indirect impacts would be avoided through implementation of Mitigation Measures GEO-1. The Project would have *less than significant impact with mitigation*.

**Mitigation Measures:**

**Mitigation Measure GEO-1: Protect Discovered Paleontological Resources.** If any evidence of paleontological resources is inadvertently unearthed during construction, all work will cease within 50-feet of the discovery, the county and the Town of Woodside shall be notified, and a qualified paleontologist shall be consulted to assess the significance of the resources and recommend appropriate conservation measures.

### 3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>8. Greenhouse Gas Emissions</b>				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

CEQA requires that lead agencies consider the reasonably foreseeable adverse environmental effects of projects they are considering for approval. Greenhouse gases (GHGs) have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. In turn, global climate change has the potential to result in rising sea levels, which can inundate low-lying areas; reduce snowpack, leading to less overall water storage in the Sierra Nevada; affect rainfall, leading to changes in water supply, increased frequency and severity of droughts, and increased wildfire risk; and affect habitat and agricultural land, leading to adverse effects on biological and agricultural resources. The State of California has not identified quantitative thresholds of significance for GHGs. However, the BAAQMD has identified recommended GHG thresholds of significance to be used for the analysis of project-related impacts. For land use development projects, the BAAQMD's recommended GHG threshold is 1,100 metric tons of carbon dioxide equivalent per year (MTCO<sub>2e</sub>/year) (BAAQMD 2017). For stationary-source projects, the recommended threshold is 10,000 MTCO<sub>2e</sub>/year. The threshold is the point at which a project would be deemed to have a cumulatively considerable contribution to global climate change.

## Impacts and Mitigation Measures

### **a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?**

Replacement of the Portola Road Bridge would not result in long-term increases in vehicle trips in the area. A slight increase in vehicle emissions may result from construction activities associated with the proposed Project, including a small amount of grading, construction of the abutments using CIDH piles, and installation of prestressed precast bridge sections and concrete overlay. Due to the relatively minimal nature of construction activities, the short-term construction-generated GHG emissions would not generate GHG in exceedance of BAAQMD's GHG threshold. Therefore, this impact would be considered *less than significant*.

**Mitigation Measures:** None required.

### **b. Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?**

The BAAQMD does not have an adopted recommended GHG threshold for construction-related GHG emissions. Instead, the BAAQMD recommends that a lead agency attempt to quantify and disclose GHG emissions that would occur during construction and make a determination on the significance of construction-generated GHG emission impacts in relation to meeting AB 32 GHG reduction goals. The Project will not conflict with any applicable plan, policy, or regulation adopted for the purpose for reducing greenhouse gas emissions. Therefore, there would be *no impact*.

**Mitigation Measures:** None required.

### 3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>9. Hazards and Hazardous Materials</b>				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

Within the Project area, no recognized environmental conditions (RECs) are present. A REC is the presence or likely presence of hazardous substances or petroleum substances in or on a property. According to the results of two database searches (Department of Toxic Substances Control [DTSC] EnviroStor and the RWQCB GeoTracker), the Project area is not located on or adjacent to a hazardous material site (SWRCB 2020, DTSC 2020). The nearest hazardous material site is a Leaking Underground Storage Tank cleanup site located 0.86 miles to the north on a private residence. The case was closed in 2004 when a letter of Case Closure was granted. The potential contaminant of concern was gasoline and the potential media of concern was soil. Due to the cleanup case closure, this site is not considered to be a REC.



The closest school to the Project area is Woodside Elementary School, located approximately 1.61 miles north of the Project area. The closest airport is the Palo Alto Airport, located approximately 8.6 miles east of the Project area.

## Impacts and Mitigation Measures

**a through f. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school; be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or to the environment; be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area; or for a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

The proposed Project is not expected to involve the routine transport, use, or disposal of hazardous materials; there is no reasonably foreseeable accident involving the release of hazardous materials; and the Project would not emit hazardous emissions or handle hazardous materials. There are no schools located within ¼ mile or airports located within 2 miles. Although the Project area is located near a San Francisco International Airport low-density flight track, the Project would not result in a safety hazard for people residing or working in the Project area. The closest airport is the Palo Alto Airport, located approximately 8.6 miles east of the Project area. The Project is not located on a site which is included on a list of hazardous materials sites. No ground disturbance would occur in the area where an existing septic system is located. Therefore, there would be *no impact*.

**Mitigation Measures:** None required.

**g. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

The proposed Project area is designated by the Town of Woodside and the California Department of Forestry and Fire Protection (CalFire) as a Very High Severity Fire Hazard Zone. The Project area is adjacent to land where residences are intermixed with wildlands. The Woodside Fire Protection District is capable of dispatching fire suppression resources to the Project area. Temporary traffic delays may occur during construction which could result in reduced response times for emergency responders. All emergency, transit agencies, and local residents will be notified of the construction work and the contractor will maintain a minimum of one lane of traffic open with a temporary traffic signal controls in place. Full closure of the roadway will be required for three 4- to 6-hour periods to set up a crane and install the precast deck slabs; emergency responders will be notified prior to any full road closures. Traffic control

systems will comply with state standards. Therefore, the impacts would be considered *less than significant*.

**Mitigation Measures: None required.**

### 3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>10. Hydrology and Water Quality</b>				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Environmental Setting

The proposed Project is in the San Francisquito Creek Watershed. Water flows seasonally in Alambique Creek when smaller upstream waters are flowing and when groundwater provides enough water for streamflow. During and after rain events, runoff from uplands in the surrounding hills supplements the seasonal flow in Alambique Creek. During the summer/fall season, Alambique Creek is generally dry. Alambique Creek empties into Corte Madera Creek approximately 0.8 miles downstream of the Project area before reaching Searsville Reservoir, a

reservoir used by Stanford University to irrigate its campus. Searsville Reservoir empties into San Francisquito Creek and continues approximately 11.5 miles before draining into the San Francisco Bay.

The Project will be constructed within the boundary of the 100-year floodplain of Alambique Creek, as indicated by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Figure 7). The boundary of a 100-year floodplain is used to demarcate flood hazards and indicates the geographic area having a one percent chance of being flooded in any given year.

As described in the Biological Resources section, an aquatic resources delineation study was completed for the proposed Project to determine potential waters of the U.S. under the jurisdiction of the Corps pursuant to Section 404 of the CWA. The aquatic resources delineation for the Project area identified a total of 0.019 acre of aquatic resources, comprised of Alambique Creek, an intermittent stream (Figure 6), which conveys water underneath the existing bridge.

## Impacts and Mitigation Measures

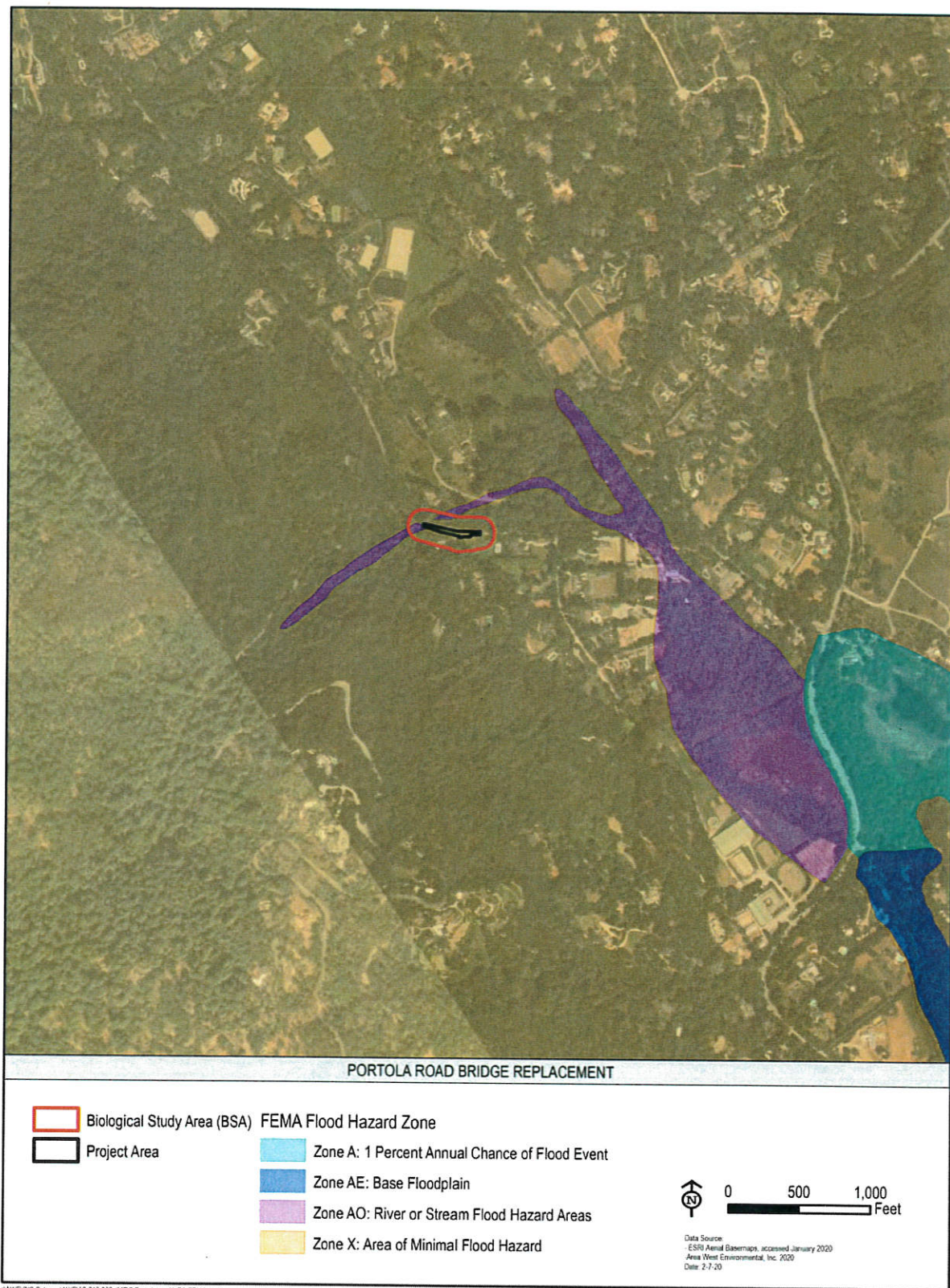
### **a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

The proposed Project includes minor ground disturbance that will expose soil and could result in accelerated erosion, which could affect water quality in downstream water bodies by increasing turbidity and/or sedimentation. The proposed Project could also result in the degradation of water quality from runoff of petroleum-based products associated with equipment and vehicles used during construction. Implementation of standard erosion and sediment control practices, as required by the San Mateo Countywide Water Pollution Prevention Program (C/CAG 2019) and Town policies, would minimize these potential impacts and ensure that the proposed Project does not violate any water quality standards or waste discharge requirements. These BMPs prevent discharge from the site of soil or construction wastes or debris, including contaminants from construction materials, tools, and equipment. Standard BMPs may include, but are not limited to, installing sediment fencing, fiber rolls, or other erosion and sediment control measures between the designated work area and aquatic features; stabilizing all exposed soil prior to potential precipitation events; and using vehicle tracking control. Therefore, the proposed Project would have a *less than significant impact*.

**Mitigation Measures:** Although not required, the following measure would further reduce this less-than-significant impact.

### ***Mitigation Measure BIO-4: Implement Water Quality Best Management Practices (BMPs)***





**Figure 7. FEMA Floodplain Map**

**b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

The proposed Project would result in impacts to 0.274 acre within the proposed Project area. Though the Project will increase the amount of impervious surface, this change is negligible. The preferred design will result in a 0.044 acre (1,916 square feet) increase in impervious surfaces; however, the total added impervious area will have an insignificant impact on the watershed runoff given the total watershed area of Alambique Creek which is approximately 1.23 square miles (Harrison Engineering 2020a). The proposed Project is not expected to interfere with groundwater recharge in the Project area. Construction-related excavation of approximately 50-60 feet is required for pile driving activities for the proposed Project, and would encounter groundwater. However, the proposed Project would involve temporary dewatering and would not draft groundwater. Therefore, the proposed Project would have *no impact* on groundwater resources.

**Mitigation Measures:** None required.

**c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows?**

The proposed Project would not substantially alter the existing drainage pattern of the site in a manner that would result in significant erosion, siltation, or flooding on- or off-site. The proposed Project would maintain the existing drainage pattern and therefore completely avoid any permanent impacts to the stream. The negligible expansion of impervious surfaces will not increase the rate or volume of surface water. The results from the HEC-RAS model show no significant change in the water surface elevation upstream and downstream of the bridge, and the 100-year flood flow is contained within the channel for the proposed bridge (Harrison Engineering 2020a; Harrison Engineering 2020b). The proposed Project would not create or contribute runoff water that would exceed the capacity of stormwater drainage systems, provide additional sources of polluted runoff, or impede or redirect flood flows.

For these reasons, the potential impacts of the proposed Project resulting from altered drainage patterns would be considered *less than significant*.

**Mitigation Measures:** None required.

**d. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

The Project will be constructed within the boundary of the 100-year flood hazard area of Alambique Creek as indicated by the FEMA Flood Insurance Rate Map (Figure 7). The proposed Project however has been designed to withstand a 100-year flood event, and does not



include any features that would release pollutants or expose people and property to flooding in the event of inundation. The results from the HEC-RAS model show no significant change in the water surface elevation upstream and downstream of the bridge, and the 100-year flood flow is contained within the channel for the proposed bridge (Harrison Engineering 2020a). Therefore, the Project will have *no impact*.

**Mitigation Measures:** None required.

**e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

The proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The proposed Project will have *no impact*.

**Mitigation Measures:** None required.

### 3.11 Land Use and Planning

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>11. Land Use and Planning</b>				
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Environmental Setting

The proposed Project is located within the Town of Woodside, San Mateo County, and is governed by the Town of Woodside General Plan (2012) and Woodside Municipal Code (2018). The Project area is zoned as Special Conservation Planning 5 acres (SCP-5) and Land Use Designation for the Project area is Residential/Environmentally Sensitive Area (R-ESA). The purpose of the SCP Districts is to provide low human densities for land containing problem areas such as steep hillsides, geological hazards, difficult road access, and soil or water problems (Woodside Municipal Code 2018).

### Impacts and Mitigation Measures

**a and b. Would the project physically divide an established community; conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the adopted for the purpose of avoiding or mitigating an environmental effect?**

The proposed Project would not physically divide an established community. The proposed Project is consistent with applicable General Plan and Zoning policies and would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Project is consistent with the Town of Woodside General Plan goal to preserve and enhance Woodside as a scenic, rural residential community while accommodating safer vehicular travel and pedestrian access. For these reasons, there would be *no impact*.

**Mitigation Measures:** None required.

### 3.12 Mineral Resources

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>12. Mineral Resources</b>				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Environmental Setting

Mineral resources in San Mateo County consist of aggregate materials including sand, gravel and crushed stone. The proposed Project area is located within Mineral Resource Zone (MRZ) 4, which includes areas where available information is inadequate for assignment to any other MRZ zone, as described by the Surface Mining and Reclamation Act Mineral Land Classification Report. No important mineral resources are known from the proposed Project area. (CDOC, Division of Mines and Geology 1996).

### Impacts and Mitigation Measures

**a and b. Would the project result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State; or result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

There are no known mineral resources associated with the proposed Project area. There would be *no impact*.

**Mitigation Measures:** None required.

### 3.13 Noise

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>13. Noise</b>				
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing in or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Environmental Setting

The most significant noise sources throughout the Town are the major highways and roadways, including Interstate 280, Highway 84 (Woodside Road), Cañada Road, Portola Road, Whiskey Hill Road, and Sand Hill Road (Town of Woodside 2012). The proposed Project is located on Portola Road, but in an area with a quiet, rural ambiance.

Table 2 below, which is derived from Table N3 of the Noise Element of the Town of Woodside General Plan, identifies Maximum Ambient Noise Levels by Use. Noise generated by normal construction equipment for authorized construction projects is considered to be adhering to Town noise policy as long as it does not violate the Woodside Municipal Code. (Town of Woodside 2012)

**Table 2. Maximum Ambient Noise Levels ( $L_{dn}$ ) by Use**

Use	Noise Level (Exterior)	Noise Level (Interior)
Residential	55	40
Commercial	60	45
Open Space	55	N/A

The Woodside Municipal Code regulates construction hours and provides BMPs with regard to noise abatement that must be followed. Construction hours are between 8:00 am and 5:00 pm Monday through Friday. The Woodside Municipal Code also prohibits construction operations on many holidays. BMPs with regard to noise include, but are not limited to, ensuring construction equipment is well muffled and maintained, prohibiting unnecessary idling, and locating all stationary noise-generating equipment as far from noise-sensitive receptors as

possible. Noise complaints are directed to and handled by the San Mateo Sheriff's Office. (Town of Woodside 2012)

## Impacts and Mitigation Measures

**a and b. Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; or generation of excessive groundborne vibration or groundborne noise levels?**

The proposed Project would not result in long-term changes in vehicle traffic, noise, or groundborne vibration compared to existing conditions along Portola Road. Therefore, noise generated by the proposed Project would be limited to short-term construction activities.

Noise associated with short-term construction activities typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., tree removal, grading, excavation, and concrete pumping). Noise generated by construction equipment, including earth movers and material handling equipment, can reach high levels, but diminishes in volume with distance. Typical noise levels for construction equipment are summarized in Table 3.

**Table 3. Typical Construction Equipment Noise Levels**

Type of Equipment	Typical Noise Level at 50 feet (dBA L <sub>max</sub> )
Air Compressor	80
Backhoe	80
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Mobile	83
Saw	76
Truck	84
Sources: Federal Transit Administration. 2018. Road Construction Noise Model.	

Housing density in the Project area is low, meaning that due to the distance between the proposed Project and nearby residences, the intensity of construction noise would be diminished before reaching neighboring residences. The Project area is heavily forested with dense canopy cover, which will help dampen dispersing noise levels. Because of this, any ground vibration resulting from construction equipment is expected to be diminished to imperceptible levels before reaching neighboring residences.

Construction will be completed under the Town's noise ordinance, unless conditions warrant that certain construction activities occur during evening or early morning hours (e.g., extreme heat). Therefore, this impact is considered *less than significant*.

**Mitigation Measures:** None required.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing in or working in the project area to excessive noise levels?

The proposed Project is not located within 2 miles of a public or public use airport or in the vicinity or a private air strip. However, the Town is within the Airport Influence Area A boundary for the San Francisco International Airport (C/CAG 2012) and the Town is an active participant in the San Francisco Airport/Community Roundtable (Town of Woodside 2012). The Airport Influence Area A boundary identifies areas that are overflowed by aircraft to and from San Francisco International Airport at least once per week at altitudes of 10,000 feet or less (C/CAG 2012). However, based on 2011 data, the project vicinity is subject to some of the lowest number of overflights in the Airport Influence Area A (C/CAG 2012). The proposed Project area is generally not subject to high levels of aircraft noise and would not result in a safety hazard for individuals or construction workers located in the proposed Project area. Therefore, there would be *no impact*.

**Mitigation Measures:** None required.

### 3.14 Population and Housing

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>14. Population and Housing</b>				
Would the project:				
a) Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Environmental Setting

The Land Use Designation in the Project vicinity is Residential/Environmentally Sensitive Area. See the Land Use and Planning Section for more information. The Town of Woodside had a population of 5,439 in 2008 with a growth rate of 1.6% between 2000 and 2008. By the 2010 census, the population had declined to 5,287. The number of households in Woodside was 1,978 in 2008 and experienced a 1.4% increase between 2000 and 2008 (Town of Woodside 2012).



## Impacts and Mitigation Measures

**a. Would the project induce substantial population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?**

The Project would not induce population growth in the area by proposing any new homes, businesses or facilities. The proposed Project is an existing infrastructure improvement that will replace a single bridge, with no expansion of lanes or their capacity. There will be **no impact**.

**Mitigation Measures:** None required.

**b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

The proposed Project would not require the displacement of existing housing or the construction of replacement housing and will be constructed entirely within the existing Town right-of-way. There would be **no impact**.

**Mitigation Measures:** None required.

## 3.15 Public Services

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>15. Public Services</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

In the proposed Project area, fire protection and emergency paramedic response services are provided by the Woodside Fire Protection District. Police services are provided by the San

Mateo County Sheriff's Department. In the proposed Project area, public education is provided by Portola Valley School District, with Woodside, Cabrillo, Las Lomas, and Redwood City School District within the vicinity. The only school located within Town limits is the Woodside Elementary School. Public school students located in Woodside attend the Woodside High School located in an unincorporated area. The closest park, Wunderlich County Park, is located off Woodside Road/Highway 84 less than a mile from the Project area. This San Mateo County park provides opportunities for hiking and horseback riding. The Town Hall, post office and library are located on Woodside Road in the Town Center Area. (Town of Woodside 2012).

## Impacts and Mitigation Measures

**a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks, or other public facilities?**

The proposed Project would not result in the need for new or altered government facilities. Temporary traffic delays may occur during construction which could result in reduced response times for emergency responders; however road access will be available during construction as one lane will remain open and a temporary traffic control system will be put in place for the duration of construction. Full closure of the roadway will be required for three 4- to 6-hour periods to set up a crane and install the precast deck slabs. Traffic control systems will comply with state standards. Therefore, the Project would have a *less than significant* impact on emergency response providers. The Project would have *no impact* on other public services and facilities such as parks and schools.

**Mitigation Measures:** None required.

### 3.16 Recreation

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>16. Recreation</b>				
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

Wunderlich County Park, consisting of 942-acres is located off Woodside Road/Highway 84, less than a mile from the Project area. This San Mateo County park provides opportunities for hiking and horseback riding.

## Impacts and Mitigation Measures

**a and b. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

The proposed Project would not increase the use of any recreational facilities and does not include recreational facilities. Temporary delays in accessing Wunderlich County Park may occur during construction. However, limited road closures would occur during construction and the Project would not otherwise affect access to and use of the Wunderlich County Park and nearby recreation resources. Therefore, the Project would have *no impact*.

**Mitigation Measures:** None required.

## 3.17 Transportation

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>17. Transportation</b>				
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

The Project area is accessed via Portola Road, a somewhat winding and generally north-south arterial road that extends from Highway 84 (La Honda Road) until it dead-ends/merges into Alpine Road to the southeast. Portola Road is a narrow two-lane road, one lane in each direction. The pavement condition is good and Portola Road is designated as a Town Scenic Road with unimproved, off-road dedicated equestrian trail and Class III bikeway, a designated bike route where bicycles share the roadway with vehicle traffic.

The operational performance of the Town's roadway system is expressed in the General Plan using roadway daily capacity and average daily traffic (ADT) (Town of Woodside 2012). ADT on Portola Road is 5,350. Roads in the Town planning area indicate that most roads are being utilized far below their traffic capacity. Traffic operations in the Town are within acceptable standards and land uses in the Town are generally built out, so large future increases in traffic volume are not expected.

## Impacts and Mitigation Measures

### **a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

The proposed Project does not conflict with the Circulation Element of the Town General Plan or any other applicable plan, ordinance, or policy. The Project provides a community benefit consistent with local transportation plans by improving the pedestrian and bicycle facilities across the bridge. Therefore, the Project would have *no impact*.

**Mitigation Measures:** None required.

### **b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

The bridge repair is not expected to increase nor reduce the number of vehicle trips in the Project area. Similarly, construction activities would be expected to result in a negligible temporary increase in vehicle trips to the Project area by construction personnel. The proposed Project is consistent with CEQA Guidelines §15064.3(b) in that transportation projects that reduce or have no impact on vehicle miles traveled should be presumed to cause a less than significant transportation impact. Therefore, this impact is considered *less than significant*.

### **c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

The purpose of the proposed Project is to remove a potentially hazardous feature, a “Functionally Obsolete” bridge. The proposed Project is located adjacent to a slight curve in the road on an otherwise relatively straight road. Additionally, the proposed Project will remove trees adjacent to the roadway that pose a hazard to the public as they are too close to the travel lane; two of these trees show evidence of recent vehicle mirror strikes. The proposed Project would solve existing hazards and have *no impact*.

**Mitigation Measures:** None required.

**d. Would the project result in inadequate emergency access?**

The proposed Project has been designed to meet the access requirements of public safety and to be consistent with public safety codes. All emergency, transit agencies, and local residents will be notified of the construction work and the contractor will maintain a minimum of one lane of traffic open with a temporary traffic signal controls in place. Full closure of the roadway will be required for three 4- to 6-hour periods to set up a crane and install the precast deck slabs. Therefore, the proposed Project is not expected to result in inadequate emergency access for the Project area. The proposed Project would have a *less than significant impact* on emergency access.

**Mitigation Measures:** None required.

### 3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>18. Tribal Cultural Resources</b>				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Environmental Setting

The Native American Heritage Commission (NAHC) was contacted on November 1, 2018, to request a search of the Sacred Lands file and a list of interested Native American individuals and parties in San Mateo County. The NAHC replied on November 5, 2018, and reported that no recorded Sacred Land was within or adjacent to the project. The NAHC also provided a list of Native American contacts. Assembly Bill 52 letters were sent by the Town of Woodside, on



February 29, 2020, in compliance with CEQA requirements for tribal consultation. No response to the letters was received.

## Impacts and Mitigation Measures

a, i and ii. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No tribal cultural resources were located during the background search, survey and through outreach with Native American representatives. The Project would have *no impact* on tribal cultural resources.

**Mitigation Measures:** None required.

### 3.19 Utilities and Service Systems

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>19. Utilities and Service Systems</b>				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the constriction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

The Town of Woodside, including the Project area, has historically utilized private on-site septic systems. Woodside has a limited ability to provide public sewer systems; few parts of Woodside have access to public sewer systems, including the Fair Oaks Sewer Maintenance District and the Town Center Sewer Assessment District. The Project area does not have access to a public sewer system and relies on private on-site septic systems. Domestic water service to the Town of Woodside, including the Project area, is provided by the California Water Service and City of Redwood City, and both purchase their water from the Hetch Hetchy regional water system. Solid waste management services are provided by GreenWaste Recovery. Gas and electric services are supplied by PG&E. Landline telecommunications services in the proposed Project area are provided by AT&T; cellular services are primarily provided by AT&T and Verizon. (Town of Woodside 2012).

## Impacts and Mitigation Measures

**a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the constriction or relocation of which could cause significant environmental effects?**

The Project would not require the construction of any new utilities nor would it require water or wastewater services. The Project will require the relocation of California Water Service and PG&E facilities, though this impact would be temporary. The water and gas line will be attached to the underside of the new bridge. Therefore, the impact would be *less than significant*.

**Mitigation Measures:** None required.

**b, c. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years; result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

The Project would not require water or wastewater services. Therefore, there would be *no impact*.

**Mitigation Measures:** None required.

**d, e. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

Construction activities would generate solid waste that may require off-site disposal. Solid waste would be disposed of at a permitted facility. All solid waste generated during construction of the proposed Project would be collected by the contractor and disposed of in accordance with applicable local, state and federal regulations. The proposed Project will only generate a small amount of solid waste; therefore, construction-related impacts on solid waste services will be *less than significant*.

**Mitigation Measures:** None required.

### 3.20 Wildfire

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>20. Wildfire</b>				
If located in or near state responsibility areas or lands classified as very high hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Environmental Setting

The Town of Woodside is served by the Woodside Fire Protection District and CalFire. The majority of the Town is part of the Wildland Urban Interface (WUI) area, which includes heavily wooded areas and a large fuel load; these characteristics make the Town susceptible to wildfire. In 2003, in response to the 2002 Albion Fire, the Town put together a Fire Management Plan which outlines 14 topics including maintenance of private property, maintenance of Town-

owned properties and right of ways, evacuation plans, etc. In response to the 2003 Fire Management Plan, the Town of Woodside designated high fire hazard areas; the proposed Project is within a Very High Severity Fire Hazard Zone. CalFire also designated the Project area as a Very High Fire Hazard Severity Zone (CalFire 2007). The Chipper Program was also established after being recommended in the Fire Management Plan to reduce fuel loads and decrease the threat from wildfires. (Town of Woodside 2012).

## Impacts and Mitigation Measures

### **a. Substantially impair an adopted emergency response plan or emergency evacuation plan?**

The proposed Project will not impair the adopted emergency response plan and will comply with the existing 2003 Fire Management Plan. Temporary traffic delays and temporary detours may occur during construction which could result in reduced response times for emergency responders. However, all emergency, transit agencies, and local residents will be notified of the construction work and the contractor will maintain a minimum of one lane of traffic open with a temporary traffic signal controls in place. Full closure of the roadway will be required for three 4- to 6-hour periods to set up a crane and install the precast deck slabs. Therefore, impacts will be *less than significant*.

**Mitigation Measures:** None required.

### **b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

The proposed Project will not expose residents to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire for any reason. Therefore, there would be *no impact*.

**Mitigation Measures:** None required.

### **c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

The proposed Project would replace the existing bridge, establishing safer vehicular travel and pedestrian use. The Project does not require the installation or maintenance of associated infrastructure. Therefore, there will be *no impact*.

**Mitigation Measures:** None required.

### **d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

The proposed Project will not expose people or structures to significant risks. As mentioned above, the Project involves the replacement of a bridge, which will allow for safer vehicular travel and pedestrian use. Therefore, there will be *no impact*.

**Mitigation Measures:** None required.

### 3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<b>21. Mandatory Findings of Significance</b>				
Would the project:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Impacts and Mitigation Measures

**a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

As described previously in this IS/MND, implementation of mitigation measures identified in the Biological Resources section would ensure that proposed Project implementation would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of rare or endangered plants or animals. Furthermore, mitigation measures identified in the Cultural Resources section would ensure that the proposed Project would not significantly affect previously undiscovered resources or eliminate important examples of the major periods of California history or prehistory.



Given the existing conditions of the Project area, the fact that potential impacts to biological and cultural resources would primarily occur during construction, and that measures have been identified to reduce these temporary impacts, the overall potential of the proposed Project to degrade the environment is considered *less than significant with mitigation*.

**b. Does the project have impacts that are individually limited, but cumulatively considerable?**

Section 15064(h)(1) of CEQA Guidelines states that the lead agency shall consider whether the cumulative impact is significant and the incremental effects of the project are cumulatively considerable. The lead agency may determine that a project's incremental contribution would be less-than-cumulatively considerable when one or more of the following occur: 1) the contribution would be rendered less-than-cumulatively considerable through implementation of mitigation measures; 2) the project would comply with the requirements of a previously approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the project's cumulative effects; and/or 3) the project's incremental effects would be so small that the environmental conditions would be essentially the same regardless of whether the project is implemented.

Past, present, and reasonably foreseeable future projects in the vicinity of the proposed Project include the Old La Honda Road Bridge Replacement Project, approximately 0.75 miles southeast of the proposed Project. Potential impacts associated with the proposed Project are primarily short-term (construction-related), and shall be mitigated to less-than-significant levels. Long-term incremental effects of the proposed Project are so small that local environmental conditions (e.g., traffic, noise, air quality) would be essentially the same regardless of whether the project is implemented. The Old La Honda Road Bridge Replacement Project will be subject to the same laws and regulations as the proposed Project and is expected to have similarly small effects. Therefore, the proposed Project's incremental contribution to cumulative conditions would be less-than-cumulatively considerable. The Project would have *less than significant* cumulative impact.

**c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

Potential adverse effects to human beings could occur as a result of construction activities. Potential impacts would include temporary increases in noise. These impacts would be short-term, and would cease upon completion of the construction process. Potential adverse effects on human beings as a result of the proposed Project are considered *less than significant*.

## **4.0 List of Preparers**

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The Public Review Draft IS/MND for the proposed Project was prepared by Area West Environmental, Inc. in cooperation with the Town of Woodside. The following individuals contributed to this IS/MND.

### **Town of Woodside**

Sean Rose, Town Engineer/Director of Public Works

Sindhi Mekala, Senior Engineer

Jackie Young, Planning Director

Nancy Woltering, Associate Planner

### **Area West Environmental, Inc.**

Aimee Dour-Smith, Senior Environmental Planner

Cory Brinkman, Environmental Planner

Saraah Kantner Reid, Environmental Planner

### **JMEC Engineering**

Esmond Chan, Professional Engineer

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# **Appendix A. Mitigation Monitoring and Reporting Program**

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# Mitigation Monitoring and Reporting Program

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## Introduction

This mitigation monitoring and reporting program summarizes identified mitigation measures, implementation schedule, and responsible parties for the Portola Road Bridge Replacement Project (Project). The Town of Woodside (Town) will use this mitigation monitoring and reporting program to ensure that identified mitigation measures, adopted as a condition of project approval, are implemented appropriately. This monitoring program meets the requirements of CEQA Guidelines Section 14074(d), which mandates preparation of monitoring provisions for the implementation of mitigation assigned as part of project approval or adoption.

## Mitigation Implementation and Monitoring

The Town will be responsible for monitoring the implementation of mitigation measures designed to minimize impacts associated with the proposed Project. While the Town has ultimate responsibility for ensuring implementation, others may be assigned the responsibility of actually implementing the mitigation. The Town will retain the primary responsibility for ensuring that the proposed Project meets the requirements of this mitigation plan and other permit conditions imposed by participating regulatory agencies.

The Town will designate specific personnel who will be responsible for monitoring implementation of the mitigation that will occur during Project construction. The designated personnel will be responsible for submitting documentation and reports to the Town on a schedule consistent with the mitigation measures and in a manner necessary for demonstrating compliance with mitigation requirements. The Town will ensure that the designated personnel have authority to require implementation of mitigation requirements and will be capable of terminating project construction activities found to be inconsistent with mitigation objectives or project approval conditions.

The Town and its appointed contractor will also be responsible for ensuring that its construction personnel understand their responsibilities for adhering to the performance requirements of the mitigation plan and other contractual requirements related to the implementation of mitigation as part of Project construction. In addition to the prescribed mitigation measures, the following table lists each environmental resource area being affected, the party responsible for ensuring implementation of the mitigation measure, and the corresponding monitoring and reporting requirement.

## Mitigation Enforcement

The Town will be responsible for enforcing mitigation measures. If alternative measures are identified that would be equally effective in mitigating the identified impacts, implementation of these alternative measures will not occur until agreed upon by the Town.

Final Mitigation Monitoring and Reporting Program				
Impact Area	Mitigation Measure	Responsible Party	Implementation Timing	Monitoring Activity
<b>Biological Resources</b>	<p><b>Mitigation Measure BIO-1: Conduct Worker Environmental Awareness Training (WEAT)</b></p> <p>Before any work occurs in the proposed Project area, including grading and equipment staging, all construction personnel shall participate in an environmental awareness training regarding special-status species and sensitive habitats present in the proposed Project area. If new construction personnel are added to the proposed Project, they must receive the mandatory training before starting work. As part of the training, an environmental awareness handout will be provided to all personnel that describes and illustrates sensitive resources (i.e., waters of the U.S. and state, special-status species and habitat [including California red-legged frog and San Francisco garter snake], nesting birds/raptors) to be avoided during proposed Project construction and lists applicable permit conditions identified by state and federal agencies to protect these resources.</p>	Contractor	Prior to construction	<p>Contractor will submit WEAT sign-in sheets to the Town.</p> <p>The Town will confirm completion of WEAT at the onset of construction activities.</p>
	<p><b>Mitigation Measure BIO-2: Install Temporary Fencing around Environmentally Sensitive Habitat</b></p> <p>The Town shall ensure that temporary wildlife exclusion fencing is installed between the work area and environmentally sensitive habitat areas, before any ground-disturbing activity occurs within the Project area, as appropriate. The exclusion fence shall be buried a minimum of 4 inches below the surface, shall be a minimum of 4 feet tall, and shall include one-way exits to avoid entrapment of wildlife. Construction personnel and construction activity shall remain within the defined project</p>			<p>Town representative will check fencing/flagging regularly.</p> <p>Maintenance and repairs will be completed by Contractor.</p>



Final Mitigation Monitoring and Reporting Program				
Impact Area	Mitigation Measure	Responsible Party	Implementation Timing	Monitoring Activity
	boundary and avoid areas identified as environmentally sensitive by the fencing. The fencing shall be checked regularly and maintained until all construction is complete. No construction activity shall be allowed until this condition is satisfied.			
	<b>Mitigation Measure BIO-3: Stabilize Temporarily Disturbed Areas</b> Immediately after bridge construction is complete, all exposed soil shall be stabilized. Soil stabilization may include, but is not limited to, seeding with a native grass seed mix. These areas will be properly protected from washout and erosion using appropriate erosion control devices. Potential erosion control devices or methods include: coir netting and hydroseeding.	Contractor	Following completion of construction.	The Town will inspect post-Project conditions to ensure temporarily disturbed areas have been stabilized.

Final Mitigation Monitoring and Reporting Program				
Impact Area	Mitigation Measure	Responsible Party	Implementation Timing	Monitoring Activity
	<p><b>Mitigation Measure BIO-4: Implement Water Quality Best Management Practices (BMPs)</b></p> <p>Before any ground-disturbing activities, the Contractor shall prepare and implement a Water Pollution Control Plan (WPCP) (as defined in Caltrans' Standard Specifications Section 13) that includes erosion control measures and construction waste containment measures to ensure that waters of the state are protected during and after Project construction. The WPCP shall include site design to minimize offsite storm water runoff that might otherwise affect downstream habitat. The WPCP will incorporate standard erosion and sediment control practices required by the San Mateo Countywide Water Pollution Prevention Program (C/CAG 2019) and Town policies. The WPCP will require BMPs including, but not limited to:</p> <ul style="list-style-type: none"> <li>▪ Conduct ground disturbing activities when there is no flowing water within Alambique Creek or under the bridge (e.g. dry season).</li> <li>▪ Install sediment fencing, fiber rolls, or other equivalent erosion and sediment control measures between the designated work area and Alambique Creek, and in roadside ditches, as necessary, to ensure that construction debris and sediment do not inadvertently leave the construction footprint. The Town will also cover or otherwise stabilize all exposed soil 48 hours prior to potential precipitation events of greater than 0.5 inch.</li> <li>▪ To avoid impacts to special-status amphibians and reptiles, no plastic monofilament netting will be</li> </ul>	Contractor	Prior to construction	The Town will ensure that all Water Quality BMPs are being followed according to the WPCP.

Final Mitigation Monitoring and Reporting Program				
Impact Area	Mitigation Measure	Responsible Party	Implementation Timing	Monitoring Activity
	<p>used in erosion control materials.</p> <ul style="list-style-type: none"> <li>▪ Sweep job site to prevent sediment from entering storm drain system.</li> <li>▪ No refueling, servicing, or maintenance of mobile equipment shall take place within 100 feet of aquatic habitat.</li> <li>▪ All machinery used during construction of the Project shall be properly maintained and cleaned to prevent spills and leaks that could contaminate soil or water.</li> <li>▪ Spill containment kits will be maintained onsite at all times during construction operations and/or staging or fueling of equipment. Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) shall be cleaned up in accordance with applicable local, state, and/or federal regulations.</li> <li>▪ Concrete waste and water from curing operations will be collected in washouts and will be disposed of and not allowed into water courses.</li> </ul>			
	<p><b>Mitigation Measure BIO-5: Avoid Spread of Invasive Species</b></p> <p>The following mitigation measures shall be implemented, as appropriate, to avoid the spreading of invasive plant species throughout the Project site during construction activities, particularly in riparian areas:</p> <ul style="list-style-type: none"> <li>▪ All hay, straw, hay bales, straw bales, seed, mulch or other material used for erosion control or</li> </ul>	Contractor	During construction	Town representative will check implementation measures regularly. Maintenance and repairs will be completed by Contractor.

Final Mitigation Monitoring and Reporting Program				
Impact Area	Mitigation Measure	Responsible Party	Implementation Timing	Monitoring Activity
	<p>landscaping on the Project site shall be certified weed free.</p> <ul style="list-style-type: none"> <li>▪ All equipment brought to the Project site for construction shall be thoroughly cleaned of all dirt and vegetation prior to entering the site, in order to prevent importing noxious weeds.</li> <li>▪ All material brought to the site, including rock, gravel, road base, sand, and top soil, shall be free of noxious weed seeds and propagules.</li> <li>▪ To the maximum extent practicable, the U.S. Fish and Wildlife Service (USFWS) approved biologist will permanently remove any aquatic exotic species such as bullfrogs and crayfish encountered during pre-construction surveys and construction monitoring.</li> </ul>			
	<p><b>Mitigation Measure BIO-6: Provide Escape Ramps or Cover Open Trenches</b></p> <p>To avoid entrapment of wildlife, all excavated steep-walled holes or trenches more than 4 inches deep will be provided with one or more escape ramps constructed of earth fill or wooden planks at the end of each workday. If escape ramps cannot be provided, then holes or trenches will be covered with plywood or similar materials. Providing escape ramps or covering open trenches will prevent injury or mortality of wildlife resulting from falling into trenches and becoming trapped. The trenches will be thoroughly inspected for the presence of</p>	Contractor	During construction	Town representative will check escape ramps/coverings regularly. Maintenance and repairs will be completed by Contractor.

Final Mitigation Monitoring and Reporting Program				
Impact Area	Mitigation Measure	Responsible Party	Implementation Timing	Monitoring Activity
	federally listed species at the beginning of each workday. Any species observed shall be allowed to voluntarily move outside of the work area on its own.			
	<p><b>Mitigation Measure BIO-7: Conduct a Preconstruction Survey for Special-status Amphibians and Reptiles</b></p> <p>A USFWS-approved biologist shall conduct a preconstruction clearance survey for special-status amphibians and reptiles with potential to occur in the vicinity of the Project (California giant salamander, California red-legged frog, Santa Cruz black salamander, and San Francisco garter snake) within 24 hours prior to any ground disturbance. The qualifications of the biologist(s) will be submitted to the USFWS for review and written approval at least thirty (30) calendar days prior to the date earthmoving is initiated at the Project site. This survey will consist of walking surveys of the Project footprint and Study Area, where accessible. The qualified biologist will investigate all potential cover sites for special status amphibians. This includes an adequate examination of mammal burrows, such as California ground squirrels or gophers. If any of these species are found within the construction work area, the biologist will contact CDFW and/or USFWS, as appropriate, and the species shall be allowed to voluntarily move outside of the work area on its own.</p>	Qualified Biologist	Prior to construction	The Town will submit results of preconstruction surveys to Caltrans and applicable permitting agencies.
	<p><b>Mitigation Measure BIO-8: Avoid Peak Dispersal Period for Special-status Amphibians</b></p>	Contractor	During construction	Contractor will report to the Town instances of wildlife species observed



Final Mitigation Monitoring and Reporting Program				
Impact Area	Mitigation Measure	Responsible Party	Implementation Timing	Monitoring Activity
	No construction-related activities shall occur between November 1 and March 31 to avoid wet, rainy, or humid periods when special-status amphibians, such as California red-legged frog, are most likely to travel between upland and aquatic habitats. To the maximum extent practicable, no construction activities will occur during rain events or within 24-hours following a rain event. A rain event is defined as ½-inch of rain in a 24-hour period. If ground disturbing work must occur during this period, CDFW and USFWS shall be contacted for guidance.			in the Project area and provide a description of how disturbance and harm was avoided.
	<b>Mitigation Measure BIO-9: Monitor during Demolition, Ground Disturbance and Vegetation Removal.</b> A USFWS-approved biological monitor will be present during all Project activities requiring demolition (such as removal of the existing bridge, ground disturbance, or vegetation removal within the construction area).	Qualified Biologist	During construction	Qualified Biologist will provide daily monitoring reports to the Town.
	<b>Mitigation Measure BIO-10: Avoid Harm to California Red-legged Frog and San Francisco Garter Snake.</b> The following measures will be implemented to avoid harm to California red-legged frog and San Francisco garter snake: <ul style="list-style-type: none"> <li>▪ If a California red-legged frog or San Francisco garter snake is observed in the work limits during construction, work will immediately stop, the individual will be allowed to move out of harm's way on its own accord, and USFWS will be</li> </ul>	Contractor	During construction	Contractor will report to the Town instances of wildlife species observed in the Project area and provide a description of how disturbance and harm was avoided.

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Impact Area	Mitigation Measure	Responsible Party	Implementation Timing	Monitoring Activity
	<p>contacted within 24 hours.</p> <ul style="list-style-type: none"> <li>▪ To ensure that diseases are not conveyed between work sites by the USFWS-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force will be followed at all times.</li> <li>▪ No pets will be permitted at the project site.</li> <li>▪ No firearms will be allowed at the project site except those carried by authorized security personnel, or local, State, or Federal law enforcement officials.</li> <li>▪ Pipes, conduits, and other materials that are stored onsite and could provide shelter for wildlife shall be stored on an open-top trailer or otherwise elevated above the ground to reduce the potential for wildlife to become trapped.</li> <li>▪ All food scraps, paper wrappers, food containers, cans, bottles, and other trash will be deposited in covered or closed trash containers and removed from the project at the end of each working day to reduce the attraction of predators to the project site.</li> </ul>			
	<p><b>Mitigation Measure BIO-11: Conduct a Preconstruction Survey for San Francisco Dusky-footed Woodrat</b></p> <p>Within 30 days of ground disturbing activities, a qualified biologist shall inspect the Project area for woodrat houses. All houses shall be identified and their locations mapped and flagged for avoidance. In the event that a dusky-footed woodrat house is</p>	Qualified Biologist	Prior to construction	The Town will submit results of preconstruction surveys to Caltrans and permit agencies. Town will coordinate with CDFW on appropriate buffers if nesting /denning mammals are located during surveys.

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	<p>found, and assuming the house is of the San Francisco dusky-footed woodrat sub-species, one of the following actions will be implemented. These actions are listed in order of priority, where the first measure is the preferred measure to be implemented as it provides the least amount of impact to the woodrat. If the first measure cannot be implemented due to extenuating site conditions, the second shall be implemented and so forth down the list.</p> <ol style="list-style-type: none"> <li>Project activities will be rerouted/re-sited if possible, to avoid the woodrat house by at least 50 feet.</li> <li>Safety and/or silt fencing will be erected around all houses within 25 feet of the grading and construction activities to avoid impacts during site work.</li> <li>In the event the Project footprint must go directly through or within 5 feet of a house, CDFW shall be consulted with one of the two following options: <ol style="list-style-type: none"> <li>If the house appears inactive (e.g. no scat or fresh leaves and twigs), dismantle the house and replace the lost resource by building an artificial house, subject to CDFW approval. One artificial house shall be built for every one existing inactive house that is dismantled.</li> <li>If the house appears active: 1) trap the occupant(s) of the house, 2) dismantle the house, 3) construct a new artificial house</li> </ol> </li> </ol>			

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	with the materials from the dismantled house, and 4) release the occupant into the new artificial house, subject to CDFW approval. The new house shall be placed no more than 20 feet from its original location and as far from the Project footprint as necessary to be protected from excavation, grading and construction activities. In the event trapping has occurred for three consecutive nights and no woodrats have been captured, the house should be dismantled and a new house constructed. Houses shall only be moved in the early morning during the non-breeding season (October through February).			
	<p><b>Mitigation Measure BIO-12: Conduct a Preconstruction Survey for Western Bumble Bee Hives</b></p> <p>Prior to equipment staging and vegetation removal, a qualified biologist will conduct a pre-construction survey for western bumble bee hives/nests. If a bumble bee hive/nest is located, recommendations to avoid or minimize disturbance of the nest will be developed in coordination with the County, Caltrans, and CDFW.</p>	Qualified Biologist	Prior to construction	The Town will submit results of preconstruction Western bumble bee survey to Caltrans and permitting agencies and will coordinate with CDFW on appropriate avoidance measures if Western bumble bee hives or nests are located during surveys.
	<p><b>Mitigation Measure BIO-13: Conduct a Preconstruction Nesting Migratory Bird and Raptor Survey.</b></p> <p>If construction or vegetation removal will occur during the breeding season for migratory birds and raptors (generally February through August), the</p>	Qualified Biologist	Prior to construction	The Town will submit results of preconstruction nesting bird and raptor surveys to Caltrans and coordinate with CDFW on appropriate buffers if nesting birds

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	<p>Town shall retain a qualified biologist to conduct a preconstruction nesting bird and raptor survey prior to (within one week of) the start of construction activities (including equipment mobilization and materials storage). The preconstruction nesting bird and raptor surveys shall be conducted between February 1 and August 31 within suitable habitat within the designated Project footprint. Surveys for raptor nests will also extend 1,250 feet from the Project footprint, where access is feasible, to ensure that nesting raptors are not affected by construction disturbances. Where property access has not been granted or access is limited by topography or site conditions, the surveying biologist shall use binoculars to scan any suitable nesting substrate for potential raptor nests from accessible roads.</p> <p>If an active bird or raptor nest is identified within the construction work area or an active raptor nest is identified within 1,250 feet from the construction work area, a no-disturbance buffer shall be established around the nest to avoid disturbance of the nesting birds or raptors until a qualified biologist determines that the young have fledged and are foraging on their own. The extent of these buffers shall be determined by the biologist and shall depend on the species identified, level of noise or construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographic or artificial barriers. In addition to the establishment of buffers, other avoidance measures may include monitoring of the nest during construction and restricting the type</p>			and raptors are located during surveys.

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	of work that can be conducted near the nest site. If no active nests are found during the preconstruction surveys, then no additional mitigation is required.			
	<p><b>Mitigation Measure BIO-14: Nesting Bird Exclusion</b></p> <p>If construction will occur during the nesting season (February 1 to September 30), exclusionary devices will be installed around the undersides of the bridge before February 1 of the construction year to prevent new nests from being formed, and/or prevent the reoccupation of existing nests. The construction contractor would do the following:</p> <ul style="list-style-type: none"> <li>Remove all existing unoccupied nests on the bridge during the non-nesting season (October 1 - January 31).</li> <li>Keep the bridge free of nests, using exclusionary devices or other approved methods, until completion of construction activities.</li> <li>Inspect the bridge for nesting activity a minimum of three days per week; no two days of inspection would be consecutive. A weekly log would be submitted to the Project biologist. The contractor would continue inspections until bridge repair activities have been completed. If an exclusion device were found to be ineffective or defective, the contractor would complete repairs to the device within 24 hours. If birds were found trapped in an exclusion device, the contractor would immediately remove the birds in</li> </ul>	Contractor	Prior to construction	The contractor will submit results of document exclusionary methods and inspection log; Town will send documentation to Caltrans and coordinate with CDFW, as required in Project permits.



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Impact Area	Mitigation Measure	Responsible Party	Implementation Timing	Monitoring Activity
	<p>accordance with USFWS guidelines.</p> <ul style="list-style-type: none"> <li>Submit for approval working drawings or written proposals of any exclusion devices, procedures, or methods to the Project biologist before installing them. The method of installing exclusion devices would not damage any features of the bridge structures. Approval by the Project biologist of the working drawings and inspection performed by the Project biologist would in no way relieve the contractor of full responsibility for deterring nesting.</li> </ul>			
<b>Cultural Resources</b>	<p><b>Mitigation Measure CUL-1: Conduct Worker Environmental Awareness Training (WEAT).</b></p> <p>Prior to any excavation or other substantial subsurface disturbance activities, any individuals conducting the work should be given a cultural resource awareness training session and advised to watch for cultural resource materials during construction activities. This training will cover both the identification of resources that may be encountered during construction and procedures to be followed in the event of a discovery. This training can be conducted concurrently with WEAT for sensitive biological resources (Mitigation Measure BIO-1).</p>	Contractor	Prior to construction	<p>Contractor will submit WEAT sign-in sheets to the Town.</p> <p>The Town will confirm completion of WEAT at the onset of construction activities.</p>
	<p><b>Mitigation Measure CUL-2: Protect Discovered Cultural Subsurface Resources.</b></p> <p>If any evidence of prehistoric cultural resources (freshwater shells, beads, bone tool remnants or an assortment of bones, soil changes including subsurface ash lens or soil darker in color than</p>	Contractor and Qualified Archaeologist	During construction (upon discovery)	Contractor will report and document any discovered subsurface resources to the town and Caltrans, who will take appropriate additional measures, as needed.

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	<p>surrounding soil, lithic materials such as flakes, tools or grinding rocks, etc.), or historical cultural resources (adobe foundations or walls, structures and remains with square nails, refuse deposits or bottle dumps, often associated with wells or old privies), are inadvertently unearthed during project-related activities, all work must immediately cease within 50 feet of the find, the Town and Caltrans must be notified, and a qualified archaeologist shall be consulted to assess the significance of the cultural materials and recommend appropriate conservation measures. If the find is determined to be potentially significant, the archaeologist, in consultation with the Town, and—if the find is prehistoric or Native American in nature—appropriate Native American group(s), shall develop and implement a treatment plan with an emphasis toward preservation in place.</p>			
	<p><b>Mitigation Measure CUL-3: Procedures for Human Remains.</b></p> <p>In accordance with the California Health and Safety Code, Section 7050.5, and the Public Resources Code 5097.98, regarding the discovery of human remains, if human remains are discovered during construction, all work must immediately cease, and the San Mateo County coroner must be contacted. If the Coroner determines that the remains are those of a Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) and subsequent procedures shall be followed, according to State Public Resources Code Sections 5097.9 to 5097.99, regarding notification of the Native American Most Likely Descendant.</p>	Contractor	During construction (upon discovery)	Contractor will report and document any discovered human remains to the San Mateo County coroner, the Town of Woodside and Caltrans, who will take appropriate additional measures, as needed.

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Geology and Soils	<p><b>Mitigation Measure GEO-1: Protect Discovered Paleontological Resources.</b></p> <p>If any evidence of paleontological resources are inadvertently unearthed during construction, all work will cease within 50-feet of the discovery, the county and the Town of Woodside shall be notified, and a qualified paleontologist shall be consulted to assess the significance of the resources and recommend appropriate conservation measures.</p>	Contractor	During construction	Contractor will report and document any discovered paleontological resources to the Town of Woodside, who will take appropriate additional measures, as needed.

## Appendix B. Site Photos

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Photograph 1. View of the Bridge from Alambique Creek looking downstream to the east, Portola Road Bridge in the background.



Photograph 2. Looking west from Portola Road Bridge.





Photograph 3. Looking east from Portola Road, just west of the bridge.



Photograph 4. Looking west from the southwest corner of the bridge.





Photograph 5. Looking east from northwest of Portola Road Bridge.



Photograph 6. View from the bridge deck facing southwest toward the upstream portion of Alambique Creek

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