PUBLIC REVIEW DRAFT

SARATOGA DE ANZA TRAIL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

LSA

April 2007

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SARATOGA DE ANZA TRAIL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Submitted to the:

City of Saratoga
13777 Fruitvale Avenue
Saratoga, CA 95070

Prepared by:

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LSA

April 2007

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Summary Description of Project. Implementation of the proposed project would result in the development of an approximately 1.3-mile bike and pedestrian trail extending along an approximately 1.6-mile PG&E easement that is approximately 75 feet wide.

The trail includes two usable sections. The first section would extend from a parking lot adjacent to Saratoga-Sunnyvale Road to parcel 386-44-042, which is approximately 0.57-mile from the western terminus of the trail. There would be a 0.27-mile gap between the first section and second section of the trail. The second section of the trail would extend from the edge of San Jose Water Company property (east of Cox Avenue) to Saratoga Avenue. This portion of the trail would be approximately 0.74 linear miles. The trail would be constructed on an easement acquired from PG&E and would involve no actual land acquisition by the City.

The 12-foot-wide trail would be surfaced with decomposed granite. (The trail would narrow to 5 feet around utility towers due to right-of-way restrictions.) The project would also include focused trail corridor improvements, including a small (approximately five space) parking area and trail staging site with access from Saratoga-Sunnyvale Road, revegetation along the trail corridor (as needed), and two bridges – one over Rodeo Creek and the other over Saratoga Creek. The trail would connect to existing bike lanes along Saratoga-Sunnyvale Road, Cox Avenue, and Saratoga Avenue. Please refer to Section B, Project Description, for more detail.

Findings. It is hereby determined that, based on the information contained in the attached Initial Study, the project would not have a significant adverse effect on the environment.

Mitigation measures necessary to avoid or reduce to a less-than-significant level the project's potentially significant effects on the environment are detailed on the following pages. These mitigation measures are hereby incorporated and fully made part of this Draft Mitigated Negative Declaration. The City of Saratoga has hereby agreed to incorporate as part of the project and implement each of the identified mitigation measures, which would be adopted as part of the Mitigation Monitoring and Reporting Program.

Date: 4/11/07

John Cherbone, Public Works Director
City of Saratoga

A. SUMMARY INFORMATION

1. Project Title:

Saratoga de Anza Trail

2. Lead Agency Name and Address:

John Cherbone, Public Works Director
City of Saratoga
13777 Fruitvale Avenue
Saratoga, CA 95070

3. Contact Person and Phone Number:

John Cherbone, Public Works Director
(408) 868-1241

4. Project Location:

The proposed project would be located in the City of Saratoga along an existing Pacific Gas and Electric (PG&E) right-of-way that is located parallel and adjacent to a Union Pacific Railroad line. The railroad line is located to the north of the PG&E right-of-way. The Saratoga de Anza Trail would extend along a generally northwest/southeast alignment from Saratoga-Sunnyvale Road on the northwest to Saratoga Avenue on the southeast. The trail would also extend approximately 800 feet along the west side of Saratoga Avenue, south of the PG&E right-of-way. The alignment would cross two creeks (Rodeo Creek and Saratoga Creek) and two roadways (Cox Avenue and Glen Brae Drive). Figure 1 shows the regional location of the project. Figure 2 shows its location within Saratoga.

5. Project Sponsor's Name and Address:

City of Saratoga
13777 Fruitvale Avenue
Saratoga, CA 95070

6. General Plan Designation:

Single Family Residential

7. Zoning:

R-1-12,500

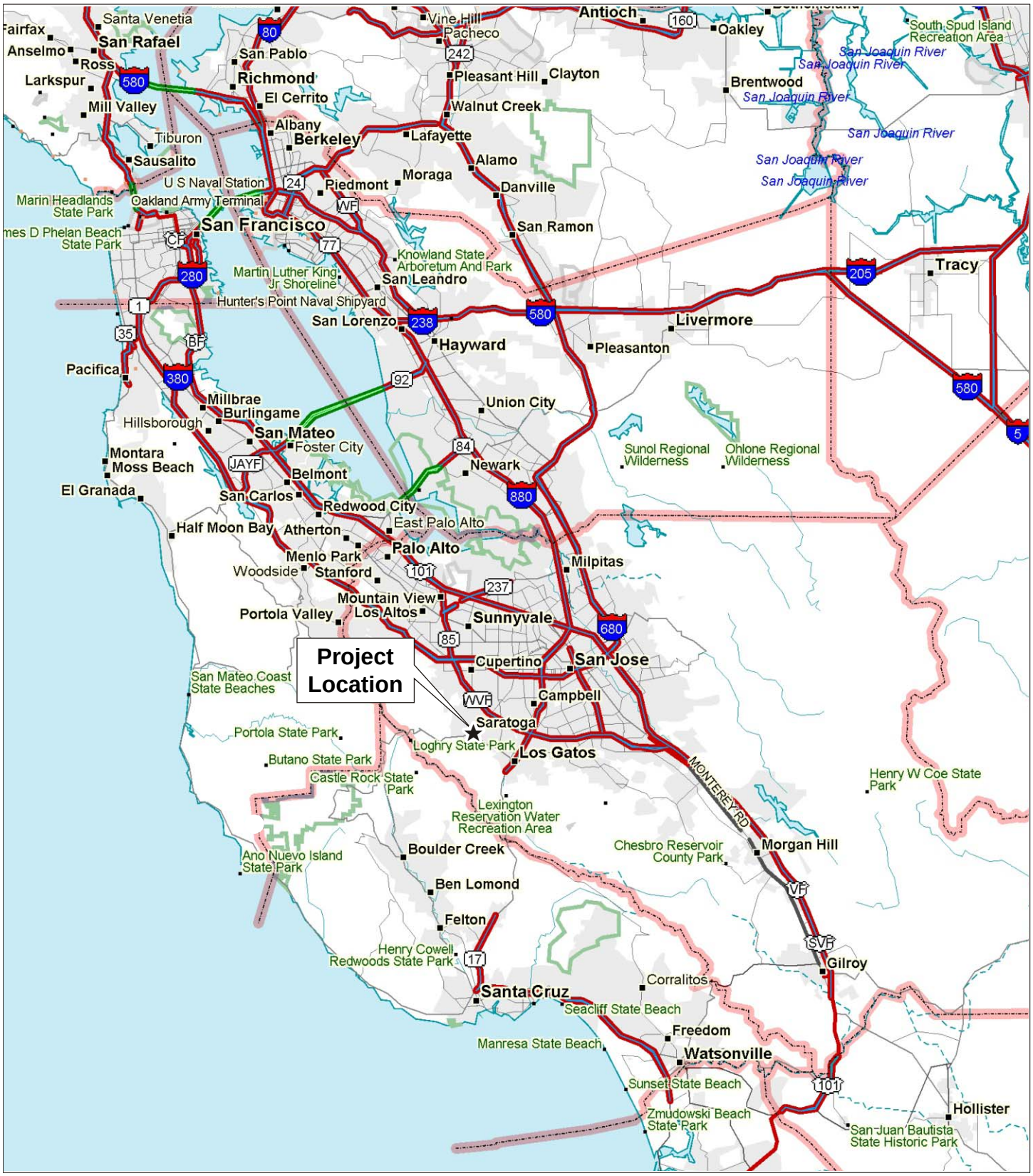

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FIGURE 1

Saratoga de Anza Trail
Project Location and Vicinity

SOURCE: ©2002 DeLORME. STREET ATLAS USA®2003.

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8. Description of Project:

Implementation of the proposed project would result in the development of an approximately 1.3-mile bike and pedestrian trail extending along an approximately 1.6-mile PG&E easement that is approximately 75 feet wide.

The trail includes two usable sections. The first section would extend from a parking lot adjacent to Saratoga-Sunnyvale Road to parcel 386-44-042, which is approximately 0.57-mile from the western terminus of the trail. There would be a 0.27-mile gap between the first section and second section of the trail. The second section of the trail would extend from the edge of San Jose Water Company property (east of Cox Avenue) to Saratoga Avenue. This portion of the trail would be approximately 0.74 linear miles. The trail would be constructed on an easement acquired from PG&E and would involve no actual land acquisition by the City.

The 12-foot-wide trail would be surfaced with decomposed granite. (The trail would narrow to 5 feet around utility towers due to right-of-way restrictions.) The project would also include focused trail corridor improvements, including a small (approximately five space) parking area and trail staging site with access from Saratoga-Sunnyvale Road, revegetation along the trail corridor (as needed), and two bridges – one over Rodeo Creek and the other over Saratoga Creek. The trail would connect to existing bike lanes along Saratoga-Sunnyvale Road, Cox Avenue, and Saratoga Avenue. Please refer to Section B, Project Description, for more detail.

9. Surrounding Land Uses and Setting:

The proposed trail would be located along an existing utility easement that is adjacent to a railroad line. The trail corridor consists of a disturbed area with transmission towers, utility lines, large patches of bare soil, debris, gravel, informal pathways, and pockets of vegetation, including both weedy/exotic and native plant species. Two creeks (Rodeo Creek and Saratoga Creek) run through the corridor. The corridor, which is informally used by walkers, joggers, and bicyclists, extends through an urbanized portion of Saratoga that is mainly residential. The residential neighborhoods that are adjacent to much of the corridor generally consist of single-family housing. Non-residential uses around the trail (traveling along the corridor from the northwest to southeast) include: commercial uses to the north of the corridor adjacent to Saratoga-Sunnyvale Road; Cox Reservoir (operated by the San Jose Water Company) south of the trail near Cumberland Drive; West Valley Fire Station north of the corridor to the east of Cox Drive; and Congress Springs Park north of the corridor to the east of Glen Brae Drive.

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

- U.S. Army Corps of Engineers (COE)
- Regional Water Quality Control Board (RWQCB)
- California Department of Fish and Game (CDFG)
- Santa Clara Valley Water District (SCVWD)
- Pacific Gas and Electric (PG&E)
- California Public Utilities Commission (CPUC)

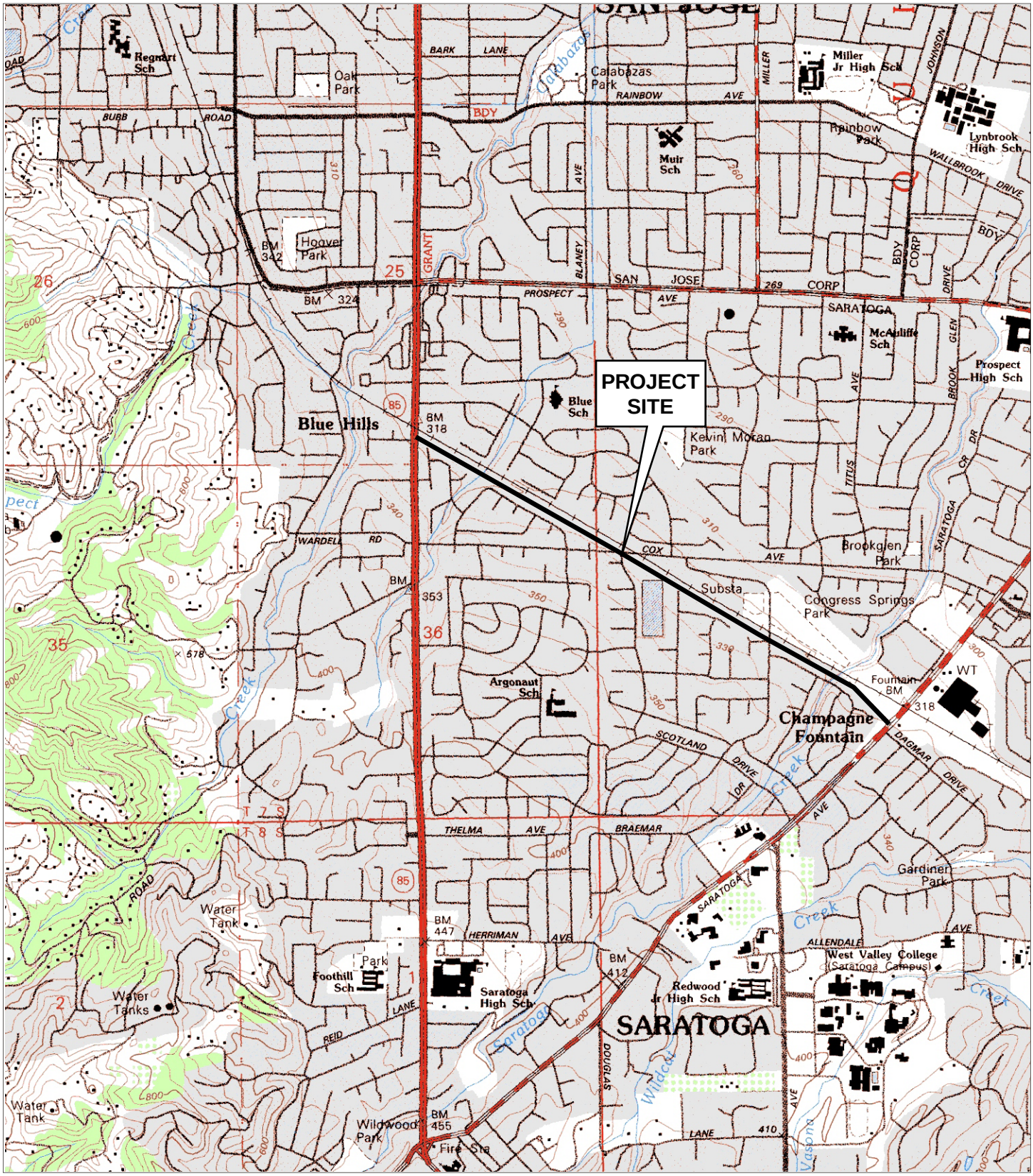

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FIGURE 2

Saratoga de Anza Trail
Project Site

SOURCE: USGS 7.5' QUADS-CUPERTINO AND SAN JOSE WEST, CALIFORNIA

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B. PROJECT DESCRIPTION

The following discussion includes a history of the Saratoga de Anza Trail (project), a description of the project site and surrounding land uses, and a description of the proposed project. Figure 1 shows the regional location of the project. Figure 2 shows the location of the project in the context of the City of Saratoga. Figures 3a through 3e show the project site plans. The trail would be dedicated to a long-time user of the existing trail corridor, and will be named by the City Council via reference to the person being honored by the donor, such as "Joe's Trail."

1. Overview and Background

The Trail was originally envisioned as part of a larger (approximately 8.7-mile) regional trail extending along the Union Pacific Railroad right-of-way through the cities of Cupertino, Saratoga, and Campbell, and the Town of Los Gatos. The Santa Clara Countywide Trails Master Plan, which was adopted in November 1995, designated the railroad corridor trail as a Regional Connector Trail between the Los Gatos Creek Trail and the Juan Bautista de Anza National Historic Trail. The trail was also intended to provide linkages to other trails in the area, including Stevens Creek Trail and San Antonio County Park Trail to the north of the corridor and Los Gatos Creek and Vasona Lake County Park Trails to the south of the corridor.

In 1996, the City of Saratoga's Bicycle Advisory Committee held preliminary discussions on utilizing the Union Pacific Railroad right-of-way and adjacent PG&E right-of-way for a multi-use trail, as envisioned in the Countywide Trails Master Plan. In March 2000, the Saratoga City Council passed Resolution 00-016, which supports the creation of the Union Pacific Railroad Trail Task Force, which oversaw the preparation of the Union Pacific Rail Trail Feasibility Study.

On October 15, 2001, a final Feasibility Study was published. The Feasibility Study outlined existing conditions along the corridor, summarized user needs, recommended various alternate alignments, and provided suggestions on design, trail implementation, maintenance, management, and funding.

The Feasibility Study noted that the alignment of the currently-proposed Saratoga de Anza trail has few development constraints:

> "With the exception of a few minor encroachments in the PG&E right-of-way immediately to the north and south of Cox Avenue, the absence of constraints in this area allows for location of the trail on the west side of the tracks, setback a minimum of 25 feet from track centerline. In much of this segment, the Union Pacific right-of-way can be avoided completely by routing the trail in the PG&E right-of-way. Available room within the corridor is sufficient for a significant planting buffer to be placed within the trail and the tracks. Utilizing the extra width in the PG&E right-of-way, the trail layout should avoid removal of significant vegetation."

After withdrawal of the cities of Cupertino and Campbell and the Town of Los Gatos from the trail development process, and dissolution of the trail task force, the City of Saratoga became the lead agency for development of a trail through portions of a 1.6-mile segment of corridor (in Saratoga) that is the subject of this Initial Study/Mitigated Negative Declaration. On December 3, 2003, the Saratoga City Council directed City staff to develop a cooperative agreement with the Santa Clara Valley Transportation Authority (VTA) and an anonymous donor who offered to pay the required 20 percent local match funding for development of the trail in Saratoga. On February 4, 2004, the Saratoga City Council approved the agreement with VTA and the anonymous donor.

The Conceptual Plan for the proposed project was refined in 2004 and 2005 based on input from community groups, residents of Saratoga, and City staff, and was approved by City Council for environmental review. The analysis in this Initial Study/Mitigated Negative Declaration is based on conceptual alignment plans dated August 24, 2005.

2. Existing Conditions

The entirety of the trail would be located in Saratoga, a city with a population of approximately 30,000 located in Santa Clara County. Saratoga, which comprises approximately 12 square miles, is located at the base of the Santa Cruz Mountains and is surrounded by Cupertino and San Jose on the north; Campbell, Los Gatos, and Monte Sereno on the east; and unincorporated lands of Santa Clara County on the south and west. The following discussion includes a description of the corridor itself and land uses in the vicinity of the corridor.

Characteristics of the Project Site. The project site is within an approximately 1.6-mile long corridor comprising an existing PG&E utility easement. The eastern terminus of the project site includes approximately 800 linear feet of land along the west side of Saratoga Avenue, south of the PG&E right-of-way. The utility corridor, which is approximately 75 feet wide, is parallel and adjacent to a Union Pacific Railroad right-of-way. This railroad right-of-way is located immediately to the north of the project site. The project site consists of a disturbed area with regularly-spaced transmission towers; utility lines; large patches of bare soil; debris and gravel; and pockets of vegetation, including both invasive, weedy plant species and clumps of native vegetation, such as coast live oak (*Quercus agrifolia*), black oak (*Quercus kellogii*), and coyote brush (*Baccharis pilularis*). Herbicides have been applied in the past to reduce vegetation growth. Fencing generally separates the trail corridor from residential uses to the south. There is no fencing between the project site and the railroad right-of-way.

Rodeo Creek and Saratoga Creek cross the narrow project site. Rodeo Creek is culverted north of an existing Union Pacific Railroad bridge; it has an open channel south of the bridge (through the project site). Through the trail corridor, the creek channel is surrounded by sparse riparian vegetation and contains numerous inflow pipes. The channel of Saratoga Creek is open both north and south of an existing railroad bridge. Its banks within the project site are bordered by substantial riparian vegetation.

The project site is currently used informally by walkers, joggers, and cyclists. Use occurs along several informal trails that meander through the site. LSA Associates, Inc. (LSA) conducted a trail user survey on July 22, 2006.[1] On July 22, 51 users were observed within the trail corridor between 7:00 a.m. and 7:00 p.m. Approximately 87 percent of users were walking or jogging. Most users (approximately 80 percent) were estimated to be over the age of 30.

The City maintains a parking lot comprising over 130 parking spaces that is located to the east of Cox Avenue at Congress Springs Park, within the right-of-way. Access to the corridor is via Saratoga-Sunnyvale Road and Saratoga Avenue (the streets at the termini of the project site) and Cox Avenue and Glen Brae Drive (the two streets that cross the interior of the corridor). There are also pedestrian entrances to the trail corridor from the south of the corridor (off of Fredericksburg Drive) and north of the corridor (off of Guava Court).

[1] LSA Associates, Inc., 2006. Draft Memorandum. User Survey on PG&E Right-of-Way in Saratoga. July 31.

Figure 3a Conceptual Site Plan

(color; front)
8x11

Back of Figure 3a
(Color) 8x11
8x11

Figure 3b: Conceptual Site Plan

(color; front)
8 x 11

Back of Figure 3b

(Color)
8x11

Figure 3c: Conceptual Site Plan

(color; front)

Back of Figure 3c

(Color) 8x11

Figure 3d: Conceptual Site Plan

(color; front)
8 x 11

Back of Figure 3d

(Color) 8x11

Figure 3e: Conceptual Site Plan

(color; front)
8x11

Back of Figure 3e

color)

Utility lines and infrastructure within the trail corridor are listed below:

- Electrical: The PG&E right-of-way contains the Metcalf-Monta Vista Transmission Corridor, which runs from San Jose to Cupertino. The corridor contains four 230 kilovolt (kV) lines supported on transmission poles that range in height from approximately 100 feet to approximately 135 feet.
- Natural Gas: High pressure gas mains, all of which are buried, extend across the project site at Saratoga-Sunnyvale Road, Cox Avenue, and Saratoga Avenue.
- Water: The water lines within the project site, all of which are buried, include: an 18-inch wrapped steel cement-lined pipe along Saratoga-Sunnyvale Road, which continues parallel to and within the trail corridor; a 31.25-inch fiberglass wrapped cement-lined pipe, a 48-inch wrapped steel pipe, and an 18-inch wrapped steel pipe along Cox Avenue; a 6.625-inch coated cement-lined pipe along Glen Brae Drive; and 21.4-inch, 16-inch, and 10-inch ductile iron cement-lined pipes, and 25.25-inch wrapped steel cement-lined pipe along Saratoga Avenue.

The trail corridor is interrupted in two locations within an approximately 0.27-mile gap in the trail corridor: 1) northeast of Glen Arbor Court, two privately-owned parcels comprising approximately 0.65-acre extend into the PG&E right-of-way and 2) near Cox Avenue, property owned by the San Jose Water Company extends into the right-of-way. These properties, along with the remainder of the land comprising the 0.27-mile gap in the 1.6-mile corridor, are not part of the project site. Therefore, the proposed trail would consist of two discrete segments within the 1.6-mile corridor. The first segment (approximately 0.57-miles) would extend from a parking lot adjacent to Saratoga-Sunnyvale Road and end at parcel 386-44-042, northeast of Glen Arbor Court. The second segment (approximately 0.74 miles) would extend from the edge of the San Jose Water Company property (east of Cox Avenue) to Saratoga Avenue.

Land Uses Outside the Project Site. The project site is parallel and adjacent to a Union Pacific Railroad right-of-way. The right-of-way, which is approximately 90 feet wide, is located immediately to the north of the project site. This portion of the Union Pacific Railroad is part of the Vasona Branch, which extends from the Union Pacific mainline at Newhall Yard in San Jose to the Hanson Permanente Cement facility in northwest Cupertino; it extends through the cities of Cupertino, Saratoga and Campbell, and the Town of Los Gatos. Hanson Permanente Cement is the only remaining customer served by the railroad. Permanente local trains run approximately three round trips per week, typically on a Monday-Wednesday-Friday schedule, delivering coal to the cement plant and bringing cement back toward San Jose.[2] Railroad operations are expected to cease in 10 to 20 years (although this schedule could be altered by Union Pacific).[3]

The trail corridor extends through an urbanized portion of Saratoga that comprises mainly residential uses. The residential neighborhoods adjacent to the trail corridor generally consist of single-family housing. Non-residential uses around the trail (traveling along the corridor from the northwest to southeast) include: commercial uses to the north of the corridor adjacent to Saratoga-Sunnyvale Road; Cox Reservoir (operated by the San Jose Water Company) south of the trail near Cumberland Drive; West Valley Fire Station north of the corridor to the east of Cox Drive; and Congress Springs Park north of the corridor to the east of Glen Brae Drive.

[2] Alta Transportation Consulting, 2001. Union Pacific Rail Feasibility Study. October 15.

[3] Union Pacific Railroad, 2007. D. Rhodes, Manager of Terminal Operations. January.

3. Project Goals and Objectives

The key goal of the project is to formalize an existing trail corridor to benefit residents in Saratoga. Specific objectives of the project include the following:

- Expand open space in Saratoga.
- Mitigate potential impacts of the trail on adjacent residential properties and neighborhoods.
- Improve regional trail connectivity to Bay Area open space and trail networks.
- Create a safe, multi-use community asset.
- Honor the historic legacy of Juan Batista de Anza and the early exploration of California.
- Reduce automobile use to benefit regional air quality.

4. Proposed Project

The following section includes a description of the proposed project.

Trail. As described above, the proposed bike and pedestrian trail would generally extend from Saratoga-Sunnyvale Road to Saratoga Avenue, and then approximately 800 feet along the west side of Saratoga Avenue. The approximately 12-foot-wide trail would be surfaced with decomposed granite and would be designed for pedestrians, joggers, and cyclists. (The trail would narrow to 5 feet around utility towers due to right-of-way restrictions.) The trail, which would generally be developed immediately south of the boundary between the PG&E corridor and the Union Pacific Railroad right-of-way, includes two usable sections. The first section would extend from a parking lot adjacent to Saratoga-Sunnyvale Road to parcel 386-44-042, which is approximately 0.57-mile from the western terminus of the trail. There would be a 0.27-mile gap between the first section and second section of the trail. The second section of the trail would extend from the edge of San Jose Water Company property (east of Cox Avenue) to Saratoga Avenue. This portion of the trail would be approximately 0.74 linear miles. Within the 1.6-mile corridor there would be approximately 1.3 miles of linear trail. The trail would be constructed on an easement acquired from PG&E and would involve no actual land acquisition by the City.

Bridges. The trail would include two bridges – one over Rodeo Creek, and a second over Saratoga Creek. The bridge over Rodeo Creek would be an approximately 40-foot-long prefabricated Pratt Truss Bridge. Bridge width could range from 8 feet to 12 feet, in accordance with Valley Transportation Authority standards. The bridge would be painted steel, self-weathering steel, or galvanized steel and would include treated wood decking, and horizontal or vertical guardrails. A wood hand rail would be installed on each side of the bridge. The bridge would be parallel to the existing railroad bridge across Rodeo Creek.

The bridge over Saratoga Creek would feature the same design as the bridge proposed to cross Rodeo Creek. The Saratoga Creek bridge would be approximately 100 feet long. Two alternate alignments are proposed for the bridge over Saratoga Creek. One alignment would be parallel to the existing railroad bridge over Saratoga Creek; the other would extend across the creek on a slight northwest/southeast angle. Bridge foundations would be constructed at both bridge locations on each side of the creek, and are anticipated to consist of reinforced concrete foundations with drilled piers. All bridge foundations would be constructed at least 6 feet from the top of the creek banks; no construction would occur within creek channels.

Both bridges, and the proposed trail, would be designed in accordance with the recommendations outlined in the *Geotechnical Investigation, Saratoga Bridges, Rodeo Creek and Saratoga Creek, Saratoga, California*, prepared by Cotton Shires and Associates, Inc. and published in November 2006.[4] These recommendations include the following specifications/requirements:

- Bridge piers shall be located at least 6 feet from the top of the creek bank.
- Bridge abutments shall be supported by drilled, cast-in-place reinforced concrete piers.
- Site grading shall be performed such that: all loose material is removed prior to construction; fill is compacted; cut and fill slopes do not exceed a 2:1 incline; fill materials placed on slopes steeper than 6:1 shall be continuously keyed and benched; pipelines are buried and placed on adequate substrate; and trail subgrade surfaces are checked for yielding areas, and any yielding areas are excavated and replaced with compacted fill.
- Bridge abutments, wing walls, and site retaining walls shall be supported on adequate drilled piers; backdrains shall be constructed behind all retaining walls.
- Retaining walls supporting cut slopes shall be equipped with concrete-lined ditches that discharge into area drains.
- Grading shall be designed so that runoff is directed away from bridge structures.
- Bridge design shall be able to withstand peak ground accelerations of 0.66g and 0.65g.
- All graded slopes higher than 8 feet with grades over 20 percent shall be covered with a securely-staked erosion control blanket.
- An approved Storm Water Pollution Prevention Plan (SWPPP) shall be implemented.
- Final design plans shall be reviewed by a qualified geotechnical firm to ensure that the recommendations in the Geotechnical Investigation have been adequately implemented.
- All excavations shall be inspected by a qualified geotechnical firm.

Access. A five space parking lot and staging area adjacent to Saratoga-Sunnyvale Road would be developed as part of the project on the site of an informal parking area. This staging area is expected to include basic facilities such as trail signs and maps. The approximately 130-space parking area within the trail corridor south of Congress Springs Park currently serves users of the park, and could also be used to accommodate trail users. The parking lots/staging areas at Saratoga-Sunnyvale Road and Congress Springs Park would serve as the primary access to the trail for users arriving by car and bike. The existing 12-foot-wide pedestrian trail access from Fredericksburg Drive/Guava Court would remain as part of the proposed project.

Trail access from locations without parking lots is expected to be minimal; motor vehicles would utilize on-street parking. There is currently low demand for on-street parking in the vicinity of the project site because most houses in the area contain driveways and garages. Implementation of the project would marginally increase demand for on-street parking in certain locations around the project site. This increase in demand is expected to be less-than-significant, consistent with the anticipated increase in trail users after development of the trail. However, due to public concern about on-street parking supply, the

[4] Cotton, Shires and Associates, Inc., 2006. *Geotechnical Investigation, Saratoga Bridges, Rodeo Creek and Saratoga Creek, Saratoga, California.* November.

City will evaluate parking conditions within the project site 1 year after project construction, and will consider developing and implementing a parking management program, if warranted.

The proposed trail would connect to Class II (on-street) bike lanes on Saratoga-Sunnyvale Road, Cox Avenue, and Saratoga Avenue. Bicycle access is also expected to occur along Glen Brae Drive, which is a secondary street and is subject to generally low traffic volumes.

Plant Maintenance. Existing vegetation, especially native trees and shrubs, would be preserved where possible. Based on the current trail alignment, and the results of a Preliminary Arborist Report, the proposed project could adversely affect 28 trees that are protected by Article 15-50 of the City's Municipal Code (Tree Regulations). These protected trees include: three Monterey pines (*Pinus radiata*); one white alder (*Alunus rhombifolia*); one Mexican fan palm (*Washingtonia robusta*); one cluster of small black oak trees (*Quercus kellogii*); and 22 coast live oaks (*Quercus agrifolia*). Trees could be affected via pruning, impacts to root systems, or removal. Of these 28 trees, eight appear to be in direct conflict with the proposed trail and bridge alignment, suggesting that they would need to be removed unless the trail and bridge alignment is modified.[5] These eight trees include one Mexican fan palm and one white alder growing adjacent to Saratoga Creek, one coast live oak in a dense section of vegetation on the west side of Glen Brae Drive, and a clump of five young oak trees on the portion of the trail that meets Saratoga-Sunnyvale Road. Screening vegetation would be provided by the City to owners of properties that front the trail corridor; such vegetation would be provided on a first-come-first serve basis subject to available funding, upon request by interested property owners, and would be maintained by the private property owners. No other vegetation would be installed within or adjacent to the project site as part of the project.

Usage, Maintenance, and Patrol. The number of trail users is not expected to increase substantially as a result of project implementation. The project would formalize an existing, informally-used trail; the proposed facility is not anticipated to draw large numbers of new users because it is relatively short (a total of 1.3 miles), does not provide access to significant recreational areas (e.g., the shoreline of San Francisco Bay), and does not contain viewsheds that typically draw large crowds (e.g., unobstructed mountain or city skyline views).

Similar to other recreational facilities in Saratoga (including bike/pedestrian trails), the proposed trail would receive routine, periodic patrol checks by the Santa Clara County Sheriff and the Code Enforcement Officer. The Office of the Sheriff has indicated that it expects no increased crime as a result of trail development; the Office of the Sherriff also indicated that this finding was consistent with the experience of local police departments in regard to other trail projects in Santa Clara County.[6] The proposed trail would be maintained by the Saratoga Public Works Department; maintenance would include routine garbage pick-ups.

Construction. Construction of the proposed project is scheduled to extend over a period of 10 to 30 weeks, based an expected trail construction of 50 to 150 linear feet per day (after initial site preparation).[7] Therefore, construction period diesel emissions would be released adjacent to a specific house for only

[5] City of Saratoga, 2006. DeAnza Trail Preliminary Arborist Report. Prepared by Kate Bear, Community Development Department. August 16.

[6] Hirokawa, John, 2005. Letter to John Cherbone, Saratoga Public Works Director, from Santa Clara County Sheriff's Office. May 11.

[7] Harvacik, Iveta, 2006. Associate Engineer, City of Saratoga. August 18.

one to three days (or approximately eight to 24 hours of actual equipment operation). Local traffic and parking demand on streets in the vicinity of the project site would increase incrementally due to construction personnel driving to the site.

Minimal grading and excavation would occur within the right-of-way as part of development of the proposed trail. Ground disturbance to construct the trail would generally extend to a maximum of 9 inches below ground surface. Several construction vehicles, including a bobcat, backhoe-loader, dump truck, and possibly one to two utility trucks, would be on the site at the same time during construction of the trail. Construction of the parking lot would require operation of a bulldozer, dump trucks, asphalt truck, roller, and utility trucks.

A Storm Water Pollution Prevention Plan (SWPPP) would be implemented on the project site during the construction period. The SWPPP would ensure that soil erosion is minimized, hazardous construction materials are adequately contained, and sediment and synthetic contaminants do not enter creek channels.

Bridge foundations would be constructed within the project site; however, the bridges themselves would be manufactured off-site and transported to the site. Bridge installation is expected to take several weeks (per bridge) and would require operation of a mobile drill rig, bobcat, backhoe, dump truck, concrete mixer, and one to two utility trucks. A crane would be used to install the two bridges on prepared abutments.

The project would incorporate all mitigation measures proposed in this Initial Study.

5. Project Approvals/Entitlements

The City would undertake approvals of the following items as part of the proposed project:

- Trail Concept Alignment
- Easement and Indemnification Agreement with Pacific Gas and Electric Company (PG&E)

The City may need to obtain permits and/or approval from the following agencies:

- U.S. Army Corps of Engineers (Corps)
- Regional Water Quality Control Board (RWQCB)
- California Department of Fish and Game (CDFG)

Potential approvals by other agencies and organizations are listed below:

<u>Pacific Gas and Electric</u>

- Grant of Easement

<u>California Public Utilities Commission</u>

- Approval of PG&E's grant of the easement for the proposed trail pursuant to Public Utilities Code Section 851 and Encroachment Permit

C. ENVIRONMENTAL ANALYSIS

Environmental Factors Potentially Affected:

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

❑ Aesthetics	❑ Agricultural Resources	❑ Air Quality
❑ Biological Resources	❑ Cultural Resources	❑ Geology/Soils
❑ Hazards & Hazardous Materials	❑ Hydrology/Water Quality	❑ Land Use/Planning
❑ Mineral Resources	❑ Noise	❑ Population/Housing
❑ Public Services	❑ Recreation	❑ Transportation/Traffic
❑ Utilities/Service Systems	❑ Mandatory Findings of Significance	

Determination. (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

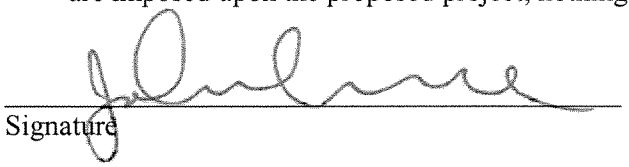
❑ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

❑ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

❑ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

❑ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

4/11/07
Date

John Cherbone, Public Works Director
City of Saratoga

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	❑	❑	■	❑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	❑	■	❑	❑
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	❑	❑	■	❑
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	❑	❑	❑	■

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

The project site contains scenic vistas of the Monte Bello Ridge to the northwest and the forested slopes of taller mountains in the Santa Cruz Mountain range to the south of the project site. These mountains and hillsides also form a backdrop to Saratoga Village and are an important visual feature in the City. The scenic vistas available from the project site are largely (but not wholly) unobstructed in many portions of the corridor due to the flat, open grade of the site, and lack of substantial vegetation. PG&E transmission towers and overhead wires occur throughout the entire length of the corridor; however, these features do not substantially block views of surrounding mountains and hillsides.

Implementation of the proposed project would result in the following visual changes to the project site: 1) the development of a 12-foot-wide multi-use trail covered with decomposed granite; 2) the development of two bridges, one over Rodeo Creek, and one over Saratoga Creek; 3) the installation of signage, minor visitor facilities, and one new parking area; and 4) revegetation of disturbed areas. In addition, development of a formal trail within the project site is anticipated to modestly increase trail use. Therefore, during certain periods, the trail environment could appear slightly more active than under existing conditions.

None of these visual changes that would result from implementation of the proposed project would have a substantial adverse effect on a scenic vista. Any additional signage installed within the project site would be approximately the size of a standard stop sign (7 feet tall), and would not substantially block views. Guard rails built as part of the two bridges would also not block views to surrounding hillsides. Development of a trail surfaced with decomposed granite is expected to enhance the comfort of pedestrians and cyclists within the corridor and could expose more people to the scenic resources and vistas available along the corridor.

Implementation of the proposed project is not expected to substantially increase the number of corridor users beyond current use levels. The proposed trail would be set back from private property adjacent to the trail corridor. Therefore, the proposed project is not anticipated to adversely affect the privacy of residents in the vicinity of the project site. However, as part of the project and upon request, the City would provide screening shrubbery to residents who live adjacent to the trail corridor. These plantings,

which would be maintained by the property owner, would help obstruct views from the project site into adjoining properties.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

The project site does not include any portions of a State scenic highway and is not located in the vicinity of a State Scenic Highway.[8]

Implementation of the proposed project would not result in the removal of rock outcroppings or historic buildings. Native vegetation would be preserved where feasible during construction of the proposed trail. However, the City anticipates that select trees and shrubs could be removed within the PG&E corridor where they would interfere with the proposed trail alignment. In addition, two trees and additional riparian vegetation may be removed to construct the bridge over Saratoga Creek. Although the City is not required to adhere to the tree protection provisions in the Saratoga Municipal Code, this Initial Study/Mitigated Negative Declaration provides an analysis of the consistency of the project with the tree protection provisions to inform discussion of the project's potential environmental impacts. An arborist report prepared for the project site indicates that 28 trees protected (in private development projects) by Chapter 15-050 of the City's Municipal Code could be adversely affected by the project through pruning, compaction of root material, or removal. Of these trees, eight are in direct conflict with the current bridge and trail alignment and may need to be removed. In addition, trees could be harmed by pesticide and herbicide use during operation of the trail.

Removal of 28 trees within the project site would result in an incremental change to the visual character of the project site. However, these trees are not considered significant scenic resources; they are not emblematic of Saratoga's history and are typical of other individuals in the area. Therefore, the project would not damage significant scenic resources.

Implementation of the following mitigation measure would reduce visual impacts associated with the removal of protected trees to a less-than-significant level:

Mitigation Measure AES-1: The City shall implement the following measures:

1. Tree protective fencing shall be installed and established prior to any grading or the arrival of construction equipment or materials on the project site. The fencing shall comprise 6-foot high chain-link fencing mounted on 8-foot tall, 2-inch diameter galvanized posts, driven 24 inches into the ground and spaced no more than 10 feet apart. Once established, the fencing shall remain undisturbed and be maintained throughout the construction process until final inspection.

2. A preconstruction meeting shall be held with the contractor following installation of protective fencing and prior to start of work to review tree protection measures.

3. Unless otherwise approved, all construction activities shall be conducted outside the designated fenced area, including the time after fencing is removed. Construction activities

[8] California Department of Transportation, 2006. California Scenic Highway Program. Website: www.dot.ca.gov/hq/-LandArch/scenic/schwy1.html. July.

include, but are not limited to, demolition, grading, trenching, equipment cleaning, stock-piling and dumping materials (including soil fill), and equipment/vehicle operation and parking.

4. Any approved grading or trenching beneath tree canopies shall be performed manually using shovels.

5. Any pruning of trees shall be performed under the supervision of an International Society of Arboriculture (ISA) Certified Arborist and according to ISA standards.

6. The disposal of harmful products (such as chemicals, oil, and gasoline) shall be prohibited beneath tree canopies or anywhere on the site where drainage occurs beneath tree canopies. In addition, fuel shall not be stored and refueling or maintenance of equipment shall not occur within 20 feet of a tree trunk.

7. Herbicides and pesticides shall not be applied beneath tree canopies as part of the proposed project. Where used on the site, herbicides shall be labeled for safe use near trees.

8. Tree removal shall be avoided if feasible. If trees are removed (in or adjacent to the project site), they shall be replaced.

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

The project site is characterized by an existing utility easement that contains regularly-spaced transmission poles and lines, large patches of bare soil, pockets of vegetation, and an informal trail. Portions of the trail are currently subject to accumulated litter. The adjacent Union Pacific Railroad tracks are also an important component of the site's visual character. The site appears as a disturbed environment, one that contains select locations of visual interest (e.g., creek crossings and views of the Santa Cruz Mountains).

The proposed project would result in generally non-intrusive development, including a 12-foot-wide decomposed granite-covered multi-use trail on the site of an existing trail, associated signage and parking area, and revegetation in areas of disturbed soil. The visual effects of the proposed project would be minor, and would consist of changes to the site that make the area appear as a place intended for the use of bicyclists, joggers, and pedestrians. Currently, the site is officially off-limits to the public, although it is regularly used by Saratoga residents.

The minor changes to the site that would occur as a result of project implementation are anticipated to lend a greater sense of comfort to those who use the existing informal trail, and would be expected to comprise an overall benefit to visual quality and setting. Revegetation of disturbed areas could restore some of the natural appeal of the area and reduce the perception of the corridor as a marginal area where trash disposal is acceptable. Increased surveillance of the site could also reduce the disposal of litter in the area, resulting in additional benefits to the visual quality of the corridor. Litter would also be reduced through regular maintenance visits by the Saratoga Public Works Department. Therefore, the proposed project is expected to enhance the visual character of the existing PG&E corridor.

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

The proposed project does not include the installation or use of lights, or large areas of reflective material. Therefore, the proposed project would not adversely affect day or nighttime views in the surrounding, predominantly residential neighborhoods around the project site.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
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 a non-agricultural use?	☐	☐	☐	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	☐	☐	☐	■

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 a non-agricultural use?

No agricultural resources are located on or near the project site, and the site has not been subject to agricultural use in recent history. The project site is classified as "Urban and Built-Up Land" by the State Department of Conservation.[9] Therefore, implementation of the proposed project would not convert agricultural land to non-agricultural uses.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is not zoned for agricultural uses and is not operated under a Williamson Act contract.

[9] California Department of Conservation, 20006. Division of Land Resource Protection, Farmland Mapping and Monitoring Program. Website: www.consrv.ca.gov/dlrp/fmmp/index.htm. July.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

Implementation of the proposed project would not result in the extension of infrastructure into an undeveloped area, the development of urban uses on a greenfield site, or other physical changes that would result in the conversion of farmland to non-agricultural uses.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	❑	■	❑	❑
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❑	■	❑	❑
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	❑	■	❑	❑
d) Expose sensitive receptors to substantial pollutant concentrations?	❑	■	❑	❑
e) Create objectionable odors affecting a substantial number of people?	❑	❑	❑	■

Development and operation of the proposed Saratoga de Anza Trail could affect air quality in the following key ways: 1) release dust and exhaust during the project construction period; and 2) release exhaust associated with persons driving to the trail. As discussed below, the project would not result in a significant adverse effect to air quality or conflict with the latest Clean Air Plan. The project would also not release into the atmosphere soil containing potentially toxic materials, as discussed in Section VII, Hazards.

This introduction provides background air quality information that is referenced in the responses to the Initial Study checklist questions below.

Existing Air Quality. The City of Saratoga is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates air quality in the San Francisco Bay Area. Air quality conditions in the San Francisco Bay Area have improved significantly since the BAAQMD was created in 1955. Ambient concentrations of air pollutants and the number of days during which the region exceeds air quality standards have fallen substantially. In Saratoga and the rest of the air basin, exceedances of air

quality standards occur primarily during meteorological conditions conducive to high pollution levels, such as cold, windless winter nights or hot, sunny summer afternoons.

Ozone levels, as measured by peak concentrations and the number of days over the State one-hour standard, have declined substantially as a result of aggressive programs by the BAAQMD and other regional, State and federal agencies. The reduction of peak concentrations represents progress in improving public health; however the Bay Area still exceeds the State standard for one-hour ozone levels. Levels of particulate matter-large (PM_{10}) in the Bay Area have exceeded State standards at least two times per year over the last three years. The area is considered a nonattainment area for this pollutant relative to the State standards. The Bay Area is an unclassified area for the federal PM_{10} standard. An "unclassified" designation signifies that data does not support either an attainment or nonattainment status. No exceedances of the State or federal carbon monoxide (CO) standards have been recorded at any of the region's monitoring stations since 1991. The Bay Area is currently considered a maintenance area for State and federal CO standards.

New national and State standards for fine particulate matter (diameter 2.5 microns or less, $PM_{2.5}$) have recently been adopted for 24-hour and annual averaging periods. Fine particulate matter, because of the small size of individual particles, can be especially harmful to human health. Fine particulate matter is emitted by common combustion sources such as cars, trucks, buses and power plants, in addition to ground disturbing activities. The Bay Area is considered an attainment area for $PM_{2.5}$ at the national level and a nonattainment area for $PM_{2.5}$ at the State level.

Clean Air Plan. The most recent BAAQMD plan for attaining California Ambient Air Quality Standards, the Bay Area 2005 Ozone Strategy, was adopted by BAAQMD on January 4, 2006. The 2005 Ozone Strategy is the fourth triennial update of the BAAQMD's original 1991 Clean Air Plan (CAP). The 2005 Ozone Strategy demonstrates how the San Francisco Bay Area will achieve compliance with the State one-hour air quality standard for ozone and how the region will reduce transport of ozone and ozone precursors to neighboring air basins. The Ozone Strategy also includes stationary source control measures, mobile source control measures and transportation control measures. Although it is only required to address ozone pollution and associated control measures, the Ozone Strategy also discusses particulate matter pollution and reduction measures.

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

As noted above, the Bay Area 2005 Ozone Strategy, which also addresses particulate matter, is the air quality plan that applies to the project site. The primary source of ozone is internal combustion engines and power plants. Therefore, the proposed project would contribute to regional ozone emissions in the form of emissions from construction vehicles and emissions from motor vehicles driven to and from the project site by trail users. The project would contribute to particulate matter emissions (both PM_{10} and $PM_{2.5}$) through construction vehicle emissions and the disturbance of soil within the project site during the construction period.

Construction activities within the project site would include minimal grading and earthmoving (because the project site already has an appropriate grade for a multi-use trail), the revegetation of disturbed areas, and the laying of decomposed granite over the proposed trail alignment. These activities, which include ground disturbance and the operation of motorized construction vehicles, would incrementally increase ozone and particulate matter emissions in the region during the project construction period, which is

anticipated to extend from 10 to 30 weeks. The area of ground disturbance would consist of approximately 2.15 acres.

According to BAAQMD, temporary, construction period air quality impacts (for all pollutants) are considered less-than-significant if standard BAAQMD particulate matter control measures are implemented. The BAAQMD does not maintain significance thresholds for $PM_{2.5}$; however, mitigation measures for large particulate matter (PM_{10}) would also be effective at reducing emissions of small particulate matter ($PM_{2.5}$). Implementation of the following mitigation measure, which includes the required BAAQMD control measures outlined in the agency's CEQA Guidelines, would reduce the project's construction period air quality impacts (including construction period conflicts with the 2005 Ozone Strategy) to a less-than-significant level.

Mitigation Measure AIR-1: The construction contractor shall implement the following measures at the project site during the construction and pre-construction phases of the project:

1) Water all active construction sites at least twice daily.
2) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.
3) Apply water three times daily or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
4) Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
5) Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
6) Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously disturbed areas inactive for ten days or more).
7) Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.)
8) Limit traffic speeds on unpaved roads to 15 miles per hour.
9) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
10) Replant vegetation in disturbed areas as quickly as possible.
11) Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour.
12) Minimize idling time (to 5 minutes or less).
13) Maintain properly-tuned equipment.

Vehicle Emissions. Refer to Section XV, Transportation/Traffic, for a discussion of the project's expected trip generation. As described in that section, the number of trail users is expected to increase modestly after implementation of the project. A proportionally small number of new users would access the trail via motor vehicles. Therefore, the project's operational-period ozone contribution would be less-than-significant, and the project would not conflict with the 2005 Ozone Strategy. The improvement of bicycle access and facilities, which is one of the key objectives of the project, is a transportation control measure included in the 2005 Ozone Strategy, and could marginally improve air quality in the basin during the long-term.

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

Implementation of the proposed project could expose sensitive receptors to marginally increased levels of particulate matter (including both PM_{10} and $PM_{2.5}$) during the construction period, due to fuel combustion by construction equipment and ground disturbance. Exposure of sensitive receptors to particulate matter associated with project construction activities is expected to be relatively low due to: the presence of winds in the trail corridor (which often disperse air pollutants) and the limited duration of construction activities (a total of 10-30 weeks). Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

In 1998, the California Air Resources Board (ARB) identified particulate matter from diesel-fueled engines as a toxic air contaminant. After this identification process, the ARB completed a risk management process that determined potential cancer risks for a range of activities using diesel-fueled engines. High volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel traffic (e.g., distribution centers and truck stops) were identified as having the highest risk to adjacent receptors. Other facilities associated with increased risk include warehouse distribution centers, large retail or industrial facilities, high volume transit centers, and schools with a high volume of bus traffic. Health risks from diesel fuel-generated particulate matter are a function of both concentration and duration of exposure.

As discussed in the introduction to this section, the San Francisco Bay air basin is considered a nonattainment area for particulate matter and for one-hour ozone levels, under State standards. As discussed in Section IIIa, construction activities associated with the proposed project would result in a short-term release of particulate matter into the atmosphere, and could contribute to existing future particulate matter violations. However, according to BAAQMD, temporary, construction period air quality impacts (for all pollutants) are considered less-than-significant if standard BAAQMD particulate matter control measures are implemented. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

Mitigation Measure AIR-2: Implement Mitigation Measure AIR-1.

Vehicle Emissions. As discussed in Section IIIa, the project is expected to generate only a small increase in the number of motorized vehicle trips. The ozone precursors released by trail-related car trips would not comprise a significant contribution to the air basin's violation of the one-hour ozone standard.

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

As discussed in Section IIIb, the proposed project would not result in significant emissions of ozone during the short-term construction period or the long-term trail operation period.

Implementation of the following mitigation measure would ensure that the project does not make a significant short-term contribution to the air basin's non-attainment status for particulate matter:

Mitigation Measure AIR-3: Implement Mitigation Measure AIR-1.

d) Expose sensitive receptors to substantial pollutant concentrations?

Refer to Section VII for a discussion of hazards associated with less-than-significant levels of railroad- and agriculture-related contaminants on the project site. Sensitive receptors located in the vicinity of the project site include residential uses to the north and south of the PG&E corridor and two elementary schools: Blue Hills Elementary School (located approximately ¼-mile north of the project site at 12300 De Sanka Avenue) and Argonaut School (located approximately ½-mile south of the project site at 13200 Shadow Mountain Drive). No other sensitive receptors, including nursing homes, retirement communities, or hospitals are located within ½-mile of the project site.

Union Pacific Railroad trains run approximately three times per week on the tracks adjacent to the project site. These trains release various air emissions, including diesel engine exhaust. Therefore, trail users would be exposed to small amounts of diesel exhaust. However, because trains run infrequently adjacent to the project site (approximately three times per week), trail users would be only *occasionally* exposed to increased concentrations of diesel exhaust. The proposed project would not expose sensitive receptors to significant health risks associated with train emissions, even under the very protective criteria of significance for toxic air emissions promulgated by the Environmental Protection Agency.

Residents and other sensitive receptors in the vicinity of the project site would also be temporarily exposed to diesel engine exhaust during the construction period due to the operation of construction equipment. It is anticipated that several construction vehicles, including a bobcat, backhoe-loader, concrete mixer, asphalt truck, and dump truck, and possibly one to two utility trucks would be located within the project site at any given time (some or all of which would be active). After initial site preparation, construction would generally occur in a linear fashion down the trail corridor, with trail installation occurring at the rate of approximately 50 to 150 linear feet per day. Refer to the project description for more information about construction activities.

Therefore, construction period diesel emissions would be released adjacent to a specific house for only one to three days (or approximately eight to 24 hours of actual equipment operation). Heavy machinery would also be operated within the site to construct the two proposed bridges and to prepare the site prior to construction, but these activities are expected to be relatively short in duration (each bridge would take several weeks to construct) and would not result in significant long-term emissions of diesel exhaust. Additional, diesel-specific mitigation is not required due to the short duration of construction in specific locations within the project site. The concentration of diesel emissions on the site and the duration of exposure to these emissions by sensitive receptors near the project site would not result in significant adverse health effects.

e) Create objectionable odors affecting a substantial number of people?

Implementation of the proposed project would not result in the removal or disturbance of large quantities of saturated or hydric soils with high proportions of organic matter that would cause objectionable odors when the soil dries. Other components of the proposed project, including the installation of landscaping and signage, would not create objectionable odors.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. 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 California Department of Fish and Game or U.S. Fish and Wildlife Service?	❑	■	❑	❑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❑	■	❑	❑
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	❑	❑	❑	■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	❑	❑	■	❑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	❑	■	❑	❑
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?	❑	❑	❑	■

The following section is based on a Biological Assessment and Wetland Delineation prepared by LSA in January 2007 and finalized in April 2007.[10] A site visit was conducted by LSA on June 15, 2006.

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

The following discussion describes the potential of the project site to contain protected plant and animal species, and identifies possible impacts of the proposed project on these species. Protected plant species and potential impacts are discussed first, followed by a discussion of animals. In summary, the project would not adversely affect protected plant species. However, it could result in adverse effects to Cooper's

[10] LSA Associates, Inc., 2007. Biological Assessment, Saratoga De Anza Trail, Saratoga, Santa Clara County, California. January.

LSA Associates, Inc., 2006. Draft Delineation of Waters of the United States, Saratoga De Anza Trail Corridor, Saratoga, Santa Clara County, California. July 21.

hawk, which nests and forages in urban neighborhoods, and Pacific pond turtle. California red-legged frog is not expected to occur in the project site. However, mitigation is provided to protect this species in the event that red-legged frog is found to occupy the project site at a later date.

Plants
The California Natural Diversity Database (CNDDB) contains records for 15 special-status plant species in the vicinity of the project site (refer to Table A in the Biological Assessment for a list and description of these species and associated habitat). None of these species are expected to occur within the project site, due to its urban setting and consequent lack of native habitat (i.e., chaparral, woodlands, and alkaline soils). In addition, most of the existing records of these species are from private collections made prior to 1970, and there are no recent field observations of any of these species in the Saratoga area. Given this lack of confirmed records and the disturbed nature of the project site, no special-status plant species are expected to occur.

Animals
The CNDDB contains records for six special-status animal species in the vicinity of Saratoga (refer to Table A in the Biological Assessment). Three of these, California tiger salamander (*Ambystoma californiense*), burrowing owl (*Athene cunicularia*), and white-tailed kite (*Elanus leucurus*), are considered unlikely to occur in the project site due to its residential setting and subsequent lack of suitable habitat. California tiger salamander and burrowing owl occur in areas with abundant open grassland and small mammal burrows, neither of which is present in the vicinity of the site. Although the non-native grassland at the southeastern end of the project site contains suitable foraging habitat for white-tailed kite, it is too small to be used regularly by this species, which rarely occurs in moderately dense suburban and urban residential areas. The remaining species have at least some potential to occur in the project vicinity and are discussed below. California red-legged frog is discussed in more detail since it is protected by the United States Endangered Species Act (ESA).

In addition, steelhead trout (*Oncorhynchus mykiss*), which is listed as threatened under the ESA and is a California species of special concern, occurs in Saratoga Creek. Although the species is not listed in the CNDDB for the project site, it is expected to use the stretch of Saratoga Creek within the site. The potential for steelhead to occur in the project site, and potential impacts to the species associated with the project are discussed in Section IV.b (which addresses creeks and riparian habitat on the site).

California Red-legged Frog**.** California red-legged frog (*Rana aurora draytonii*) (CRLF) is listed as threatened under the federal ESA, and is also a California Species of Special Concern. The CRLF has been extirpated or nearly extirpated from 70 percent of its former range. Population declines of this species have been attributed to a variety of factors, with habitat loss and predation by non-native aquatic predators (e.g., bullfrogs, crayfish, other non-native fishes) typically implicated as primary threats.

> *Habitat***.** CRLF occur in and along freshwater marshes, streams, ponds, and other semi-permanent water sources. Optimal habitat contains dense emergent or shoreline riparian vegetation closely associated with deep (i.e., greater than 2.3 feet), still, or slow-moving water. Cattails (*Typha* sp.), bulrushes (*Scirpus* sp.), and arroyo willows provide the habitat structure that seems to be most suitable for CRLF. Although CRLF can occur in intermittent streams and ponds, it is unlikely to persist in streams in which all surface water disappears. Suitable breeding ponds and pools usually have a minimum depth of 20 inches, but CRLF does sometimes breed successfully in pools as shallow as 10 inches. Regardless of water depth, suitable breeding habitat must contain water during the entire development period for eggs and tadpoles.

Occurrences in the Project Site Vicinity. The closest known CRLF occurrence to the project site is a 1997 sighting in Saratoga Creek just east of the Toll Gate Road bridge, approximately 2.3 miles upstream (i.e., southwest) of the project site. A single juvenile CRLF was found under a board in a seep next to the creek. Habitat at this location was described as "well-shaded by riparian vegetation," with the "seep area dominated by horsetail and blackberry plants." The only other occurrences within 5 miles of the site are in Permanente Creek and in an artificially landscaped pond in the Gate of Heaven Cemetery, both approximately 4 miles northwest of the site. The site is not located within any CRLF critical habitat units as designated by the United States Fish and Wildlife Service (USFWS).

*Occurrence on the Project Site***.** Potential CRLF habitat on the project site is limited to Saratoga Creek. Except for a few small pools formed by urban runoff, Rodeo Creek was dry at the time of a June 15 site visit conducted by LSA. In addition, the banks are mostly devoid of vegetation and the channel lacks substantial stands of emergent vegetation. The portion of Rodeo Creek in the vicinity of the proposed bridge has been degraded due to the construction of bank stabilization (i.e., concrete) and storm flow management (i.e., outfalls and pipes) structures. As a result, Rodeo Creek is of limited habitat value for CRLF. Given the low habitat quality and lack of occurrences in the associated drainage, CRLF is not expected to occur in Rodeo Creek at the proposed bridge crossing.

Saratoga Creek contains marginal aquatic dispersal habitat for CRLF. The channel in this location is approximately 15 feet wide with a substrate of mixed cobble and gravel. The creek contained an average 6 inches of rapidly flowing water at the time of the June 15 site visit, and did not contain any areas of slow-moving water or pools. Although there is substantially more riparian vegetation (e.g., willows and alders) at this location than at Rodeo Creek, the channel itself does not contain any emergent vegetation and the creek margins are mostly bare. Similar habitat conditions were observed along the creek both upstream (Cox Avenue bridge) and downstream (Via Monte Drive bridge) of the project site. None of the on-site habitat conditions would be considered suitable for CRLF breeding. The observation of CRLF approximately 2.3 miles upstream of the proposed bridge suggests that individuals could disperse downstream to the project site. However, given the lack of known breeding sites, increased urbanization, and reduced habitat quality downstream of the project site, it is highly unlikely that CRLF would disperse through the project site from the Toll Gate Road location. In addition, there have been no CRLF sightings in Saratoga Creek within the last nine years, further reducing the likelihood that they could occur in the vicinity of the proposed bridge.

Potential Project Impacts. As described above, CRLF are highly unlikely to be present at either of the two creek crossings, despite the presence of marginal aquatic dispersal habitat in Saratoga Creek. Moreover, construction of the proposed truss bridge over Saratoga Creek is expected to involve minimal, if any, work within the existing channel, and would not result in permanent alteration of the existing aquatic habitat. Although the location and construction methods for the concrete foundations have not yet been specified, it is assumed that they would be constructed in the upper portion of the banks, well above the water line. Given that (1) CRLF is unlikely to occur on the project site and (2) bridge construction would not result in the permanent loss of aquatic habitat, the project is not expected to have a significant impact on CRLF. However, Mitigation Measure BIO-2a would ensure that impacts to CRLF frog would be reduced to a less-than-significant level if individuals are found to occur on the project site.

Pacific Pond Turtle**.** Pacific pond turtle (*Actinemys marmorata*), formerly known as western pond turtle, is a California Species of Special Concern. Pond turtles occur in a wide variety of aquatic habitats,

including ponds, lakes, marshes, rivers, streams, and irrigation ditches that typically have a rocky or muddy bottom and contain stands of aquatic vegetation. The presence or absence of pond turtles at a given aquatic site is largely dependent on the availability of suitable basking sites and adjacent upland habitat for egg-laying (e.g., sandy banks or grassy open fields) and over-wintering. Nests are typically dug in dry substrate with a high clay or silt fraction since the female moistens the site where she will excavate the nest prior to egg-laying. Hatchlings require shallow water habitat with relatively dense submergent or short emergent vegetation in which to forage.

The only known Pacific pond turtle occurrence within 5 miles of the project site is at the Vasona Reservoir, approximately 3.3 miles southeast of the Saratoga Creek crossing. One turtle was observed at this location in 1998 and three were observed in 2001. Saratoga Creek provides marginal aquatic habitat for Pacific pond turtles. Although the site lacks dense emergent vegetation, suitable basking sites are present along the channel (i.e., rocks and sandy banks). The surrounding upland habitat does not appear suitable for nesting, however, given the lack of native soils. The presence of a paved parking lot and highly compacted fill west of the creek further reduces the quality of available upland habitat. As such, Pacific pond turtles have moderate potential to occur in Saratoga Creek in the vicinity of the proposed bridge. Implementation of Mitigation Measure BIO-2a, discussed below, would reduce potential impacts to Pacific pond turtle to a less-than-significant level.

Cooper's Hawk**.** Cooper's hawk is a California Special of Special Concern, and the special-status designation applies primarily to nest sites. In natural areas, this species nests primarily in dense oak or riparian woodlands, almost always by a stream, pond, or temporary pool. Cooper's hawk has also adapted to the urban environment and is known to nest in several central California cities, including San Jose. High nest-site availability (i.e., tall ornamental trees) and an abundant prey base (e.g., rock pigeons, mourning doves, American robins) are the primary habitat components that attract this species to urban neighborhoods.

Although no Cooper's hawks were detected during the June 15 site visit, the numerous ornamental trees within and adjacent to the site and the riparian trees along both creeks provide suitable nesting habitat for this species. Given that Cooper's hawk forages widely throughout urban neighborhoods, the site may also function as foraging habitat for individuals that may be nesting elsewhere in Saratoga. As such, there is high potential for Cooper's hawk to occur on the project site.

Eight trees that are protected by the City's Tree Regulations are located within the proposed trail and bridge alignment, and would likely be removed unless the alignment is modified. Some of these trees could provide nesting habitat for Cooper's hawk.

If conducted during the breeding season (i.e., March through August), construction activities could directly affect nesting birds by removing trees that support active nests. Prolonged loud construction noise could also disturb nesting birds, resulting in nesting failure. All native birds and their nests are protected under the federal Migratory Bird Treaty Act and California Fish and Game Code. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

> Mitigation Measure BIO-1: If feasible, all vegetation removal activities shall be conducted during the non-breeding season (i.e., September through February) to avoid direct impacts to nesting birds. If such work must be scheduled during the breeding season (March through August), a qualified ornithologist shall conduct a pre-construction survey of the work area to determine if any birds are nesting in or in the vicinity of vegetation to be removed. The pre-construction survey shall be conducted

within 15 days prior to the start of work from March to May (since there is higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June–August. If active nests are found in the work area, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer shall be determined by the biologist in consultation with the California Department of Fish and Game (CDFG), and shall be based to a large extent on the nesting species and its sensitivity to disturbance.

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

Riparian woodland occurs within the project site at the two creek crossings. Vegetation at the two creeks differs in both structure and species composition, largely due to differing stream flows and associated soil moisture. Except for a few small pools formed by urban runoff, Rodeo Creek was mostly dry at the time of the June 15 site visit; therefore, flow appears to be intermittent. The tree cover lacks alders (*Alnus* spp.), willows (*Salix* sp.), and other hydrophytic species typically associated with riparian woodland, and is instead limited to a few mature coast live oaks with no accompanying shrubs. Although the majority of the banks are devoid of vegetation, English ivy (*Hedera helix*), Smilo grass (*Piptatherum miliaceum*), and Himalayan blackberry occur in a few small patches. Bermuda grass (*Cynodon dactylon*) was observed growing in the channel within a pool of standing water approximately 20 feet upstream (i.e., southwest) of the railroad crossing. This pool appears to have formed from urban wastewater runoff from a nearby drainage pipe, and drains via a concrete-walled culvert that directs flow under the railroad bridge.

In contrast to the dry, sparsely vegetated conditions along Rodeo Creek, Saratoga Creek supports a dense, multi-layered woodland that more closely resembles typical riparian habitat. The creek contained an average 6 inches of rapidly flowing water at the time of the June 15 site visit and is likely perennial. Alder (*Alnus sp.*) and arroyo willow (*Salix lasiolepis*) comprise the majority of the tree cover, which averages approximately 95 percent. Other riparian tree and shrub species present include shining willow (*Salix lucida*), blue elderberry (*Sambucus mexicana*), vine maple (*Acer circinatum*), and California buckeye (*Aesculus californica*). Scattered individuals of walnut, Brazilian pepper tree, edible fig, and coast live oak also occur within the woodland. A lone fan palm (unidentified non-native species) is present on the western bank. Dense mats of California blackberry (*Rubus ursinus*) and Himalayan blackberry cover a large portion of the ground, with small amounts of California manroot (*Marah fabaceous*), horsetail (*Equisetum* sp.), French broom (*Genista monspessulana*), and Smilo grass comprising the majority of the herbaceous cover.

As noted above, steelhead are listed as threatened under the Endangered Species Act and are a California Species of Special Concern. Although no steelhead was observed during a reconnaissance survey, Saratoga Creek is known to support a non-anadromous, resident population of this species. In April 1996, 18 steelhead were caught as part of sampling activities downstream from Via Monte Drive, approximately 0.3 mile south of the proposed bridge crossing over Saratoga Creek.[11] As such, steelhead is expected to occur on the project site at Saratoga Creek. However, the project would not result in any direct impacts to

[11] Leidy, R.A., G.S. Becker, B.N. Harvey, 2005. Historical Distribution and Current Status of Steelhead/Rainbow Trout *(Oncorhynchusmykiss)* in Streams of the San Francisco Estuary, California. Center for Ecosystem Management and Restoration, Oakland, CA.

the streambed or creek banks. Potential short-term impacts associated with bridge construction include increased sedimentation and inadvertent release of pollutants into the creek. However, these impacts would be reduced to a less-than-significant level with implementation of a Storm Water Pollution Prevention Plan (SWPPP), required as part of the project. The project would result in the removal of two trees growing near Saratoga Creek. However, the removal of these trees would not alter localized water temperature regimes, and would not be detrimental to steelhead.

A total of 225 linear feet (0.06 acre) of potential waters of the United States (pursuant to United States Army Corps of Engineers (Corps) jurisdiction) were identified within the study area. This total includes 115 linear feet (0.02 acre) of intermittent stream (Rodeo Creek) and 110 linear feet (0.04 acre) of perennial stream (Saratoga Creek). The proposed trail would cross these jurisdictional waters. These creeks are also under the jurisdiction of the California Department of Fish and Game (CDFG) and Regional Water Quality Control Board (RWQCB). The proposed piers of the bridges over Rodeo Creek and Saratoga Creek would be constructed at least 6 feet from the top of the creek banks. No modifications would take place under the Ordinary High Water Marks (OHWM) of Rodeo Creek and Saratoga Creek. In addition, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared as part of the project, and would minimize soil and contaminant releases into Rodeo Creek and Saratoga Creek. Therefore, construction of the proposed bridges would not directly impact jurisdictional waters of the U.S. and RWQCB jurisdiction. A Section 404 permit would not be required from the Corps and no Section 401 water quality certification would be required from the RWQCB.

Although Corps jurisdiction only extends to the OHWM, CDFG jurisdiction extends from the stream bed up to the top-of-bank under Section 1600 of the Fish and Game Code. Construction of the bridges would adversely affect areas under CDFG jurisdiction since removal and trimming of riparian vegetation would result in substantial changes to the banks of an existing stream. According to the Preliminary Arborist Report[12] prepared for the project, one white alder and one Mexican fan palm growing next to Saratoga creek would be removed as part of the project. Construction activities within the project site could also result in the spread of non-native invasive species in sensitive areas (e.g., riparian zones).

Implementation of the following three-part mitigation measure would reduce impacts to protected animal species, jurisdictional riparian vegetation, and sensitive areas to a less-than-significant level:

> Mitigation Measure BIO-2a: The City shall apply for a Streambed Alteration Agreement (SAA) from the CDFG. The SAA shall include measures to protect fish and wildlife resources, including Pacific pond turtle and California red-legged frog, during construction. Measures included in the SAA to protect Pacific pond turtle and California red-legged frog shall include the following:
>
> - Conduct pre-construction surveys of the proposed work area one to two weeks prior to the start of construction to ensure that no individuals are present. Surveys shall be conducted by a qualified wildlife biologist and shall consist of one daytime and one night survey.
> - Conduct a final pre-construction survey within 48 hours prior to the start of construction to confirm that no individuals are present.
> - Require that construction of the Rodeo Creek and Saratoga Creek bridges be completed between April 1 and November 1.
> - Locate equipment maintenance, refueling, and staging areas at least 100 feet from creek banks. Conduct refueling behind a contaminant barrier that prevents spilled or leaked fuel

[12] The Arborist Report will be finalized upon completion of construction plans.

from entering the creek. All equipment servicing shall be conducted within designated areas with appropriate setbacks from the top of the bank. All motorized equipment used during construction shall be checked for oil, fuel, and coolant leaks prior to initiating work.

- Implement a Storm Water Pollution Prevention Plan (SWPPP) as part of the project, to ensure that sediment and synthetic contaminants from construction sites do not enter creek channels.

Mitigation Measure BIO-2b: The amount of riparian vegetation trimmed, removed, or disturbed shall be minimized. Native trees (more than 6 inches in diameter at breast height (dbh)) that are removed in riparian areas shall be replaced at a 3:1 ratio on-site (to the extent feasible) or within the same watershed (i.e., Rodeo Creek or Saratoga Creek) using local, native riparian trees. Any revegetation efforts shall be completed prior to the rainy season. The plantings shall be maintained until successfully established.

Mitigation Measure BIO-2c: To avoid the introduction of invasive species into the project site during project construction, contract specification shall include (at a minimum) the following measures:

- All earthmoving equipment to be used during project construction shall be thoroughly cleaned before arriving on the project site.
- All seeding equipment (i.e., hydroseed trucks), if used on the site, shall be thoroughly rinsed at least three times prior to arriving at the project site and beginning seeding work.
- To avoid spreading any non-native invasive species already existing on-site, to off-site areas, all equipment shall be thoroughly cleaned before leaving the site.

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

No evidence of wetland hydrology was observed within the project site. The overall level topography of select grassland areas suggests that some shallow depressions identified in these areas may retain moisture during much of the rainy season but are not likely to be inundated or saturated with water for more than a few consecutive days. Therefore, the project site does not contain wetlands. Refer to Section IV.b. for a discussion of potential impacts to jurisdictional waters.

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

Most wildlife species that occur within the project site are generalists that have adapted well to urban landscapes, although many of these (e.g., western scrub-jay, spotted towhee) also occur in natural habitats (e.g., oak woodland). Bird species observed during the June 15 site visit include the following: snowy egret (Saratoga Creek), American kestrel, mourning dove, Anna's hummingbird, Nuttall's woodpecker, black phoebe, western scrub-jay, American crow, bushtit, Bewick's wren, northern mockingbird, European starling, spotted towhee, California towhee, house finch, lesser goldfinch, and American goldfinch.

California ground squirrel (*Spermophilus beecheyi*), Audubon's cottontail (*Sylvilagus audubonii*), and burrows of Botta's pocket gopher (*Thomomys bottae*) were the only mammals (or mammal signs)

observed during the site visit, although the following urban-adapted species would also be expected to occur on the site: fox squirrel (*Sciurus niger*), deer mouse (*Peromyscus maniculatus*), house mouse (*Mus musculus*), raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), striped skunk (*Mephitis mephitis*), and black-tailed deer (*Odicoileus hemionus*). Several amphibian and reptile species may also occur on the project site within the riparian zones and in areas where leaf litter and other debris provide sites for cover and foraging. Species potentially present include California slender salamander (*Batrachoseps attenuatus*), arboreal salamander (*Aneides lugubris*), Pacific treefrog (*Pseudacris regilla*), western fence lizard (*Sceloporus occidentalis*), southern alligator lizard (*Elgaria multicarinatus*), and gopher snake (*Pituophis melanoleucus*).

Because all the species listed above are well-adapted to urbanized environments, they would not be adversely affected by construction or use of the proposed trail. The proposed trail would not create barriers within the project site (including riparian areas) such that native wildlife nursery sites or wildlife corridors would be adversely affected.

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

Two trees could be removed in the riparian area adjacent to Saratoga Creek. In addition, six additional trees could be removed within the PG&E corridor where they would interfere with the proposed trail alignment. Trees removed within the project site during the construction period could be of the type protected under Article 15-50 of the City's Municipal Code (Tree Regulations).

Implementation of the following mitigation measure, which would protect existing trees in the project site and require tree removal to be avoided (if feasible), and would require removed trees to be replaced, would reduce visual impacts associated with the removal of trees to a less-than-significant level:

Mitigation Measure BIO-3: Implement Mitigation Measure AES-1.

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?

The project site is not subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	☐	■	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☐	■	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	■	☐	☐

The following introductory discussion describes the methods that were used to investigate cultural resources on the project site, and the potential of the project site to contain unidentified cultural resources. LSA reviewed the project site's archaeological sensitivity using three sources of information: a records search, geological research, and field survey. The results are presented below.

Records Search. A records search at the Northwest Information Center of the California Historical Resources Information System identified two previously recorded prehistoric archaeological sites within 1 mile of the project site: CA-SCL-67[13] and CA-SCL-221/H.[14] CA-SCL-67, a prehistoric archaeological site, is approximately 3,000 feet southwest of the project site, upstream from the project site adjacent to Saratoga Creek. CA-SCL-221/H is a prehistoric and historical archaeological site approximately 4,200 feet west of the project site on the east bank of Prospect Creek, and a prehistoric isolate found in the creek bed. Both archaeological sites were identified on the surface.

Geological Research. Geologically, the project site is situated on Older alluvial deposits, which are Late Pleistocene in age (deposited between 70,000 years ago and 10,000 years ago), and Holocene (10,000 years ago to recent) alluvial fan deposits below the average project soil and fill depth of 5 feet. Rosenthal and Meyer[15] state that subsurface archaeological deposits are likely in Holocene landforms. However, in the valley deposits, sites are most likely to be deeply buried, while subsurface sites are more likely to be found at valley margins where alluvial deposits are thinner. The project site is approximately 2,000 feet from the valley margin.

Field Survey. Soil visibility in the project site varied from nonexistent in paved areas to 90 percent where bare soil was mostly exposed. The ground's surface was closely inspected in most of the project site. Cobbles, vegetation, and bridge foundations obscured most of the soil in creek cut banks. No archaeological resources were identified during the field survey.

Conclusion. The subsurface archaeological sensitivity of the project site has been evaluated based on the results of the records search, geological research, and field survey. While no archaeological sites have been recorded in or adjacent to the project site, prehistoric archaeological site CA-SCL-67 is approxi-

[13] Anderson, C., Archaeological Site Survey Form for CA-SCL-67. (On file, Northwest Information Center, Sonoma State University, Rohnert Park, California, 1973).

[14] Cartier, Robert, Cabrillo College Archaeological Site Survey Record for CA-SCL-221/H. (On file, Northwest Information Center, Sonoma State University, Rohnert Park, California, 1976).

[15] Rosenthal, Jeffrey, and Jack Meyer, *Landscape Evolution and the Archaeological Record: A Geoarchaeological Study of the Southern Santa Clara Valley and Surrounding Region.* Davis Publication Number 14. (Davis: Center for Archaeological Research, 2004), 93.

mately 3,000 feet from the project site adjacent to Saratoga Creek, and prehistoric/historical archaeological site CA-SCL-221/H is approximately 4,200 feet from the project site. Both sites have been identified on the surface. Nine previous studies within ¾-mile of the project site (four along Saratoga Creek, one along Rodeo Creek, and four along Calabazas Creek) did not identify any archaeological sites on the surface. [16] Based on the proximity of the project site to the valley margin, the geological information about the area indicates a low possibility of buried archaeological deposits. No archaeological deposits were identified during the field survey. Therefore, the project site has a low potential to contain subsurface archaeological deposits.

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?

No historic above-ground structures are located within or around the project site. Prehistoric or historical resources are not anticipated to be discovered during construction of the proposed trail; however, it is always possible that such resources could be identified during the project construction period. Impacts to unidentified resources could be significant. If resources are discovered, the following mitigation measures shall be implemented, which would reduce this potential impact to a less-than-significant level:

Mitigation Measure CULT-1: If deposits of prehistoric or historical archaeological materials are encountered during project construction activities, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist shall be contacted to assess the finds and make recommendations. If such deposits cannot be avoided, they shall be evaluated for California Register of Historical Resources eligibility. If the deposits are not eligible, avoidance is not necessary. If the deposits are eligible, they shall be avoided by project construction activities, or such effects shall be mitigated to a less-than-significant level. Upon completion of the archaeological assessment, the archaeologist shall prepare a report documenting methods and results of the assessment, and shall provide recommendations for the treatment of archaeological materials discovered. The report shall be submitted to the City of Saratoga and the Northwest Information Center.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

No significant (unique) archaeological resources, as defined by CEQA Section 21083.2, have been identified in the project site. Archaeological resources are not anticipated to be discovered during project construction activities; however, it is always possible that such resources could be identified during the construction period. Impacts to unidentified resources could be significant. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

Mitigation Measure CULT-2: Implement Mitigation Measure CULT-1.

[16] Caltrans, 1981. *Archaeological Survey Report for Orchard Removal at Selected Locations on 04-SCL-85 Post Miles 12.9, 13.2, 13.5/13.7 04-SCL-87 Post Miles 3.7 04402-911036 Cities of Saratoga and San Jose, Santa Clara County*. (Caltrans District 4: Environmental Planning Branch); and other reports (refer to Cultural Resources Technical Study for complete list.)

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The sediments that underlie the project site are Holocene (recent - 10,000 years old) and Late Pleistocene (10,000 - 70,000 years old) alluvial sediments.[17] The younger Holocene sediments overlie the older Late Pleistocene sediments within the project site, but they can be very thin or not present, (i.e. Late Pleistocene sediments may directly underlie the project site soil layer). Late Pleistocene sediments in North America commonly contain vertebrate fossils representative of the Rancholabrean land mammal age. Common Rancholabrean vertebrate fossils are ground sloth, dire wolf, saber-toothed cat, camel, bison, mammoth, horse, rodent, bird, reptile, and amphibian fossils.[18]

A fossil locality search with the University of California Museum of Paleontology identified three vertebrate fossil localities within 5 miles of the project site, two of which are from geological formations similar to those within the project site. Fossil localities near the project site have yielded mammoth and horse specimens.

The Late Pleistocene sediments within and adjacent to the project site have a high potential of containing paleontological resources; therefore, paleontological resources could be discovered during project construction activities in the event that such activities were to occur at depths of more than 5 feet. Implementation of the following mitigation measure would ensure that impacts remain at a less-than-significant level:

> Mitigation Measure CULT-3: If paleontological resources are discovered during project construction activities, all work within 25 feet of the discovery shall be redirected until a paleontological monitor has assessed the situation and made recommendations regarding their treatment. It is recommended that adverse effects to paleontological resources be avoided by project activities. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided, or such effects shall be mitigated. Mitigation shall consist of data recovery, report preparation, fossil curation, and public outreach. The report documenting the methods and results of monitoring should be submitted both to the City of Saratoga and to the paleontological repository to which the fossils would be offered for curation, such as the University of California Museum of Paleontology, upon project completion.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined whether or not

[17] Brabb, E.E., R.W. Graymer, and D.L. Jones, Geologic map and map database of the Palo Alto 30'x 60' quadrangle, California. (Menlo Park: United States Geological Survey, 2000).

[18] Savage, Donald, Late Cenozoic Vertebrates of the San Francisco Bay Region. (Berkeley: *University of California Bulletin of the Department of Geological Sciences* 28 (10): 215-314, 1951; and other reports (refer to Cultural Resources Technical Study for complete list.)

the remains are subject to the coroner's authority. No human remains, including Native American remains, are anticipated to exist within the project site. As noted above, the site is not expected to contain prehistoric archaeological resources, which are sometimes found in conjunction with human remains. However, it is always possible that such human remains could be identified during the project construction period. Impacts to human remains could be significant. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

Mitigation Measure CULT-4: If human remains are encountered, work within 25 feet of the discovery shall be redirected and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation. Project personnel shall not collect or move any human remains or associated materials. If the human remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results of the assessment, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the City of Saratoga and the Northwest Information Center.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	■
ii) Strong seismic ground shaking?	☐	☐	■	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
iv) Landslides?	☐	☐	☐	■
b) Result in substantial soil erosion or the loss of topsoil?	☐	■	☐	☐
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?	☐	☐	■	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	■

The following section uses information in the *Geotechnical Investigation, Saratoga Bridges, Rodeo Creek and Saratoga Creek, Saratoga, California*, prepared by Cotton Shires and Associates, Inc. and published in November 2006.[19]

The project site is situated in urban land adjacent to the Union Pacific Railroad, approximately 2.5 miles east of the foothills of the Santa Cruz Mountains in the Saratoga Gap on the western edge of the Santa Clara Valley at 330 feet above sea level. Geologically, the project site is situated on Older alluvial deposits, which are Late Pleistocene in age (deposited between 70,000 years ago and 10,000 years ago), and Holocene (10,000 years ago to recent) alluvial fan deposits[20] below the average project soil and fill depth of 5 feet.[21] Soils in approximately 90 percent of the project site consist of the Arbuckle-Pleasanton association.[22] Arbuckle soils are dark grayish brown loam and clay loam surface soils and dark brown or brown clay loam subsoils; Pleasanton soils are grayish brown loam surface soils, dark grayish brown and brown gravelly clay loam subsoils; San Ysidro, Yolo, and Hillgate are the remaining soils.[23] These soils are medium to moderately fine textured, developed from sedimentary alluvium, are well drained, and situated on alluvial plains and fans.[24]

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; ii)Strong seismic ground shaking; iii)Seismic-related ground failure, including liquefaction; iv)Landslides?

i) Fault Rupture. The project site is not within an Alquist-Priolo Special Studies Zone designated by the State. However, a trace of the potentially active Monte Vista fault (known locally as the Shannon

[19] Cotton, Shires and Associates, Inc., 2006. *Geotechnical Investigation, Saratoga Bridges, Rodeo Creek and Saratoga Creek, Saratoga, California*. November.

[20] Wagner, D.L., E.J. Bortugno, and R.D. McJunkin, *Geologic Map of the San Francisco-San Jose Quadrangle, California*, 1:250,000. Regional Geologic Map Series, San Francisco-San Jose Quadrangle-Map No. 5A. (Sacramento: California Division of Mines and Geology, 1990).

[21] Helley, E.J., K.R. La Joie, W.E. Spangle, and M.L. Blair, *Flatland Deposits of the San Francisco Bay Region- Their Geology and Engineering Properties, and Their Importance to Comprehensive Planning*. Geological Survey Professional Paper 943. (Washington, D.C.: U.S. Geological survey and Department of Housing and Urban Development, 1979).

[22] Soil Conservation Service, *Soil Survey of Santa Clara County, California*. Soil Conservation Service, Volume 193. (Morgan Hill: United States Department of Agriculture, 1968).

[23] Soil Conservation Service, *Soil Survey of Santa Clara County, California*, 11 and 18.

[24] See note 3 above.

Fault) is located approximately 1,000 feet southwest of the proposed Rodeo Creek bridge crossing. A 1994 map prepared by William Lettis and Associates indicates that there is a "photolineament" of the Monte Vista/Shannon Fault that runs through the project site in the vicinity of the Rodeo Creek bridge crossing. If this local fault trace is active, there would be a moderate to high risk of fault rupture at the site. However, the actual risk to individuals and the trail itself associated with fault rupture is expected to be low due to: 1) the relatively low slip rates associated with the Monte Vista/Shannon Fault system and 2) the use of the project for recreation and not for habitation. No mitigation measure would be required to reduce this less-than-significant impact.

ii) Groundshaking. Because it affects a much broader area, ground shaking, rather than surface fault rupture, is the cause of most damage during earthquakes. Three major factors affect the severity (intensity) of ground shaking at a site in an earthquake: the size (magnitude) of the earthquake; the distance to the fault that generated the earthquake; and the geologic materials that underlie the site. Thick, loose soils, such as bay mud, tend to amplify and prolong ground shaking.

Seismic ground shaking associated with a large earthquake on either the San Andreas Fault or Monte Vista/Shannon Fault is considered to be a hazard in the project site. Peak ground accelerations of 0.55 acceleration under gravity (g) to 0.66 g would occur within the project site. Incorporation of the recommendations outlined in the Geotechnical Investigation prepared for the project site into the project design and adherence to applicable construction codes would reduce impacts associated with groundshaking to a less-than-significant level.

iii) Ground Failure and Liquefaction. Ground failure hazards of potential concern at the site include earthquake-induced settlement and lurching. All of these hazards involve a displacement of the ground surface resulting from a loss of strength or failure of the underlying materials due to ground shaking.

Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. These soils lose strength during ground shaking. Due to the loss of strength, the soil acquires a "mobility" sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. However, loose sands that contain a significant amount of fines (silt and clay fraction) may also liquefy.

The area in the vicinity of the Saratoga Creek bridge crossing within the project site is located in the liquefaction hazard zone that is mapped by the California Geological Survey. The vicinity of the proposed Rodeo Creek bridge is not located in a mapped liquefaction hazard zone. However, the Geotechnical Investigation conducted for the project site indicated that both the proposed Saratoga Creek and Rodeo Creek bridge crossing have a high potential for liquefaction. The results of liquefaction could include dynamic settlement, sand boils, ground fissures, and lateral deformations that could damage the proposed trail and bridges.

Ground shaking can also induce settlement and densification of loose granular soils above the water table. Lurching, or lurch cracking, is the cracking of the ground surface in soft, saturated material as a result of earthquake-induced ground shaking. The potential for lurching and differential compaction due to earthquakes is considered to be moderate to high in the project site. Incorporation of the recommendations outlined in the Geotechnical Investigation prepared for the project site into the project design and adherence to applicable construction codes would reduce impacts associated with liquefaction, settlement, and densification to a less-than-significant level.

iv) Landslides. The project site is located in a valley and is not immediately adjacent to steep hillside slopes. Therefore, the project site is not susceptible to significant landslides that would cause a risk to human safety. However, the potential for seismically-induced landsliding of the banks of Saratoga Creek and Rodeo Creek is considered to be high. Incorporation of the recommendations of the Geotechnical Investigation into the proposed bridge design, specifically those pertaining to bridge foundation design, would reduce impacts associated with potential creek bank landslides to a less-than-significant level.

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

The potential for soil erosion and loss of topsoil is greatest during the period of earthwork activities and between the time when earthwork is completed and new vegetation is established, or trail covering material (e.g., decomposed granite) is applied. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared as part of the project and would reduce soil erosion associated with project implementation to a less-than-significant level.

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?

The proposed trail and all associated trail features would be constructed in compliance with the recommendations in the Geotechnical Investigation and applicable construction codes and requirements intended to guard against any adverse impacts resulting from ground failure and ground instability, including liquefaction. Therefore, implementation of the proposed project would not result in impacts related to ground instability that would endanger life or property.

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

The loam-clay soils within the project site have the potential to expand and contract. Expansion and contraction of soil could damage the trail. However, the proposed trail and all structures built on the project site would be constructed in compliance with recommendations in the Geotechnical Investigation and applicable construction codes and requirements intended to guard against any adverse impacts resulting from expansive soils. The development of the proposed project on expansive soils would not result in adverse impacts to life or property.

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

Septic tanks and alternative wastewater disposal systems would not be installed on the project site. Therefore, implementation of the proposed project would not result in impacts to soils associated with the use of such wastewater treatment systems.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	❑	❑	■	❑
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?	❑	❑	■	❑
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❑	❑	❑	■
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	❑	❑	❑	■
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	❑	❑	❑	■
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	❑	❑	❑	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❑	❑	■	❑
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	❑	❑	■	❑

The following section is based on a Hazardous Materials Technical Study prepared by Baseline Environmental Consulting published in July 2006[25], a Limited Soil Investigation conducted by Baseline Environmental Consulting in March 2007[26], and a literature review of the health effects of electromagnetic fields prepared by LSA.[27]

[25] Baseline Environmental Consulting, 2006. *Hazardous Materials Technical Study, De Anza Trail.* July.

[26] Baseline Environmental Consulting, 2006. *Limited Soil Investigation, De Anza Trail Site.* March.

[27] LSA Associates, Inc., 2004. Memorandum from David Clore, Principal, LSA Associates, Inc. to Sarah Dennis, Associate, Freedman, Tung and Bottomley: Electromagnetic Fields, Power Lines and Land Use Planning. August 24.

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

Construction and operation of the proposed project would not involve the routine transport, use, or disposal of hazardous materials, although hazardous materials would be involved on a temporary basis in both construction and operation of the trail. During the construction period, hazardous materials would be used for equipment operation and possibly maintenance; these materials could include lubricants, solvents, paint, and fuels. During operation of the trail, landscaping maintenance could include the use of pesticides or herbicides on a routine basis at the trail staging areas. Landscape maintenance would be undertaken either by the City or by City contractors. All landscaping maintenance activities on City-owned land are performed in accordance with the City's Integrated Pest Management Plan (IPM Plan).[28] The IPM Plan prohibits use of specific pesticides (diazinon and chlorpyralid), and requires annual training of pesticide applicators, record-keeping procedures, and annual review of pesticide use. All City contractors are required to follow the IPM Plan. Adherence to the requirements of the City's IPM Plan would ensure that the project does not create significant hazards though the routine use of hazardous materials.

The Hazardous Materials Technical Study conducted by Baseline Environmental Consulting identified the following hazardous materials issues of concern on the project site: 1) potential soil contamination associated with railroad activities (including organic compounds, metals, and fuels used in conjunction with ballast and railroad ties), which have occurred on the site since at least 1939; and 2) potential soil contamination associated with the use of agricultural chemicals in select portions of the site (portions of the site were used for orchards from at least 1939 to approximately 1965). In response to these concerns, Baseline conducted a limited soil investigation to develop more data on potential site soil contamination and to determine whether the presence of soil contaminants would pose a health hazard or risk to project construction workers and future potential trail users.

The soil investigation included the collection and analysis of soil samples at eight sites throughout the trail corridor. Analysis was conducted in accordance with the California Department of Toxic Substances Control (DTSC) *Interim Guidance for Sampling Former Agricultural Fields for School Sites*, which provides protective soil screening protocol for school sites, and, as such, is also appropriate for sites where children and other sensitive receptors could come into contact with contaminated soils (such as the project site). The soil samples were analyzed for a wide range of total petroleum hydrocarbons, organochlorine pesticides, chlorinated herbicides, and total metals. Contaminant ranges were compared to San Francisco Bay Regional Water Quality Control Board (RWQCB) Environmental Screening Levels (ESLs), which provide contaminant soil levels that are most protective of environmental and human health.

In summary, the results of the limited soil investigation indicate that development of the proposed project, and the exposure of construction workers and trail users to soil within the project site would not pose a significant long-term threat to human health or the environment. None of the metal concentrations for samples collected at the site exceeded their respective total threshold limit concentrations. In addition, all of the shallow soil samples that were collected contained low levels of petroleum hydrocarbons as diesel and motor oil, well below ESLs for residential uses. One soil sample contained an organochlorine pesticide (heptachlor epoxide) at the ESL, but this would not pose a risk to human health or the environment. No semi-volatile organic compounds or chlorinated herbicides were identified above laboratory

[28] City of Saratoga, 2002 (updated 2004). Integrated Pest Management Plan. June 27.

reporting limits. No mitigation would be required to reduce effects associated with less-than-significant levels of soil contaminants.

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?

During the construction period, hazardous materials used by construction equipment (e.g., trucks, bulldozers, scrapers) or equipment maintenance activities could result in accidental releases to either the ground surface or to surface waters at creek crossings. Accidental releases of these materials could significantly affect soil and water quality. For construction activities, a Storm Water Pollution Prevention Plan (SWPPP) would be required in conformance with the State Water Resources Control Board (SWRCB) National Pollution Discharge Elimination System (NPDES) permit for discharges associated with construction activities (General Construction Permit). Part of the requirements for the SWPPP includes development of Best Management Practices (BMPs) to prevent releases of pollutants to water bodies. A SWPPP would be prepared as part of the project. Therefore, no mitigation is required.

Exposure to Electromagnetic Fields. Concerns have been expressed that trail users could be exposed to electric and magnetic fields (EMFs) from power transmission lines along the proposed trail. There is a lack of consensus in the scientific community regarding potential public health impacts of EMFs at the levels generated by power transmission lines. There are no federal or State standards or standards accepted by the public health community for defining health risk from EMFs from transmission lines. Given the highly speculative nature of any such potential risks, EMF is not evaluated in this Initial Study/Mitigated Negative Declaration as a CEQA issue and no discussion is provided of potential impacts and a level of significance determination. However, recognizing that there is public interest regarding EMFs from power lines, information regarding EMFs associated with the transmission lines is provided in this section.

The project site is a utility corridor containing the Metcalf-Monta Vista Transmission Corridor, which runs from San Jose to Cupertino. The corridor contains four 230 kilovolt (kV) lines supported on transmission poles that range in height from approximately 100 feet to approximately 135 feet. These transmission lines emit EMFs, which also occur naturally in the environment. For more than 20 years, studies have been conducted that explore the relationship between EMFs and human health, specifically connections between EMFs associated with power lines and cancer rates (causal effects have also been explored between EMFs and other diseases, including Alzheimer's disease, depression, and Lou Gehrig's disease). The research results remain inconclusive. Several national and international panels have conducted reviews of data from multiple studies and have found that there is not sufficient evidence to conclude that EMFs causes any form of cancer. Most recently, the International Agency for Research on Cancer (IARC) and the California Department of Health Services (DHS) both classified EMFs as a *possible* carcinogen, based on a comprehensive review of existing studies related to EMFs from powerlines and potential health risks.[29] Some of the studies took into account risk from prolonged exposure to "background" levels of EMFs. Typically, EMFs are measured at "background" levels about 3 to 4 feet away from an electrical appliance, 60 to 200 feet from an electrical distribution line, and about 300 to 500 feet from a transmission line. The DHS study in particular, which did not quantify degree of risk, generated a

[29] National Institute of Environmental Health Sciences (NIEHS), 1999. *Health Effects from Exposure to Power-Line Frequency Electric and Magnetic Fields*. May.

California Department of Health Services (DHS), 2002. *An Evaluation of the Possible Risks from Electric and Magnetic Fields (EMFs) From Power Lines, Internal Wiring, Electrical Occupations, and Appliances.* June.

substantial level of controversy among the reviewing community of scientists and researchers, expressing a significant level of uncertainty regarding the health risk posed by EMF.[30]

Presently there are no applicable regulations related to EMF levels from power lines and no scientific consensus regarding the nature of any health effects or the exposure level associated with those health effects. As there are no health-based or regulatory risk standards for EMF, describing impacts of the current or potential effects of EMF would necessarily be speculative in nature. In addition, trail users would be only temporarily exposed to higher levels of EMF. Therefore, if one exists, any potential health risk would be minimized.

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

The nearest school to the project site is Blue Hills Elementary, which is approximately ¼-mile from the project site. Four school districts serve the vicinity of the project site: Cupertino Union School District, Fremont Union High School District, Saratoga Union School District, and the Los Gatos-Saratoga Union High School District. None of the four school districts have plans for expansion or new school facilities within one-quarter mile of the project.[31,32,33,34] The proposed project does not include facilities that would permanently result in emissions of hazardous materials or the regular handling of hazardous waste. Hazardous materials, including pesticides, fuels, and paint, could be used temporarily on the site, including during the construction period. However, the use of these materials would not pose a hazard to students at schools in the vicinity of the project site.

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

An environmental database research service was contracted to search federal, State, and local regulatory agency databases pertaining to hazardous material use and releases on properties at and near the project site during the preparation of the Hazardous Materials Technical Study for the project.[35] The project site was not identified on any federal, State, and local hazardous materials databases, including the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

[30] California Department of Health Services (DHS), 2002. *Public Comments and Responses to: An Evaluation of the Possible Risks from Electric and Magnetic Fields (EMFs) From Power Lines, Internal Wiring, Electrical Occupations, and Appliances*. June.

[31] Hausman, Richard, 2006. Chief Business Official for Cupertino Union School District. Personal communication with Baseline staff. July 7.

[32] Fremont Union High School District (FUHSD), 2006. Long Range Plan. Website: fuhsd.org

[33] Los Gatos-Saratoga Union High School District (LGSUHSD), 2006. Bond Information. Website: http://www.lgsuhsd.org

[34] Saratoga Union School District (SUSD), 2006. About Our District. Website: www.susd.k12.ca.us.

[35] Environmental Data Resources (EDR), 2006. Environmental Database Report – The EDR Radius Map with GeoCheck, Saratoga de Anza Trail, Saratoga-Sunnyvale Avenue, Saratoga, CA 95070, Inquiry Number: 1699542.2s. June 19.

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

The Santa Clara County Airports Administration operates and maintains three general aviation airports – Reid-Hillview Airport, Palo Alto Airport, and South County Airport – within the cities of San Jose, Palo Alto, and San Martin, respectively.[36] Mineta San Jose International is in the City of San Jose.[37] Moffett Field is in the City of Mountain View. Each of these airports is a minimum of 7 miles from the project site. The project is not located within the safety zones for any of these public airports according to the Santa Clara County Airport Land Use Commission.[38]

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

No private airstrips were noted near the project site in a series of historical USGS topographic maps for the area dating from 1902 to 1991.[39] In addition, the project site is not in the vicinity of an existing private airstrip. Therefore, the proposed project would not result in a private airstrip-related safety hazard for people using the proposed trail.

h) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Santa Clara County Fire department indicates that the project site is not part of an emergency evacuation route.[40] Therefore, the proposed project would not impair or interfere with an adopted emergency response or evacuation plan. Because the proposed project would result in the development of a trail that would offer an alternative to roadway or freeway travel by motor vehicle, it could enhance evacuation to or from Saratoga and its immediate surroundings in the event of an emergency such as an earthquake.

i) 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?

Based on Association of Bay Area Governments (ABAG) and Saratoga General Plan mapping of wildland fire risk areas, the project site is not in an area subject to wildland fire hazards.[41] The proposed project would not be expected to expose people or structures to a significant risk of loss, injury, or death resulting from a wildland fire.

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[36] County of Santa Clara, Airports Department, 2006. *Airport Master Plans.* Website: www.countyairports.org. July 5.

[37] Mineta San Jose International Airport, 2006. *Airport Fast Facts.* Website: www.sjc.org. July 5.

[38] Santa Clara County Airport Land Use Commission, 1992. Land Use Plan for Areas Surrounding Santa Clara County Airports, amended 2005.

[39] EDR, 2006. op. cit.

[40] Justice, John, 2006. Senior Hazardous Materials Specialist, Santa Clara Valley Fire Department, no emergency evacuation routes affected.

[41] Association of Bay Area Governments, 2006. *Wildland Urban Interface-Fire Threatened Communities* (mapping of CDF 2003 Fire Hazards data).Website: www.quake.abag.ca.gov. July 14.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	❑	■	❑	❑
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	❑	❑	■	❑
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	❑	❑	■	❑
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	❑	❑	■	❑
e) 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?	❑	❑	■	❑
f) Otherwise substantially degrade water quality?	❑	■	❑	❑
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	❑	❑	❑	■
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	❑	■	❑	❑
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	❑	❑	❑	■
j) Inundation by seiche, tsunami, or mudflow?	❑	❑	❑	■

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

The proposed project includes the construction and operation of a new trail. Impacts to the quality of surface waters could occur both during the construction phase (which would require disturbance of surface soils during grading) and the operation phase (when the trail is in use), as described below.

Construction Phase. The project would cover a total area of approximately 2.3 acres with decomposed granite. The area of decomposed granite is expected to be wider than 12 feet at the creek crossings and trailheads. Additional areas, such as those used for construction staging, parking, and the installation of signage, could also be disturbed. Under existing conditions, the trail corridor is unpaved and crosses two creeks and two roads. In addition to the trail alignment, the project would also include construction of two bridges and the installation of signage and minor visitor amenities. The total disturbed area would therefore be approximately 2.15 acres. Construction activities could result in the release of soils and contamination of runoff (and surface waters downstream). However, this impact would be reduced through preparation of a Storm Water Pollution Prevention Plan (SWPPP), which is part of the project. The SWPPP would ensure that soil erosion is minimized and hazardous construction materials are adequately contained.

Operation Phase. Operation of the pedestrian and bicycle trail would not be expected to contribute substantial pollutant loading to surface water runoff. Since motor vehicles would not routinely use the trail, automobile-related pollutants (oil, grease, and metals) would not be generated in significant amounts by the project. Minor amounts of sediment (from atmospheric deposition) and litter could accumulate on the trail. Even though the pollutant loading source is minimal, under current NPDES requirements, the project would be required to treat runoff to the maximum extent practicable (MEP). In this case, treatment of the trail runoff to the MEP could be accomplished by standard trail design and construction methods. Implementation of the following mitigation measure would reduce the trail's impacts to runoff water quality to a less-than-significant level:

> Mitigation Measure HYD-1: The trail shall be constructed so that runoff from the trail is not concentrated, but diffused into buffer area adjoining the trail. To the maximum extent practicable, runoff from the trail shall not be directed into the creeks without prior treatment (e.g. adequate residence time in a grassy swale or detention area). Swales and buffer areas adequate to treat runoff from the trail shall be clearly depicted in the final project design plans.

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

The surface soils along over 90 percent of the trail alignment are mapped as Arbuckle-Pleasanton soils. These soils consist of well to somewhat excessively drained, medium-textured, gravelly soils, developed in gravelly alluvium.[42] The soils have been disturbed by construction of the railroad tracks and may have been compacted, reducing their infiltration capacity. However, substantial recharge can occur through this soil type.

The trail would be surfaced with decomposed granite, an essentially impervious material. Therefore, the project would reduce the infiltration capacity of the surface in those locations where decomposed granite is placed. However, the localized increased runoff volumes from the trail surfaced with decomposed granite would not be directed to a storm drainage inlet, but rather would flow in a diffused manner to the sides of the trail.

[42] US Department of Agriculture (USDA), 1968, *Soils of Santa Clara County*.

The project does not propose any use of local groundwater supplies (e.g. by installation and pumping of water supply wells), and therefore would not cause any lowering of the groundwater table as a result of groundwater extraction.

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

The proposed project would not alter the course of either Rodeo Creek or Saratoga Creek. However, the trail proposed by the project would cross the creeks via bridges; therefore some construction activity near the creek banks (i.e. approximately 6 feet from top of bank) would occur.

The creeks would be bridged by the placement of pre-manufactured truss bridges at each creek crossing. The proposed bridges would be constructed just upstream of the current railroad bridges.[43] The bridge across Rodeo Creek would be substantially longer than the railroad bridge nearby. The bridge over Saratoga Creek would be approximately the same length as the existing bridge, or shorter. The types of bridges proposed by the project are typically fabricated completely or partially off-site. The bridges would span the entire creek, and bridge piers would be located at least 6 feet from the top of the creek bank. The truss bridge would then be lifted by a crane and placed on the piers, spanning the creek.

The process of installing the bridge, which could include drilling and placement of piles or piers and/or excavation and concrete form work, could result in the release of sediment and/or construction material (e.g. concrete, fuels, lubricants) to the active channel. Compliance with the requirements of the General Construction Permit, including preparation and implementation of a SWPPP (included as part of the proposed project) that addresses construction activities near the active creek channels, would reduce the potential impacts to surface water quality during the construction of the bridge to a less-than-significant level.

Because the bridge piers would be installed at least 6 feet from the top of the creek bank, and the SWPPP would effectively minimize soil erosion during the construction period, the proposed bridges are not expected to cause hydromodification impacts to the creeks in the area by increasing the rate and volume of runoff and decreasing the capacity of the creek channel.

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

Substantial alteration of the course of either Rodeo Creek or Saratoga Creek is not proposed as part of the project. As described in Section VIII.c, above, the project would require the construction of bridge piers; these improvements would not encroach into the 100-year flood hazard zones for Rodeo Creek and Saratoga Creek. Flood zones are discussed in more detail in Section VIII.h, below.

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

[43] Harvancik, Iveta, Associate Engineer, City of Saratoga., 2006. De Anza Trail, Memorandum: *Proposed Trail Bridges.*

The proposed trail would be a relatively flat surface covered with decomposed granite. Runoff would drain by sheetflow to the adjacent porous material and closely follow the current contours of the site.[44] The localized increased runoff volumes from the decomposed granite trail would not be directed to a storm drainage inlet, but rather would flow in a diffused manner to the sides of the trail. The small amount of increased runoff from the trail would be expected to infiltrate into unpaved areas around the trail. No additional mitigation would be required.

f) Otherwise substantially degrade water quality?

Refer to Section VIII.a.

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

No housing is proposed by the project and therefore no placement of housing in a floodplain would occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? As described above, two new bridges are proposed at the creek crossings within the project site. Preliminary site plans and bridge specifications do not indicate exact locations or engineering designs for the bridges.

The following discussion of the flooding impacts of the project is based on the Location Hydraulic Floodplain Study prepared by Baseline Environmental Consulting in March, 2007[45] and reports on the 100-year water surface elevation of Rodeo Creek and Saratoga Creek (at the proposed bridge crossings), prepared by Schaaf and Wheeler Civil Engineers in November and December, 2006.[46]

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (July 3, 1997) indicates that the 100-year flood zone at Rodeo Creek Bridge would not exceed the banks of the creek. The hydraulic analysis of the 100-year water elevation of Rodeo Creek (at the proposed bridge crossing) confirms that the 100-year flood is contained within the banks of the channel. The FIRM indicates that the proposed Saratoga Creek bridge site is located in flood hazard Zone A, where no base flood elevation is determined. Based on the FIRM, and the hydraulic analysis of the 100-year water elevation of Saratoga Creek, the 100-year flood would be contained within the banks of the channel.

The piers of the two bridges would be constructed at least 6 feet from the top of the creek banks. Therefore, bridge construction would occur entirely outside of the 100-year flood zone. The 100-year water surface elevation is not expected to exceed the elevation of the bottom of the bridges because the bridge

[44] Saratoga, 2006. op .cit.

[45] Baseline Environmental Consulting, 2007. *Location Hydraulic Floodplain Study, De Anza Trail Site, Saratoga, California*. March.

[46] Schaaf and Wheeler Civil Engineers, 2006. *Technical Memorandum, 100-Year Water Surface Elevation of Saratoga Creek at Proposed Bridge Crossing.* November.

Schaaf and Wheeler Civil Engineers, 2006. *Technical Memorandum, 100-Year Water Surface Elevation of Saratoga Creek at Proposed Bridge Crossing.* December.

supports (piers) would be located at least 6 feet from the top of the creek banks. The proposed bridges would not change flood hazards in and around the project site. No mitigation is required.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?

The proposed project is not located within any mapped dam or levee failure inundation hazard areas.[47,48] Therefore the project would not expose people or structures to these risks.

j) Inundation by seiche, tsunami, or mudflow?

The proposed project is not located near a coastal area or within the vicinity of an enclosed body of water. Therefore, the project site is not susceptible to inundation by tsunami or seiche. In addition, the proposed project is not adjacent to steep slopes, and so is not subject to mudflow hazards.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	❑	❑	❑	■
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	❑	❑	❑	■
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	❑	❑	❑	■

a) Physically divide an established community?

The physical division of an established community would typically involve the construction of large features (such as freeways) that then function as physical or psychological barriers between communities, or the removal of roadways (e.g., through the assembly of numerous parcels and the creation of "superblocks") such that access from one neighborhood to another is diminished.

The railroad tracks adjacent to the project site currently divide an established community because they are only crossed by two roadways. A pedestrian crossing is available at Fredericksburg Drive and Guava

[47] Association of Bay Area Governments, 2006. Interactive ABAG (GIS) Maps Showing Dam Failure Inundation. Website: www.abag.ca.gov/bayarea/eqmaps/damfailure/damfail.html

[48] Governor's Office of Emergency Services, 2006. *GIS - Dam Inundation Maps.* March 30.

Court, but there are few other pedestrian access points in the rest of the project site. Especially in the western portion of the site, accessing the existing informally used trail from adjacent residential neighborhoods requires a detour to one of the trail termini, the two streets that cross the site, or the pedestrian gate. However, it should be noted that the railroad tracks preceded the established community that currently exists on either side of the tracks.

Implementation of the proposed project would not increase the number of pedestrian gates into the project site (or result in improvements to the existing pedestrian gate), but would enhance access to the trail corridor through: the development of a small parking lot adjacent to Saratoga-Sunnyvale Road; the installation of signage; and development of a formal trail on the site of the current informally-used path. The proposed project would connect to other bicycle routes in the vicinity of the site, including bike routes along Saratoga-Sunnyvale Road, Cox Avenue, and Saratoga Avenue.

Because the proposed project would enhance bicycle and pedestrian access along the entirety of the project site, and would not impede vehicle traffic on the roadways that cross the project site, it would not physically divide the residential communities around the corridor.

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

The project site is currently designated for Single Family Residential uses in the City of Saratoga General Plan and R-1-12,500 in the City of Saratoga Zoning Ordinance. Community facilities, such as parks, are consistent with the purposes of the zoning district, per the definition in Section 1506.160 of the Zoning Code, and per Article 1512.010d, which states that one of the purposes of single-family residential districts is to provide space for community facilities to enhance residential areas.

The General Plan's Open Space Element states: "The Southern [Union] Pacific Railroad right-of-way presents an opportunity for linear open space. The development of trails along this corridor, as well as the creation of connections to the regional network of trails and pathways which link many of the area's large regional parks, will give residents of Saratoga an unparalleled opportunity to enjoy significant open space and recreational opportunities in the baylands, hillside areas, and throughout the Santa Clara Valley." Implementation Program l (Rails to Trails) states: "The City should work for the future conversion of the Southern [Union] Pacific spur line as provided for in the Federal Rails-to-Trails law." The proposed project would represent a first step in completing this trail.

The planning-related General Plan policies listed in Table 1 apply to the proposed project.

Table 1: Policy Consistency Analysis

Policy	Consistent with Project?
OS.1.0. Preserve the low density and natural character of Saratoga by the inclusion of permanent open space and landscaping within the City.	Consistent. The project would create permanent open space in Saratoga.
OS.4.0 Provide public open space and recreation areas accessible to all residents, particularly those in the more densely developed residential areas.	Consistent. The project would provide accessible open space to residents in neighborhoods surrounding the project site and other portions of Saratoga.
OS.2.4. Through implementation of the Tree Preservation Ordinance, the City shall control the removal or destruction of trees.	Consistent with Mitigation. According to the Preliminary Arborist Report prepared by the Community Development Department, existing vegetation, especially native trees and shrubs, would be preserved where possible. However, the project could adversely affect trees of a size subject to the City of Saratoga's Tree Ordinance (for private development projects). These trees would be avoided if feasible. Implementation of Mitigation Measure AES-1 would reduce this impact to a less-than-significant level.
CO.3.1. The City shall strive to protect wildlife and wildlife habitats when considering proposals for development plans for active recreation.	Consistent with Mitigation. Construction of the trail could adversely affect Pacific pond turtle, Cooper's hawk, and riparian areas. Implementation of Mitigation Measures BIO-1 to BIO-3 would reduce this impact to a less-than-significant level.
OS General Policy 4. Improve and upgrade existing municipal open space, parks and trails to serve the current and future recreation needs of the community. These shall be consistent with the preservation of open space.	Consistent. The project would improve and upgrade an existing utility right-of-way.
OS.20. Regional Trails Network. A regional system of hiking, bicycling and horseback riding trails shall be encouraged which includes trails within and between all City, County, State and regional parks, and other publicly owned open space lands, as well as trails providing access from the City of Saratoga to these lands.	Consistent. The proposed trail would connect to bike lanes in Saratoga and provide access to numerous regional trails in Santa Clara Valley.
OS.25. Trail Location and Design. Trails shall be located, designed, and developed with sensitivity to the resources and environmental hazards of the area they traverse, as well as their potential impacts on adjacent lands and private property, including potential impacts to property owners' privacy and security. Trails shall be designed to City specifications; require minimal grading; and include effective erosion control measures.	Consistent with Mitigation. The proposed trail would be constructed on the site of an informally used path and would not adversely affect private property. Construction of the proposed trail could affect water quality and biological resources, and could result in the release of contaminated soil. Implementation of the following mitigation measures would reduce these impacts to a less-than-significant impact: Mitigation Measures AES-1, AIR-1, BIO 1 to BIO-3, GEO-1, HAZ-1, and HYD-3.

Many of these policies were adopted for the purpose of avoiding environmental impacts. Table 1 also provides a summary of the consistency of the project with these key policies. As discussed in the table, the proposed project would not (with the mitigation measures recommended in this Initial Study/Mitigated Negative Declaration) conflict with policies adopted for the purpose of minimizing or avoiding a significant environmental impact.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

The project site is not subject to a habitat conservation plan or natural community conservation plan.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	■
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?	☐	☐	☐	■

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

Mineral resources in and around Saratoga are limited primarily to sandstone and shale. No active mines are located in Saratoga, and the project site does not contain known mineral resources. Therefore, implementation of the proposed project would not result in the loss of availability of a known mineral resource.

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?

This site is not indicated as containing mineral resources in any local land use or regional plan.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	■	☐	☐
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	☐	■	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	■	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

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

Table 2 lists the noise standards for residential and public park uses in the City of Saratoga Noise Ordinance (Article 7-30 of the Municipal Code).

Table 2: Noise Ordinance Standards

Land Use	Daytime	Evening	Nighttime
Residential			
Outdoor	60 dBA	50 dBA	45 dBA
Indoor	45 dBA	35 dBA	30 dBA
Public Park			
Outdoor	60 dBA	50 dBA	45 dBA
Indoor	50 dBA	40 dBA	35 dBA

Implementation of the proposed project could have the following noise-related effects: 1) residents surrounding the project site could be exposed to high levels of construction-related noise in the short-term; 2) trail users could be exposed to periodic high noise levels when trains are passing; and 3) residents surrounding the project site could be exposed to an increase in ambient noise levels due to increased trail use. Each of these potential noise impacts, and the relationship of each impact to standards set forth in the Noise Ordinance, is discussed below.

Construction-Related Noise. Construction of the proposed trail would involve minor earthwork and grading, and could involve the limited use of tractors, dump trucks, and graders. In addition, chainsaws could be used to remove vegetation, where necessary. Construction of the proposed project is scheduled to extend over a period of 10 to 30 weeks. Most high noise generating construction activity would take place near the boundary of the project site and Union Pacific Railroad property, approximately 100 feet from the nearest residential uses. However, select activities could take place within 50 feet of residential uses, and could expose these uses to noise levels up to approximately 87 decibels (dBA) maximum (L_{max}). Because the proposed project would not require extensive earthmoving and construction, exposure of residents to these high noise levels is expected to occur only periodically during the construction period, and only for a short duration in any given segment of the trail. Construction of the proposed trail is expected to proceed in sections, at a rate of approximately 50 to 150 linear feet per day. Therefore, most residences adjacent to the project site would be exposed to high noise levels for only one to three days (or

approximately eight to 24 hours of actual equipment operation). Bridge construction would occur over several weeks (per bridge).

Construction activities could temporarily expose residential uses to noise levels in excess of the standards specified in the Noise Ordinance. Implementation of the following mitigation measure, which includes the requirements in the City's Noise Ordinance, and is intended to address construction noise in residential districts, would reduce temporary construction-period noise impacts to a less-than-significant level:

Mitigation Measure NOISE-1: The construction contractor shall implement the following measures:

- In accordance with Article 7-30-060(a) of the Saratoga Noise Ordinance, construction activities (including earthmoving and grading) within the project site shall be conducted only between the hours of 7:30 a.m. and 6:00 p.m. Monday through Friday, and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday. Construction shall not occur on Sundays or weekday holidays.
- During construction, all construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- Unnecessary idling of internal combustion engines shall be prohibited.
- All stationary noise-generating equipment, such as air compressors, shall be located as far as practical from residences in the vicinity of the project site. Such equipment shall be acoustically shielded using standard plywood barriers, noise control blankets, or other appropriate equipment.
- Whenever feasible, quiet construction equipment, particularly air compressors, shall be utilized.

Train Noise. According to the Saratoga General Plan, 65 dBA noise levels extend approximately 27 feet from the centerline of the Union Pacific Railroad tracks. Sixty dBA noise levels extend approximately 58 feet away from the center line of the railroad tracks. Therefore, as with current conditions, the project site would be exposed to noise levels in excess of the daytime standards for outdoor open space listed in the Noise Ordinance (60 dBA). However, trains use the tracks only three times a week, generally on a Monday-Wednesday-Friday schedule. In addition, train use of the tracks is expected to end within 10 to 20 years. Trail users would be exposed to high levels of train noise only periodically, and for a small amount of time. This type and duration of noise exposure would not result in adverse health effects, and would be considered a less-than-significant impact.

Higher Ambient Noise Levels. The proposed project is expected to modestly increase trail usage. As noted in the project description, an informal trail on the site is currently used by cyclists, pedestrians, and joggers. Because the proposed trail would be somewhat short compared to other regional trails (approximately 1.3 miles), and is not expected to draw significant numbers of out-of-town users due to the lack of significant scenic features (e.g., Bay shoreline, unimpeded San Francisco skyline views), the proposed project is not anticipated to bring a substantial number of new users to the project site. As occurs under existing conditions, most users would travel along the corridor and would not linger in one place for substantial periods. Therefore, ambient noise levels are not expected to substantially increase after implementation of the project.

Residents in the vicinity of the site have expressed concern that the proposed project could attract rowdy users that would increase area noise levels beyond existing levels, and potentially above the noise thresholds established in the Noise Ordinance. Substantial increases in noise in the vicinity of the trail made by trail users would be prohibited by the existing Noise Ordinance. The Noise Ordinance restricts a person

from causing, producing, or causing to be produced, in any residential district, any single-event noise more than 6 dBA above the ambient noise level at the location where the single-event noise source is measured. Therefore, this section of the Noise Ordinance would restrict trail users from making noise that increases the ambient noise level in adjacent residential districts by more than 6 dBA. The 6 dBA threshold (which is relatively protective of sensitive receptors considering that 3 dBA changes in noise are imperceptible to the average human ear) would ensure that any significant increases in ambient noise caused by trail users could be addressed. This provision of the Noise Ordinance would be enforced by resident calls to the Sheriff's Department, and regular Sherriff patrols along the trail corridor.

b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Refer to Section XI.a. Residents adjacent to the project site could be exposed to temporary increased levels of ground borne vibration and ground borne noise during the construction period. These increases are expected to occur infrequently, and for only short durations during the construction period, which is expected to extend over a period of 10 to 30 weeks. Construction of the proposed trail is expected to proceed in sections, at a rate of approximately 50 to 150 linear feet per day. Therefore, most residences adjacent to the project site could be exposed to temporary increased levels of ground borne vibration and ground borne noise, but would be exposed to high noise levels for only one to three days (or approximately 8 to 24 hours of actual equipment operation). Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

Mitigation Measure NOISE-2: Implement Mitigation Measure NOISE-1.

Train Noise. Trail users would also be exposed to excessive levels of ground borne noise and vibration when trains utilize the Union Pacific Railroad tracks adjacent to the project site. Trains use the tracks approximately three times a week. Based on the infrequency and short duration of train activity, trail users would not be substantially adversely affected by increased levels of train noise.

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

Refer to Section XI.a. Trail users could permanently increase ambient noise levels in the vicinity of the trail. However, any sporadic increase in noise would be restricted to 6 dBA or less, in accordance with the Saratoga Noise Ordinance, and would be considered less-than-significant.

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

Refer to Section XI.a. Construction activities on the site could increase ambient noise levels. However, this increased noise level would be expected to last one to three days (or approximately 8 to 24 hours of actual equipment operation) per residence. Implementation of the following mitigation measure would reduce the expected short-term increase in ambient noise to a less-than-significant level:

Mitigation Measure NOISE-3: Implement Mitigation Measure NOISE-1.

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

The project site is not located within an airport land use plan or within 2 miles of an airport. Therefore, implementation of the proposed project would not expose persons within the project site to high levels of airport-related noise.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project is not located within the vicinity of a private airstrip. Therefore, implementation of the proposed project would not expose site visitors to high levels of airstrip-related noise.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	■
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Implementation of the proposed project would result in the development of a bike and pedestrian route and associated improvements, and would not directly or indirectly induce population growth.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No permanent housing is located within the project site. Implementation of the proposed project would not remove existing housing.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Implementation of the proposed project would not displace people.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES.				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	■
Police protection?	☐	☐	■	☐
Schools?	☐	☐	☐	■
Parks?	☐	☐	■	☐
Other public facilities?	☐	☐	☐	■

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

The following discussion addresses the potential impacts of the project on fire protection, police protection, schools, parks, and other public facilities.

Fire Protection. The project site is not located in an area of extreme fire hazard, according to the City of Saratoga General Plan. Fire hazard areas are generally located in hillside areas of the City, where vegetation is dense. Existing fire hazards on the project site are present, but are relatively low due to the presence of large areas of bare soil. Existing brushy vegetation on the project site does not substantially increase the area's fire potential.

The proposed project would result in the development of a trail and the installation of vegetation in select areas where ground disturbance has occurred. The minimal amount of added vegetation to the project site would not substantially increase fire hazards. The project site would be adequately served by the Saratoga Fire District. The fire station that would serve the project site is located approximately 1.5 miles south of the site, and would be able to adequately respond to fires in the site. Therefore, the proposed project would not result in significant impacts related to increased provision of fire services.

Police Protection. The proposed project would receive crime enforcement services from the West Valley Division of the Santa Clara County Office of the Sheriff, which is located approximately ½-mile north of

the project site on South De Anza Boulevard. The Sheriff's Office has indicated that it could adequately provide services to the project site via routine, periodic patrol checks, similar to other parks and trails in the area.

Implementation of the proposed project is expected to modestly increase the number of trail users from existing levels. Residents in the vicinity of the project site have expressed concern that the project, due to an increased visitation rate, would increase crime in the area. In response to these concerns, a representative of the Santa Clara County Sheriff's Office reviewed applicable studies on crime rates around other public trails.[49] These studies included investigations of the following trails/agencies:

- Burke-Gilman Trail (Seattle, Washington Engineering Department, 1987)
- Rails-Trails and Safe Communities (National Park Service, 1998)
- Greenway Trail (Colorado State Parks, 1995)
- Brush Creek Trail (Santa Rosa, 1992).

The Sheriff's Office concluded "that the existence of a trail has little, if any, affect on crime experienced by adjacent property owners. Law enforcement officials believe that there is no greater incidence of crime to homes along trails and pathways."

In addition, the Sheriff's Office contacted three local police agencies regarding their experience with local trails and public safety: 1) Mountain View Police Department, which responds to calls for service along the Stevens Creek Trail; 2) Campbell Police Department, for the Los Gatos Creek Trail; and 3) Los Gatos-Monte Sereno Police Department, for the Los Gatos Creek Trail. The contacted police departments corroborated the evidence of the trail safety literature review and reported that they "have not experienced increased crime rates in the neighborhoods adjacent to the trails."

This research suggests that the proposed project would not increase crime rates in neighborhoods adjacent to the trail, or otherwise substantially increase the need for police services.

Schools. The proposed project does not involve the construction of housing or employment-generating facilities. Therefore, it would not increase demand for school services.

Parks. The proposed project entails the development of additional open space in Saratoga. While the trail could increase the use of parks in the vicinity of the project site (e.g., Congress Springs Park), and other trails in the area, the modest increase in trail use would not result in deterioration of recreation facilities. The proposed project could accommodate recreational demand that would otherwise be absorbed by other recreational facilities in the area.

Other Public Facilities. The proposed project is a recreational facility that would not increase demand for public facilities, such as libraries, beyond those discussed above.

[49] Hirokawa, John, 2005. Letter to John Cherbone, Saratoga Public Works Director, from Santa Clara County Sheriff's Office. May 11.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	■	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	■	☐	☐

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

Implementation of the proposed project would result in a net increase of City-operated recreational space in the City of Saratoga. It would provide additional community park space and a trail that could be used for passive and active recreational activities, such as running, walking, and bicycling. Because the trail would provide enhanced access to other trails and parks in the vicinity of the project site, use at these other facilities could increase. However, the increase in use resulting from implementation of the proposed project would not cause physical deterioration of these other facilities and thus would result in a less-than-significant impact.

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

Implementation of the mitigation measures detailed in this Initial Study/Mitigated Negative Declaration would ensure that the proposed trail would not have a substantial adverse physical effect on the environment.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	■	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency on designated roads or highways?	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❑	❑	❑	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	❑	■	❑	❑
e) Result in inadequate emergency access?	❑	❑	■	❑
f) Result in inadequate parking capacity?	❑	❑	■	❑
g) Conflict with adopted polices, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	❑	❑	■	❑

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

Implementation of the proposed project would ultimately allow for increased bike and pedestrian access to the existing Saratoga Avenue, Cox Avenue, and Saratoga-Sunnyvale Road bikeways. Development of the proposed project would offer a transportation alternative to driving, and could reduce car trips. In addition, because the trail is relatively short in length and does not contain significant scenic features (e.g., Bay or shoreline views or unobstructed and close-up mountain views), it is anticipated to be used mostly by commuters and neighborhood residents; it is not expected to result in substantially increased vehicle trips. Therefore, the proposed project would not cause an increase in car traffic which is substantial in relation to the existing traffic load and capacity of the street system.

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

Implementation of the proposed project is expected to increase bike commuting rates and would not exceed a level of service standard established by the Santa Clara County Congestion Management Agency. The project is not expected to substantially increase vehicle trips on any roads or highways in the vicinity of the project site.

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

The project site is not located near an airport and would not result in a change to air traffic patterns.

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

The following discussion first addresses hazards associated with the adjacency of railroad tracks and the proposed trail and then discusses hazards associated with roadway at-grade crossings.

Adjacency of Railroad Tracks and Trail. The proposed trail would be located a minimum of approximately 50 feet from the center line of the Union Pacific Railroad tracks that are adjacent to the project site. No fencing or landscaping is proposed that would separate the trail from the railroad tracks, which are used by slow-moving freight trains approximately three times a week. The trail and railroad tracks would be separated by loose gravel and soil within the existing railroad right-of-way.

Although no features would prevent bicyclists and pedestrians from crossing the railroad tracks within the trail corridor, this sort of crossing is expected to occur infrequently after trail construction due to the low number of access points on either side of the trail corridor (e.g., only a few streets and sidewalks intersect the trail) and the loose gravel substrate within the railroad right-of-way and the railroad tracks themselves, which require bicyclists crossing the corridor along a north-south axis to dismount.

The lack of a barrier is not expected to pose a significant safety hazard to trail users for three key reasons. First, as noted above, north/south crossings of the corridor and railroad tracks by trail users are expected to be infrequent due to the limited number of trail access points on either side of the tracks (Mitigation Measure TRAF-6, below, would address potentially hazardous conditions at one key pedestrian crossing point within the corridor). This expectation is supported by observations of current trail corridor users, who typically cross the railroad tracks at roadway crossings, along with cars and bicycles. Second, trains run on the tracks adjacent to the project site only three times a week, and are relatively slow moving. Trail users would only occasionally encounter trains, and if trail crossings were attempted, there would usually be adequate time to avoid a collision. Sight lines along the trail corridor are very good due to the generally sparse vegetation in the right-of-way and the straight axis of the tracks, allowing trail users to see oncoming trains from a distance. Third, the trail would be separated from the tracks by at least 50 feet of vacant space; this physical separation would in and of itself discourage users from crossing the tracks, or coming within an unsafe distance of moving trains.

These conclusions are supported by the most comprehensive study to-date of safety issues and other considerations for trails located next to railroad tracks, *Rails-With-Trails: Lessons Learned*, prepared by Alta Planning + Design for the United States Department of Transportation in 2002. The report, which was based on an extensive literature review and focused case studies of trails in diverse settings throughout the United States, recommends that the appropriate setback between railroad tracks and trails be determined on a case-by-case basis, "taking into account type [of trail], speed and frequency of trains; corridor separation technique; topography; site distance; maintenance requirements; and historical problems." There are no standard regulations for minimum setbacks, although railroad companies sometimes maintain setback requirements for trails on railroad property. The Union Pacific Railroad would require a 25-foot setback for trails proposed on its property; however, it does not set standards for trail setbacks on adjacent property.[50] Of the trails studied in the report, trail setbacks from the centerline of railroad tracks ranged from less than 7 feet to as much as 100 feet, with an average of approximately 33 feet.

[50] Design Studios West, 2004. Memorandum from Teresa Whittemore to Bob Eck. October 5.

The report preparers also attempted to determine if narrower setback distances were correlated with safety concerns. However, in part due to the general lack of reported safety problems (including claims and crashes) on trails adjacent to railroad tracks, no correlation was found.

Three trails analyzed in the Alta Planning report have similar characteristics to the proposed project; case studies of these trails suggest that the lack of fencing between the proposed trail and the Union Pacific Railroad tracks would not result in significant safety hazards to trail users.

The first trail project is an extension of the Burke-Gilman Trail in Seattle, most of which has been completed and is in-use. The project is a 4-mile extension of an existing 13-mile trail that runs through urbanized neighborhoods north of the city's downtown. The trail extension has a projected usage of 1,000 to 2,000 people per day and is adjacent to railroad tracks with freight trains that run two to three times per week at a speed of approximately 10 miles per hour. While fencing has been installed along portions of the trail, other segments have no fencing (or barriers), or are separated from the railroad tracks by only parking lots. The trail is set back approximately 10 to 25 feet from the active railroad tracks, and no significant safety problems have been identified, even in places where there is no barrier between the railroad tracks and the trail.

The second trail with characteristics similar to the proposed project is the Cottonbelt Trail, a 10-mile partially-completed multi-use path in the suburbs of Dallas-Fort Worth, 18 miles from the city's down-town. The trail is set back 25 feet from the center line of the railroad tracks, is only slightly grade-separated, and is not fenced. No significant safety concerns have been identified.

The third similar trail is the Platte River Multi-Use Trail, which runs from downtown Denver along the Platte River. Approximately 1 mile of the trail runs adjacent to railroad tracks used by Denver Regional Transit District commuter trains running at a speed of 10 miles per hour. The trail is at least 25 feet from the railroad track centerlines, no fencing or formal separation has been installed, and no significant safety concerns have been identified.

At-Grade Crossings. The proposed project includes several at-grade crossings of local streets. In general, these streets would not pose safety hazards to users of the proposed trail. Each crossing is analyzed in detail below.

Saratoga-Sunnyvale Road. The crossing at Saratoga-Sunnyvale Road represents the western terminus of the trail. Saratoga-Sunnyvale Road is a four-lane arterial with a posted speed limit of 40 mph. Traffic is heavy on this roadway with an average daily traffic volume of 24,588 vehicle trips. Trail users exiting the trail at Saratoga-Sunnyvale Road and traveling north would need to exit the trail and travel northbound to Sea Gull Way. Given the high speed and heavy traffic on Saratoga-Sunnyvale Road, to provide for a safe crossing, trail users with destinations south of the trail would also be required to travel northbound to Sea Gull Way, and cross Saratoga-Sunnyvale Road at the signalized intersection. This required detour could pose a hazard to trail users. Implementation of the following mitigation measure would direct trail users and provide for a safe crossing at Saratoga-Sunnyvale Road:

> Mitigation Measure TRAF-1: The City shall add pedestrian striping and pedestrian signal head indicators for the east-west movement at the intersection of Saratoga-Sunnyvale Road and Sea Gull Way. To direct pedestrians and bicyclists to use the designated crossing and avoid crossing elsewhere, the City shall also install at the end of the western terminus of the trail

R9-2

sign "R9-2" ("Use crosswalk" with arrow) or "R9-3b" ("Cross Only At Cross Walks"), as depicted in the Manual on Uniform Traffic Control Devices (MUTCD) and illustrated at right.

Trail Terminus. The proposed trail would be covered with decomposed granite starting at the trailhead at Saratoga-Sunnyvale Road and continuing on for 0.57-mile where, due to right of way constraints, the trail would abruptly end. This could create a hazard for users expecting to reach destinations along the corridor beyond the end of the trail. Implementation of the following mitigation measure would reduce this hazard to a less-than-significant level:

> Mitigation Measure TRAF-2: The City shall install signage stating "Trail Dead Ends 0.6-mile" at the entrance to the trail near Saratoga-Sunnyvale Road.

Cox Avenue. The portion of the trail surfaced with decomposed granite ends approximately 650 feet northwest of Cox Avenue and then resumes approximately 625 feet southwest of Cox Avenue. The trail would not cross Cox Avenue. However, the roadway is within the trail corridor. The speed limit on Cox Avenue in the vicinity of the project site is 35; average daily traffic is approximately 8500 trips per day. No accidents at the intersection of the trail corridor and Cox Avenue involving conflicts between bikes/pedestrians and motorists have occurred in the past 5 years.[51] Pedestrian and bicycle improvements are not currently recommended at this intersection because the City does not have ownership of the right-of- way for the portion of the existing service road that may be used informally by trail users. Should the City acquire the right-of-way or an easement over the right-of-way at a future date, the City should evaluate the appropriate design for a pedestrian/bicycle crossing at this location.

Glen Brae Drive. The portion of the trail covered with decomposed granite would begin approximately 450 feet southwest of Cox Avenue and continue southwest to Glen Brae Drive. Glen Brae Drive is a two-lane residential roadway with observed speeds averaging between 25 and 30 mph. Average daily traffic is approximately 1,630 trips per day. Trail users who access the trail from Glen Brae Drive could be exposed to hazardous conditions due to the unexpected abrupt end in the portion of the trail surfaced with decomposed granite. This situation could create a hazard for users expecting to reach destinations along the corridor, beyond the portion of the trail surfaced with decomposed granite. Implementation of the following mitigation measure would reduce this hazard to a less-than-significant level:

> Mitigation Measure TRAF-3: The City shall install signage stating "Trail Dead Ends 0.3-mile" east of Glen Brae Drive.

Trail users would be required to cross Glen Brae Drive to access both sides of the trail. Implementation of the following mitigation measure would reduce vehicle/pedestrian and vehicle/bicyclist conflicts to a less-than-significant level.

> Mitigation Measure TRAF-4: The City shall install a standard crosswalk consisting of two parallel white solid lines 12 inches wide spaced 8 feet apart at the Glen Brae crossing. A crosswalk warning sign shall also be installed to alert motorists of the pedestrian crossing. The sign "W11-2," as depicted in MUTCD and illustrated at right, shall be used to alert motorists about the crossing and shall be installed at a location that would provide adequate advance warning for drivers.

W11-2

[51] Harvacik, Iveta, 2007. Associate Engineer, City of Saratoga. Personal communication with Shute, Mihaly and Weinberger. March.

The recommended layout of the crosswalk at Glen Brae Drive is angled instead of straight because this layout would direct pedestrians to look in the direction of oncoming traffic and would help them be more aware of approaching vehicles. This design could also assist in reducing the speed of a crossing bicyclist. This design would also connect the trail ends at Glen Brae Drive, which would be off-set.

Saratoga Avenue. The eastern terminus of the trail would occur at Saratoga Avenue. Trail users would access or exit the project site by using the signalized crossing at the intersection of Dagmar Drive and Saratoga Avenue. Access to the trail would be via an existing sidewalk located on the northwest side of Saratoga Avenue. Trail users would be required to follow the trail to the sidewalk adjacent to Saratoga Avenue. There is currently a bridge used by the Union Pacific Railroad that is elevated above Saratoga Avenue. The bridge does not meet design standards for use by pedestrian or bicyclists, and could pose a safety hazard if used by persons accessing the trail. The following mitigation measure would discourage the use of the railroad bridge by trail users, and would reduce hazards associated with this bridge to a less-than-significant level:

Mitigation Measure TRAF-5: Signs "R5-6" (no bicycles graphic) and "R5-10c" (Pedestrians Prohibited), as depicted in the MUTCD and illustrated at right, shall be posted by the City on the northwest side of the railroad bridge to prohibit pedestrians and bicyclists from using the bridge. Additionally, landscape features and/or fencing shall be installed to discourage trail users from crossing the railroad bridge.

R5-6

R5-10C

Fredericksburg Drive and Guava Court Residential Access Points. Access to the trail would also be provided by existing pedestrian gates located off of Fredericksburg Drive and Guava Court. These access points would require trail users to cross the Union Pacific Railroad tracks. Trains through the area are infrequent (approximately three times per week); however, trains could still pose a hazard to trail users crossing the corridor from north to south or vice-versa. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

Mitigation Measure TRAF-6: Sign "R15-8," as depicted in the MUTCD and illustrated at right, shall be installed at the Fredericksburg Drive and Guava Court access points to warn pedestrians to look for trains before crossing the railroad tracks.

R15-8

e) Result in inadequate emergency access?

Emergency vehicle access through the project site would be unaffected by the proposed project. The proposed project would maintain all existing north/south roadway crossings of the railroad right-of-way.

f) Result in inadequate parking capacity?

Implementation of the proposed project would not result in the removal of parking from the project site. Based on a survey of trail users, a majority of the trail users access the project site via foot from residential access points, walk a short distance and return at the same access point.[52] The trail would be some-

[52] LSA Associates, Inc., 2006. Memorandum from Adam Weinstein to Carmen Borg. User Survey on PG&E Right-of-Way in Saratoga. July 31.

what short compared to other regional trails (approximately 1.3 miles), and is not expected to draw significant numbers of out-of-town users due to the lack of significant scenic features. The proposed project is anticipated to be used mostly by bicycle commuters and local residents, most of whom would not drive to the project site. The proposed project is not anticipated to bring a substantial number of new users to the project site or substantially increase parking demand.

An existing parking lot east of Glen Brae Drive that serves Congress Springs Park could accommodate the small amount of increased parking demand that would be generated by the proposed project. Five additional parking spaces would also be provided at the trailhead located east of Saratoga-Sunnyvale Road. Ample street parking is provided in the project site vicinity. Parking provided within the project site and street parking would be sufficient to accommodate persons that would drive to the project site. Observations of the parking lot at Congress Springs Park and residential streets in the vicinity of the site indicate that there is substantial unused parking capacity around the trail corridor. Therefore, implementation of the proposed project is not anticipated to result in inadequate parking capacity.

However, due to public concern about on-street parking supply, the City will evaluate parking conditions within the project site 1 year after project construction, and will consider developing and implementing a parking management program, if warranted.

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

By providing a bike route, the project would benefit bicycle commuting in Saratoga. The proposed project would ultimately provide a safe way to commute via bicycle through Saratoga. The project is consistent with both the County and City bicycle plans, and other programs supporting alternative transportation.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	■	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	■	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	■	☐
g) Comply with federal, State, and local statutes and regulations related to solid waste?	☐	☐	■	☐

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

The proposed project, which does not include restrooms, would not substantially increase demand for wastewater treatment. Increased use of the trail corridor could generate increased demand at the existing restrooms located in Congress Springs Park. However, the sewage generated by trail users would be adequately processed by existing wastewater treatment plants, and would not compromise the treatment standards of the RWQCB.

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

Implementation of the proposed project would not generate substantial quantities of wastewater or require the use of substantial quantities of water. A small amount of water would be used for landscape irrigation and trail maintenance. Therefore, the proposed project would not require the construction of new wastewater or water facilities, or the expansion of existing facilities.

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

The proposed project would not alter existing storm water facilities, including culverts that extend under the surface of the project site. Implementation of the proposed project would preserve the project site as unpaved open space (although a relatively small portion of the site – the trail footprint itself – would be covered with decomposed granite). Runoff from the trail would percolate into surrounding unpaved portions of the project site and is not expected to overburden existing storm drain facilities or require the construction of new storm drain facilities.

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

Construction of the proposed project would require the use of small amounts of water for trail maintenance and landscape irrigation. Existing water entitlements are sufficient to supply water to the project.

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

The proposed project does not include facilities that would generate wastewater. The project could incrementally increase wastewater generation at restrooms at Congress Springs Park; however, this increase in demand for wastewater treatment would not be considered significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Implementation of the proposed project would result in the generation of relatively small quantities of solid waste associated with recreational uses. Existing landfills would have sufficient capacity to accommodate this minor increase in solid waste.

g) Comply with federal, State, and local statutes and regulations related to solid waste?

Recycling receptacles would be provided within the project site, as required, in accordance with all statutes and regulations related to solid waste.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE.				
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?	❑	■	❑	❑
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.)	❑	■	❑	❑
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	❑	❑	■	❑

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?

Implementation of the proposed project could adversely affect protected plants, wildlife, and riparian areas. However, implementation of Mitigation Measures BIO-1 through BIO-2c would ensure that impacts to these resources are reduced to less-than-significant levels. Mitigation Measures CULT-1 through CULT-4 would ensure that existing cultural resources within the project site are evaluated and protected, as appropriate. The proposed project would enhance bicycle access in Saratoga, provide community recreational space, and would benefit regional air quality in the long-term. With mitigation, implementation of the proposed project would not: 1) degrade the quality of the environment; 2) substantially reduce the habitat of a fish or wildlife species; 3) cause a fish or wildlife population to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory.

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.)

Other planned and anticipated projects in Saratoga include small-scale residential developments, improvements to Kevin Moran Park, and the revitalization of Saratoga Village. As of March 2007, there are no plans for additional trail segments along the PG&E or Union Pacific Railroad rights-of-way. The foreseeable projects in Saratoga would be expected to result in minimal adverse environmental impacts, similar to the proposed project. These impacts could include incremental increases in stormwater runoff, minor disturbances to urban wildlife, and other effects typical of projects undertaken in already-developed areas. With the mitigation measures recommended in this Initial Study/Mitigated Negative Declaration, the impacts of the proposed project are individually limited and not cumulatively considerable in the context of impacts associated with other pending or planned projects. The proposed project would result in the development of enhanced bicycle access throughout Saratoga and would provide additional community park space. All environmental impacts that could occur as a result of the proposed project would be reduced to a less-than-significant level through implementation of the mitigation measures recommended in this Initial Study/Mitigated Negative Declaration.

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

Implementation of the proposed project would not expose construction workers and the public to soils that have been substantially contaminated by historic railroad and agricultural activities or other significant health risks.

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