



Midpeninsula Regional
Open Space District

R-12-15
Meeting 12-09
March 14, 2012

AGENDA ITEM 7

AGENDA ITEM

Approval of an Addendum to the Mitigated Negative Declaration and Corrected Mitigation Monitoring Program for the El Corte de Madera Creek Parking/Staging Area and Trails Project (Project) in Accordance with the California Environmental Quality Act to Incorporate San Mateo County's Required Project Modifications

GENERAL MANAGER'S RECOMMENDATION

Approve an Addendum (see Attachment 1) and corrected Mitigation Monitoring Program (see Attachment 2) to the Mitigated Negative Declaration for the El Corte de Madera Creek Parking/Staging Area and Trails Project (Project) in accordance with the California Environmental Quality Act (CEQA) to incorporate the San Mateo County Planning Commission's conditions of approval for the Project and correct a clerical error.

SUMMARY

Over the last ten years, Midpeninsula Regional Open Space District (District) has worked to establish a formal parking area for El Corte de Madera Creek Open Space Preserve (Preserve). The proposed project includes a staging area and four (4) phases of trail construction and site restoration. The staging area phase of the project has been under San Mateo County permit review since June 2010. The San Mateo County Planning Commission (Commission) held two hearings on the project on May 25, 2011, and January 25, 2012. The Commission approved the project at its January 25th meeting with conditions of approval that require modifications to the permit drawings. In accordance with CEQA, it is appropriate to reflect technical project modifications in an Addendum to the Mitigated Negative Declaration that was approved by the Board on February 10, 2010 (see Report R-10-01). A discussion and analysis of the project modifications are contained in the attached Addendum.

DISCUSSION

Permit drawings for the staging area project were submitted to San Mateo County in June 2010. Because the project is located within a scenic corridor, Skyline Boulevard/Highway 35, it is subject to San Mateo County Planning Commission review. The project had its first hearing before the Commission on May 25, 2011. Commission direction required further analysis and coordination among District, County, and Caltrans staff, which resulted in technical modifications to the project. The Commission approved the project at its January 25, 2012

meeting with conditions of approval that require modifications to the permit drawings and an Addendum to the CEQA document.

CEQA allows an addendum to an adopted negative declaration to be prepared if only minor technical changes or additions are necessary, or if none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or Negative Declaration have occurred. The attached Addendum analyzes the technical modifications to the original El Corte de Madera Creek Parking/Staging Area and Trails Project. The modifications are as follows:

1. Move the proposed driveway entrance 100 feet south (see Attachment 4). It is important to note that the relocated driveway entrance exceeds all of Caltrans' sight distance requirements for safe vehicle ingress and egress from the driveway (see Attachments 3 and 6). In addition, the relocation results in less overall project grading and less tree removal.
2. Add 800 feet to the proposed trail located north of the project's proposed pedestrian crossing (see Attachment 5). This proposed trail connects the crossing with the existing Bay Area Ridge Trail located north of Skyline Boulevard/Highway 35.
3. Clarify and coordinate San Mateo County and Caltrans' tree replacement requirements and downsize replacement trees from 15-gallon plants to 1-gallon plants and locate these largely on District lands instead of along Highway 35 as initially required by Caltrans. This modification necessitates a modification of the associated Mitigation Measure AESTH-1 regarding the size of replacement trees.

In preparing the Addendum, it was noticed that Mitigation Measures HAZ-1 through HAZ-4, contained in the Mitigated Negative Declaration approved by the Board on February 10, 2010, were inadvertently omitted from the associated Mitigation Monitoring Program due to a clerical error. Approval of the attached Mitigation Monitoring Program (see Attachment 2) will correct this omission.

See below for further discussion regarding CEQA compliance.

FISCAL IMPACT

The FY2011-12 and proposed FY2012-13 budgets contain funds to cover the costs associated with this work, including the engineering services necessary for bidding and construction.

BOARD COMMITTEE RECOMMENDATION

No recent Board Committee activity to report.

PUBLIC NOTICE

Public notice of this Agenda Item was provided per the Brown Act. No additional notice is required.

CEQA COMPLIANCE

Staff completed a Mitigated Negative Declaration for the project, which the District Board of Directors adopted on February 10, 2010. A Notice of Determination was filed with the San Mateo County Clerk Recorder on February 16, 2010. The proposed Addendum to the Mitigated Negative Declaration addresses modifications to the proposed driveway entrance, the length of one trail, and the replacement tree size and location, as described above. Staff concludes that, with these modifications, the conclusions set out in the Mitigated Negative Declaration regarding potential adverse impacts arising from the project remain valid. No modification exceeds any threshold of significance established in the Mitigated Negative Declaration. The project will not result in new environmental effects or a substantial increase in the severity of previously identified environmental effects. Also, there is no new information of substantial importance to indicate that the modified project or modified mitigation measure will have new significant effects, that the significant effects examined in the Mitigated Negative Declaration will be significantly more severe, or that new mitigation measures are now available to substantially reduce one or more potentially significant effects of the project. Therefore, it was determined that the environmental review for the El Corte de Madera Creek Open Space Preserve Parking/Staging Area and Trails Project is adequate and consequently no subsequent Negative Declaration is necessary pursuant to Section 15162 of the CEQA guidelines.

NEXT STEPS

Upon approval by the Board of Directors, staff will continue with the permitting process, and assuming no further delays, proceed to bid out and construct the staging area this calendar year.

Attachments

1. Board Resolution and Technical Addendum
2. Mitigation Monitoring Program
3. Analysis Letter dated January 6, 2012
4. Driveway Comparison Map
5. Cross Over Trail Corridor Map
6. Hexagon's Supplemental Memorandum dated July 25, 2011

Prepared by:

Tina Hugg, Open Space Planner III

Contact person:

Same as above

RESOLUTION NO. 12-XX**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE MIDPENINSULA REGIONAL OPEN SPACE DISTRICT ADOPTING AN ADDENDUM TO THE APPROVED MITIGATED NEGATIVE DECLARATION INCLUDING A MODIFIED MITIGATION MONITORING PROGRAM IN CONNECTION WITH THE EL CORTE DE MADERA CREEK PARKING/STAGING AREA AND TRAILS PROJECT AT EL CORTE DE MADERA CREEK OPEN SPACE PRESERVE**

- I. On February 10, 2010 the Board of Directors of the Midpeninsula Regional Open Space District (District) adopted a Mitigated Negative Declaration (MND) and Mitigation Monitoring Program for the El Corte de Madera Creek Parking/Staging Area and Trails Project (Project) as set forth in Agenda Report R-10-35.
- II. A Technical Addendum was prepared for the Project pursuant to the requirements of the California Environmental Quality Act (CEQA, Public Resources Code sections 21000 et seq.) and the CEQA Guidelines (14 Cal. Code. Regulations sections 15000 et seq.).

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors that, pursuant to the attached Technical Addendum, the attached corrected Mitigation Monitoring Program, and Section 15162 of the CEQA guidelines, the Board of Directors finds that:

1. The Project as modified does not:
 - 1) Propose substantial changes that would require major revisions of the previous Mitigated Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - 2) Result in substantial changes with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous Mitigated Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
 - 3) Introduce new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous Mitigated Negative Declaration was adopted, that shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous Mitigated Negative Declaration;
 - b) Significant effects previously examined will be substantially more severe than shown in the previous Mitigated Negative Declaration;
 - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d) Mitigation measures or alternatives, which are considerably different from those analyzed in the previous Mitigated Negative Declaration, would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

- 5. The Board has considered the Technical Addendum and finds that, on the basis of the whole record before it, including the Technical Addendum, MND, initial study, and any comments received, that there is no substantial evidence that the Project will have a significant effect on the environment.
- 6. The Board finds that mitigation measure AESTH-1, as drafted, should be modified as shown below. The measure shown below includes the original terms of measure AESTH-1 with new text highlighted in bold double underline and deleted text shown in bold strikeout. The modified measure will be more effective in mitigating potential significant effects because the new measure increases the chances of plant establishment and success. The tree planting required by AESTH-1 will cause no potentially significant effect on the environment. The modified measure is as follows:

~~“AESTH-1. Replace trees that need to be removed, which are both larger than 12 inches in diameter at breast height and located within 100 feet from Skyline Boulevard, at a 5:1 ratio using 15-gallon size redwood trees. Based on field analysis and the survey map prepared for the project, three trees have been identified that are expected to require replacement: one Douglas fir and two redwoods measuring 36, 20 and 18 inches in diameter at breast height, respectively. The new trees will be incorporated into the landscaping plan for the parking lot and placed within one-half mile of the site, no closer than 20 feet from the travel way, and no closer than four (4) feet above the travel way in areas containing embankments. Tree replacement requirement: Replace trees that need to be removed with twenty-five (25) 1-gallon size redwood trees. The new trees will be incorporated into the landscaping plan for the parking lot and will be located mainly within District lands. This replacement meets the tree replacement requirements of Caltrans and San Mateo County.”~~

“AESTH-1. Replace trees that need to be removed, which are both larger than 12 inches in diameter at breast height and located within 100 feet from Skyline Boulevard, at a 5:1 ratio using 15-gallon size redwood trees. Based on field analysis and the survey map prepared for the project, three trees have been identified that are expected to require replacement: one Douglas fir and two redwoods measuring 36, 20 and 18 inches in diameter at breast height, respectively. The new trees will be incorporated into the landscaping plan for the parking lot and placed within one-half mile of the site, no closer than 20 feet from the travel way, and no closer than four (4) feet above the travel way in areas containing embankments. Tree replacement requirement: Replace trees that need to be removed with twenty-five (25) 1-gallon size redwood trees. The new trees will be incorporated into the landscaping plan for the parking lot and will be located mainly within District lands. This replacement meets the tree replacement requirements of Caltrans and San Mateo County.”

- 7. The Board adopts the Technical Addendum and determines that it reflects the District’s independent judgment and analysis.
- 8. The Board determines that the Mitigation Monitoring Program it approved on February 10, 2010 is hereby amended to incorporate Mitigation Measure AESTH-1 as modified herein.
- 9. The Board hereby adopts and approves the corrected Mitigation Monitoring Program that includes Mitigation Measures HAZ-1 through HAZ-4 which were inadvertently omitted due to a clerical error.
- 10. The location and custodian of the documents or other material which constitute the record of proceedings upon which this decision is based are located at the offices of the Midpeninsula Regional Open Space District, 330 Distel Circle, Los Altos, California 94022.

* * * * *

ATTACHMENT 1

Technical Addendum Pursuant to California Environmental Quality Act Guideline 15164 El Corte de Madera Creek Open Space Preserve Parking/Staging Area and Trails Project

1. Introduction

This Addendum was prepared in order to identify and analyze the modifications to the Mitigated Negative Declaration for the project known as El Corte de Madera Creek Parking/Staging Area and Trails Project.

This Addendum has been prepared pursuant to Section 15164 of the CEQA guidelines to make minor technical additions and clarifications to the Mitigated Negative Declaration, which the District Board of Directors adopted on February 10, 2010 in connection with adoption of a Use and Management Plan Amendment for El Corte de Madera Creek Open Space Preserve.

Section 15164 provides in pertinent part as follows:

- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or Negative Declaration have occurred.

Staff has determined that none of the conditions described in Section 15162 requiring preparation of a subsequent Negative Declaration have occurred. (See Section 4. Conclusion)

2. Project Modifications:

The modifications to the original project adopted for the El Corte de Madera Creek Parking/Staging Area and Trails Project, are as follows:

1. Moving the proposed driveway entrance 100 feet south.
2. Adding 800 feet to the proposed trail located north of the project's proposed pedestrian crossing. This proposed trail connects the crossing with the existing Bay Area Ridge Trail located north of Skyline Boulevard/Highway 35.
3. Downsizing replacement trees from 15-gallon plants to 1-gallon plants and locating these largely on District lands instead of along Highway 35 as initially required by Caltrans.

3. Analysis:

Staff reviewed the Mitigated Negative Declaration in conjunction with the project modifications and has determined that the modifications described in this Addendum would not result in any new or significant adverse environmental impacts not previously discussed in the MND, nor increase the severity of any previously identified potential significant impact. The proposed changes would either result in less disturbance to the

natural condition of the project area or further reduce potential impacts to the environment. Analysis of the project modifications is as follows:

Modification to Driveway Entrance Location

As a condition of approval, the San Mateo County Planning Commission has required that the driveway entrance be moved 100 feet south. For the purposes of this Addendum, the driveway entrance location initially submitted as part of the permit application is referred to as the North Driveway and the modified driveway entrance location as the South Driveway.

Sight distance was thoroughly analyzed in the Mitigated Negative Declaration, which concluded that there would be no potential traffic hazard from the North Driveway since the entrance exceeds applicable sight distance requirements. Therefore, no mitigation measure was needed as no hazard exists. This conclusion is equally applicable to the South Driveway, which similarly exceeds applicable sight distance requirements. The District's traffic engineering consultant, Hexagon Transportation Consultants (Hexagon), conducted a thorough safety and line of sight analysis of the South Driveway. Hexagon's analysis confirms that the South Driveway similarly exceeds Caltrans' required lines of sight and will operate safely. Hexagon's supplemental memorandum dated July 25, 2011 confirms this conclusion (Memorandum from Hexagon to Tina Hugg, Open Space Planner, July 25, 2011).

The relocation of the driveway entrance to the south will result in less environmental disturbance than the North Driveway location. Even though potential project impacts have already been mitigated to a less than significant level, the South Driveway is shorter than the North Driveway and there is 15% less overall grading. Due to existing topography, a new culvert is required to improve drainage, but the small area of disturbance for the culvert still would result in less grading overall for the South Driveway as compared to the North Driveway. In addition, no change in grading would be necessary for the staging area itself as relocation of the driveway entrance would not change the design of the staging area.

Since the distance between the North and South Driveway entrances is only 100 feet, the habitat and biological conditions surrounding both driveways are identical and contain the same tree species. However, the South Driveway would require the removal of 11 fewer trees than the North Driveway due to the more open nature and lack of understory trees and other vegetation at the South Driveway entrance location.

Based on the preceding analysis, the conclusion reached in the approved Mitigated Negative Declaration remains valid. No new environmental effects or a substantial increase in the severity of previously identified environmental effects would result from the South Driveway entrance location.

Modifications to the Replacement Tree Size and Planting Locations

The South Driveway requires 11 fewer trees overall to be removed than the North Driveway, which is a betterment to the project. In addition, the tree replacement

requirements for San Mateo County and Caltrans were clarified during the permit review process, which resulted in one mitigation measure being modified.

San Mateo County requires that one replacement tree be planted for every tree removed within 100 feet of a scenic corridor (Skyline Boulevard). Caltrans requires five (5) replacement trees be planted for every significant tree (with a diameter of 12" or greater) removed within its right-of-way. These two areas of tree planting overlap. As a result, both agencies' requirements apply since the right-of-way area is located within the jurisdiction of both agencies. However, the San Mateo County Planning Department has determined that the replacement trees that satisfy Caltrans' replacement tree requirement may be credited towards the San Mateo County requirement given Caltrans' more stringent tree replacement ratio of 5:1 versus 1:1.

For this project, of the 16 trees anticipated to be removed within 100 feet of Skyline Boulevard, five (5) are also considered significant trees within Caltrans' right-of-way. Therefore, 25 new trees are necessary to meet Caltrans' 5:1 replacement ratio for these five (5) significant trees. The County requires 16 new trees to satisfy its 1:1 replacement ratio for all 16 trees within 100 feet of Skyline Boulevard. **Because Caltrans' 25 new trees can be credited toward the County's requirement, the County's requirement has been more than satisfied. No additional new trees are necessary beyond the 25 new trees.**

Based on field analysis and the survey map prepared for the project, the five (5) trees identified that are expected to require replacement within the Caltrans right-of-way are the following: one Douglas fir, two redwoods, and two coast live oaks measuring 52, 50, 40, 23 and 16 inches in diameter at breast height, respectively.

Both Caltrans and San Mateo County initially required 15-gallon replacement trees. However, based on decades of direct field experience, District restoration ecologists concluded that smaller sized plants are more likely to result in successful establishment, since the younger plants adapt better to their environment, respond more quickly after transplanting, and grow more vigorously than larger trees. Smaller trees often catch up to and surpass the growth of trees planted at a larger size since they have a large root mass relative to their size and suffer less from transplant shock.

Based on this input, both the San Mateo County Planning Commission and Caltrans approved downsizing replacement trees from 15-gallon plants to 1-gallon plants. The change in size enhances the existing mitigation measure by increasing the chances of plant establishment and success.

In addition to approving the modification to the replacement tree size, after the June 24, 2011 field visit with County and District staff, and considering the dense tree canopy along Skyline Boulevard, Caltrans informed the District of its preference that replacement trees be located within District lands instead of along the highway within one half mile of the project site as originally required by Caltrans. Proposed landscape areas within the project site will provide more space and light for the new trees. The

new planting location enhances the existing mitigation measure by increasing the chances of plant establishment and success.

Because the smaller replacement tree size and new planting location result in a betterment to an existing mitigation measure, the conclusion reached in the approved Mitigated Negative Declaration remains valid. No new environmental effects or substantial increase in the severity of previously identified environmental effects would result from the smaller replacement tree size or new planting location for these new trees.

Based on the above analysis and information, mitigation measure AESTH-1 in the Mitigated Negative Declaration and Mitigation Monitoring Program is revised as follows. The measure shown below includes the original terms of measure AESTH-1 with new text highlighted in bold double underline and deleted text shown in bold strikeout.

~~“AESTH-1. Replace trees that need to be removed, which are both larger than 12 inches in diameter at breast height and located within 100 feet from Skyline Boulevard, at a 5:1 ratio using 15-gallon size redwood trees. Based on field analysis and the survey map prepared for the project, three trees have been identified that are expected to require replacement: one Douglas fir and two redwoods measuring 36, 20 and 18 inches in diameter at breast height, respectively. The new trees will be incorporated into the landscaping plan for the parking lot and placed within one-half mile of the site, no closer than 20 feet from the travel way, and no closer than four (4) feet above the travel way in areas containing embankments. Tree replacement requirement: Replace trees that need to be removed with twenty-five (25) 1-gallon size redwood trees. The new trees will be incorporated into the landscaping plan for the parking lot and will be located mainly within District lands. This replacement meets the tree replacement requirements of Caltrans and San Mateo County.”~~

Trail Length Revision

The proposed trail on the north side of the proposed pedestrian crossing passes through California Water Service Company property and in the Mitigated Negative Declaration was estimated to be approximately 350 feet in length. Field verification of site conditions (including the actual location of the Bay Area Ridge Trail to which this proposed trail will be connected) and existing topography have refined the trail design approach to further minimize environmental impact. Increasing the proposed trail length from 350 feet to approximately 1,150 feet will keep the average slope of the trail at 8% to minimize erosion and water quality impacts by facilitating proper surface drainage and preventing water from concentrating on the trail surface.

The surrounding habitat and the relationship of the trail to the terrain and to the adjacent roadway are not affected by this change in design. The modification in length does not cross areas that differ biologically from those previously analyzed and no sensitive species are present. Therefore, the conclusion reached in the approved Mitigated Negative Declaration remains valid. No new environmental effects or a

substantial increase in the severity of previously identified environmental effects would result from the additional length of the trail.

4. Conclusion

This analysis establishes that the project modifications do not require further environmental review, as they do not:

1. Propose substantial changes that would require major revisions of the previous Mitigated Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Result in substantial changes with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous Mitigated Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. Introduce new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous Mitigated Negative Declaration was adopted, that shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous Mitigated Negative Declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous Mitigated Negative Declaration;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives, which are considerably different from those analyzed in the previous Mitigated Negative Declaration, would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Staff concludes that, with these modifications, the conclusions set out in the Mitigated Negative Declaration regarding potential adverse impacts arising from the project remain valid. No modification exceeds any threshold of significance established in the Mitigated Negative Declaration. The project will not result in new environmental effects or a substantial increase in the severity of previously identified environmental effects. Also, there is no new information of substantial importance to indicate that the modified project

will have new significant effects, that the significant effects examined in the Mitigated Negative Declaration will be significantly more severe, or that new mitigation measures are now available to substantially reduce one or more potentially significant effects of the project. Therefore, it was determined that the environmental review for the El Corte de Madera Creek Open Space Preserve Parking/Staging Area and Trails Project is adequate and consequently no subsequent Negative Declaration is necessary pursuant to Section 15162 of the CEQA guidelines.

ATTACHMENT 2



Regional
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MITIGATION MONITORING PROGRAM

El Corte de Madera Creek Parking/Staging Area and Trails Project
El Corte de Madera Creek Open Space Preserve
San Mateo County, CA

February 10, 2010

Corrected March 14, 2012

Midpeninsula Regional Open Space District

330 Distel Circle

Los Altos, CA 94022

650-691-1200

MITIGATION MONITORING PROGRAM CONTENTS

This mitigation monitoring program (MMP) includes a brief discussion of the legal basis and purpose of the program, a key to understanding the monitoring matrix, discussion and direction regarding noncompliance complaints, and the mitigation monitoring matrix itself.

LEGAL BASIS AND PURPOSE OF THE MITIGATION MONITORING PROGRAM

Public Resources Code (PRC) 21081.6 requires public agencies to adopt mitigation monitoring or reporting programs whenever certifying an environmental impact report or mitigated negative declaration. This requirement facilitates implementation of all mitigation measures adopted through the California Environmental Quality Act (CEQA) process.

MONITORING MATRIX

The following pages provide a series of tables identifying the mitigations incorporated into the El Corte de Madera Creek Parking/Staging Area and Trails Project (Project) at El Corte de Madera Creek Open Space Preserve. These mitigations are reproduced from the Mitigated Negative Declaration for the project. The columns within the tables have the following meanings:

- Number: The number in this column refers to the Initial Study section where the mitigation is discussed.
- Mitigation: This column lists the specific mitigation identified within the Mitigated Negative Declaration.
- Timing: This column identifies at what point in time, review process, or phase the mitigation will be completed. The mitigations are organized in roughly chronological order relative to the time of implementation.
- Who will verify? This column references the District department that will ensure implementation of the mitigation.
- Agency / Department Consultation: This column references any public agency or District department with which coordination is required to ensure implementation of the mitigation. California Department of Fish and Game is listed as CDFG.
- Verification: This column will be initialed and dated by the individual designated to confirm implementation.

NONCOMPLIANCE COMPLAINTS

Any person or agency may file a complaint asserting noncompliance with the mitigation measures associated with the Project. The complaint shall be directed to the District's General Manager in written form, providing specific information on the asserted violation. The General Manager shall cause an investigation and determine the validity of the complaint; if noncompliance with a mitigation has occurred, the General Manager shall cause appropriate actions to remedy any violation. The complainant shall receive written confirmation indicating the results of the investigation or the final action corresponding to the particular noncompliance issue.

Number	Mitigation	Timing	Who will verify?	Department or Agency Consultation	Verification (Date & Initials)
VERIFY COMPLETION PRIOR TO START OF CONSTRUCTION					
Mitigation in Section I(b):	<p><u>Mitigation incorporated into project for aesthetics:</u> <u>AESTH-1. Replace trees that need to be removed, which are both larger than 12 inches in diameter at breast height and located within 100 feet from Skyline Boulevard, at a 5:1 ratio using 15-gallon size redwood trees. Based on field analysis and the survey map prepared for the project, three trees have been identified that are expected to require replacement: one Douglas fir and two redwoods measuring 36, 20 and 18 inches in diameter at breast height, respectively. The new trees will be incorporated into the landscaping plan for the parking lot and placed within one half mile of the site, no closer than 20 feet from the travel way, and no closer than four (4) feet above the travel way in areas containing embankments. Tree replacement requirement: Replace trees that need to be removed with twenty-five (25) 1-gallon size redwood trees. The new trees will be incorporated into the landscaping plan for the parking lot and will be located mainly within District lands. This replacement meets the tree replacement requirements of Caltrans and San Mateo County.</u></p>	New trees will be incorporated into the project construction documents for the parking lot.	Planning	Operations and/or Planning (Resource Mgmt Specialist)	
Mitigations in section IV(a):	<p><u>Mitigation incorporated into project for special-status plant species:</u> <u>BIO-1.</u> Focused plant surveys for each species listed in Table IV(1) shall be conducted prior to initial ground breaking to determine the species' presence</p>	Prior to start of construction, surveys in the project area will be conducted. If any special status plant species are	Planning	Operations and/or Planning (Resource Mgmt Specialist)	

<i>Number</i>	<i>Mitigation</i>	<i>Timing</i>	<i>Who will verify?</i>	<i>Department or Agency Consultation</i>	<i>Verification (Date & Initials)</i>
	<p>or absence in areas that would be disturbed by construction and earth movement activities. If any special status plant species are found, areas supporting the species shall be avoided, where feasible. Work shall not start if a special-status plant specimen and its required habitat conditions are found within the impact area while a plan detailing on-site mitigation is developed based on consultation with CDFG. Construction work may start once such plan has been approved by CDFG.</p> <p><u>Mitigation incorporated into project for special-status animal species – Cooper’s and sharp-shinned hawks:</u> <u>BIO-2.</u> The three to four month construction period for each project component would occur between the months of April and October due to County restrictions on the timing of earthwork operations and thus would overlap the raptor breeding season (April through August). Therefore, pre-construction surveys shall be conducted by a qualified biologist after breeding season has begun and no more than 30 days prior to construction to determine if raptors are nesting in the project area. If nests of these species are found, no noise-generating construction activities shall occur within ¼ mile of the nest. Activities will be postponed until all young are fledged.</p> <p><u>Mitigation incorporated into project for special-status animal species – Migratory bird species:</u> <u>BIO-3.</u> The three to four month construction period for each project component would occur between the</p>	<p>found, areas supporting the species will be avoided where feasible. If a special-status plant specimen and its required habitat conditions are found within the impact area a plan detailing on-site mitigation will be developed based on consultation with CDFG. Construction work will not start until such plan has been approved by CDFG.</p> <p>Pre- construction surveys will be conducted by a qualified biologist after breeding season has begun and no more than 30 days prior to construction to determine if raptors are nesting in the project area. If nests of these species are found, noise-generating construction activity will be postponed within ¼ mile of the nest until the young birds have fledged.</p> <p>If suitable avian nesting trees are proposed for removal during the breeding season, a qualified biologist</p>	<p>Planning</p> <p>Planning</p>	<p>CDFG (if required)</p> <p>Operations and/or Planning (Resource Mgmt Specialist)</p> <p>Operations and/or Planning (Resource</p>	

<i>Number</i>	<i>Mitigation</i>	<i>Timing</i>	<i>Who will verify?</i>	<i>Department or Agency Consultation</i>	<i>Verification (Date & Initials)</i>
	<p>months of April and October due to County restrictions on the timing of earthwork operations and thus would overlap the migratory bird breeding season (April through August). If suitable avian nesting trees are proposed for removal during the breeding season, a qualified biologist should conduct pre-construction nesting bird surveys within 30 days of the onset of any construction activity. The preconstruction survey should search all trees and snags greater than 6 inches DBH and all shrubs taller than 8 feet proposed for removal. If bird nests are observed, an appropriate buffer zone will be established around all active nests to protect nesting adults and their young from construction disturbance. Removal of trees, snags, or woody shrubs with identified avian nests shall be postponed until all young are fledged.</p>	<p>will conduct pre-construction nesting bird surveys within 30 days of the onset of any construction activity. If bird nests are observed, an appropriate buffer zone will be established around all active nests. Removal of trees, snags, or woody shrubs with identified avian nests will be postponed until all young are fledged.</p>		<p>Mgmt Specialist)</p>	
	<p><u>Mitigation incorporated into project for special-status animal species – San Francisco dusky-footed woodrat:</u> <u>BIO-4.</u> A qualified biologist shall conduct San Francisco dusky-footed woodrat nest surveys prior to initial ground breaking to determine the presence or absence of nests in areas that would be disturbed by construction and earth movement activities. If feasible, disturbance of woodrat nests shall be avoided by routing the trail and by staging construction-related equipment and materials away from known nest sites. If avoidance of San Francisco dusky-footed woodrat nests is not feasible, CDFG will be consulted regarding the possibility of relocating the nests outside of the work area.</p>	<p>A qualified biologist will conduct surveys prior to initial ground breaking. If feasible, disturbance of nests will be avoided by routing the trail and by staging construction-related equipment and materials away from known nest sites. If avoidance of nests is not feasible, CDFG will be consulted regarding the possibility of relocating the nests outside of the work area.</p>	<p>Planning</p>	<p>Operations and/or Planning (Resource Mgmt Specialist) CDFG (if required)</p>	

<i>Number</i>	<i>Mitigation</i>	<i>Timing</i>	<i>Who will verify?</i>	<i>Department or Agency Consultation</i>	<i>Verification (Date & Initials)</i>
Mitigations in section V(b):	<p><u>Mitigation incorporated into project for cultural resources:</u> <i>CULT-1.</i> Implementation of the following measure will reduce potential impacts to cultural and historical resources in the proposed driveway area, including buried and unknown archeological, paleontological, and human remains, to a less-than-significant level:</p> <ul style="list-style-type: none"> • Due to the observation of one isolated lithic artifact and two potential lithic artifacts within the vicinity of the proposed driveway, all initial ground disturbance activities during construction of the driveway shall be monitored by a qualified archaeological professional. If cultural and/or historical resources are encountered during construction, the measures outlined in <i>CULT-2</i> shall be followed. 	Verify that a qualified archaeological monitor is present during construction of the access road.	Planning	Planning (Project Cultural Resources Specialist)	
	<p><u>Mitigation incorporated into project for cultural resources:</u> <i>CULT-2.</i> Implementation of the following measure will reduce potential impacts to cultural and historical resources in the proposed driveway area, including buried and unknown archeological, paleontological, and human remains, to a less-than-significant level:</p> <ul style="list-style-type: none"> • If cultural and/or historical resources are encountered during construction, every reasonable effort shall be made to avoid the resources. Work shall stop within 50 feet of the find until a qualified cultural and/or 	<p>Verify that a qualified archaeological monitor is present during construction of the access road.</p> <p>If cultural and/or historical resources are encountered during construction, work will stop within 50 feet of the find until a qualified cultural and/or historical resources expert can assess</p>	<p>Planning</p> <p>Planning</p>	<p>Planning (Project Cultural Resources Specialist)</p> <p>Planning (Project Cultural Resources Specialist)</p>	

<i>Number</i>	<i>Mitigation</i>	<i>Timing</i>	<i>Who will verify?</i>	<i>Department or Agency Consultation</i>	<i>Verification (Date & Initials)</i>
	<p>historical resources expert can assess the significance of the find.</p> <ul style="list-style-type: none"> • A reasonable effort will be made by the District to avoid or minimize harm to the discovery until significance is determined and an appropriate treatment can be identified and implemented. Methods to protect finds include fencing and covering remains with protective material such as culturally sterile soil or plywood. • If vandalism is a threat, 24-hour security shall be provided. • Construction operations outside of the find location can continue during the significance evaluation period and while mitigation for cultural and/or historical resources is being carried out, preferably with a qualified cultural and/or historical resources expert monitoring any subsurface excavations. • If a resource cannot be avoided, a qualified cultural and/or historical resources expert will develop an appropriate Action Plan for treatment to minimize or mitigate the adverse effects. The District will not proceed with construction activities within 100 feet of the find until the Action Plan has been reviewed and approved. • The treatment effort required to mitigate the inadvertent exposure of significant cultural and/or historical resources will be guided by a research design appropriate to the discovery and potential research data inherent in the resource in association with 	<p>the significance of the find.</p> <p>A reasonable effort to protect the find will be made until significance is determined and an appropriate treatment can be identified and implemented.</p> <p>If vandalism is determined a threat, 24-hour security will be provided.</p> <p>If a resource cannot be avoided, a qualified cultural and/or historical resources expert will develop an appropriate Action Plan. Construction activities will not occur within 100 feet of the find until the Action Plan has been reviewed and approved.</p> <p>The recovery effort will be detailed in a professional report in accordance with current professional standards. Any non-grave associated artifacts will be curated with an appropriate repository.</p>	<p>Planning</p> <p>Planning</p> <p>Planning</p> <p>Planning</p>	<p>Operations (Field and Ranger staff)</p> <p>Operations (Field and Ranger staff)</p> <p>Planning (Project Cultural Resources Specialist)</p> <p>Planning (Project Cultural Resources Specialist)</p>	

<i>Number</i>	<i>Mitigation</i>	<i>Timing</i>	<i>Who will verify?</i>	<i>Department or Agency Consultation</i>	<i>Verification (Date & Initials)</i>
	<p>suitable field techniques and analytical strategies. The recovery effort will be detailed in a professional report in accordance with current professional standards. Any non-grave associated artifacts will be curated with an appropriate repository.</p> <ul style="list-style-type: none"> Project construction documents shall include a requirement that project personnel shall not collect cultural and/or historical resources encountered during construction. This measure is consistent with federal guideline 36 CFR 800.13(a) for invoking unanticipated discoveries. 	<p>A requirement that project personnel shall not collect cultural and/or historical resources encountered during construction will be incorporated into project construction documents.</p>	<p>Planning</p>	<p>Planning (Project Cultural Resources Specialist)</p>	
<p>Mitigation in section V(d)</p>	<p><u>Mitigation incorporated into project for cultural resources:</u> <i>CULT-3.</i> If human remains are uncovered during project construction, the District will immediately halt work, contact the San Mateo County Coroner to evaluate the remains, and follow the procedures and protocols set forth in §15064.5(e) of the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387). The District will immediately notify the California Department of Transportation Cultural Resource Studies Office, District 4 at (510)286-5618. No further disturbance of the site, the area within 50 feet of the site, or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has made a determination of origin and disposition, which shall be made within two working days from the time the Coroner is notified of the discovery, pursuant to State Health and Safety Code Section 7050.5 and Public Resources Code</p>	<p>If human remains are uncovered during project construction, the District will immediately halt work, contact the San Mateo County Coroner to evaluate the remains. Caltrans' Cultural Resource Studies Office, District 4, shall also be contacted immediately.</p> <p>The County Coroner will make a determination of origin and disposition within two working days from the time the Coroner is notified of the discovery.</p> <p>If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) within 24 hours, which will determine and notify the</p>	<p>Planning</p>	<p>Operations (Field and Ranger staff) and/or Planning (Project Cultural Resources Specialist)</p> <p>San Mateo County (if required)</p> <p>Native American Heritage Commission (if required)</p>	

<i>Number</i>	<i>Mitigation</i>	<i>Timing</i>	<i>Who will verify?</i>	<i>Department or Agency Consultation</i>	<i>Verification (Date & Initials)</i>
	<p>Section 5097.98. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) within 24 hours, which will determine and notify the Most Likely Descendant (MLD). The MLD may recommend within 48 hours of their notification by the NAHC the means of treating or disposing of, with appropriate dignity, the human remains and grave goods. In the event of difficulty locating a MLD or failure of the MLD to make a timely recommendation, the human remains and grave goods shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p> <p>The mitigation under section V(b) calls for stopping work and evaluating significance if an artifact find is made, which will also reduce the potential for disturbance of human remains.</p>	<p>Most Likely Descendant (MLD).</p> <p>Within 48 hours of notification, the MLD may recommend the means of treating or disposing of, with appropriate dignity, the human remains and grave goods. In the event of difficulty locating a MLD or failure of the MLD to make a timely recommendation, the human remains and grave goods shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p>			
<p><u>Mitigation in Section VII(h):</u></p>	<p><u>Mitigation incorporated into project for cultural resources:</u></p> <p><u>HAZ-1. All equipment to be used during construction must have an approved spark arrestor.</u></p> <p><u>HAZ-2. Cut grass and reduce fuels around construction sites where vehicles are allowed to park.</u></p> <p><u>HAZ-3. Minimize use of mechanical construction equipment during hot, dry, windy weather.</u></p> <p><u>HAZ-4. Hired contractors shall be required to:</u></p> <ul style="list-style-type: none"> i) <u>Provide water to suppress potential fires caused by the work performed.</u> ii) <u>Remind workers that smoking is</u> 	<p><u>This requirement will be incorporated into project construction documents.</u></p> <p><u>Grass will be cut and fuels reduced around the construction site where vehicles are allowed to park.</u></p> <p><u>Mechanical construction equipment will be limited during hot, dry, windy weather.</u></p> <p><u>These requirements will be incorporated into project</u></p>	<p><u>Planning</u></p> <p><u>Planning</u></p> <p><u>Planning</u></p> <p><u>Planning</u></p>	<p><u>Planning</u></p> <p><u>Planning</u></p> <p><u>Planning</u></p> <p><u>Planning</u></p>	

<i>Number</i>	<i>Mitigation</i>	<i>Timing</i>	<i>Who will verify?</i>	<i>Department or Agency Consultation</i>	<i>Verification (Date & Initials)</i>
	<p><u>prohibited at the work site and on any District land per contract conditions and District Ordinance.</u></p> <p>iii) <u>Maintain working ABC fire extinguishers on all vehicles in the work area.</u></p> <p>iv) <u>Contact both Mountain View Dispatch at (650) 968-4411 and the California Department of Forestry, Skylonda, at (650) 851-1860 for emergency response in the event of a fire (these numbers are to report emergencies only).</u></p>	<p><u>construction documents.</u></p>			

Attachment 3: Analysis Letter



Midpeninsula Regional Open Space District

GENERAL MANAGER
Stephen E. Abbors

BOARD OF DIRECTORS
Pete Siemens
Yoriko Kishimoto
Jed Cyr
Curt Riffle
Nonette Hanko
Larry Hassett
Cecily Harris

January 6, 2012

Summer Burlison, Project Planner
San Mateo County Planning and Building
455 County Center, 2nd Floor
Redwood City, CA 94063

RE: El Corte de Madera Creek Staging Area Project
County File Number PLN 2010-00184 (Midpeninsula Regional Open Space District)

Dear Ms. Burlison:

In response to the San Mateo County Planning Commission's direction at its meeting of May 25, 2011, the District has undertaken additional analysis to address issues raised by the Commissioners. The purpose of this letter is to summarize this analysis and respond to questions posed by the Commission and by County Planning Staff in preparation for the Commission's second hearing on the project scheduled for January 25, 2012.

Pursuant to the Commission's direction to further evaluate potential safety issues and to consult with Caltrans, on June 24, 2011, District staff conducted an on-site visit at the location of the proposed staging area and driveway with County and Caltrans staff. As a result of this site visit, a principal issue discussed by County staff and Caltrans staff was the potential relocation of the driveway entrance to the staging area. While on site, County and Caltrans staff reviewed site conditions and discussed the potential and the advantages of moving the proposed driveway 100 feet further south from its initially proposed location.

The District has analyzed the potential environmental and safety effects of relocating the proposed driveway entrance 100 feet south of the currently proposed location. For the purposes of this letter, the original driveway location will be referred to as the North Driveway and the alternate driveway location as the South Driveway.

The District's traffic engineering consultant, Hexagon Transportation Consultants (Hexagon), conducted a thorough safety and line of sight analysis of the South Driveway. Hexagon's analysis confirms that the South Driveway exceeds Caltrans' required lines of sight and will operate safely.

Hexagon's initial site distance analysis of this location was conducted using the following methodology to reach its conclusion:

"A sight distance analysis consists of measuring the available sight distance from Skyline Boulevard to the proposed entry/exit/crossing and comparing it to the minimum distance necessary for a vehicle traveling on Skyline Boulevard to be able to stop in time, if necessary, after seeing a vehicle or person. Figures 6A and 6B show the locations of the various entry/exit/crossing points and relevant sight distances discussed below.

The Caltrans Highway Design Manual specifies minimum required sight distances as a function of vehicle speed. Vehicle speed is, in turn, a function of the radius of the horizontal curve of the roadway. The process for determining the adequacy of available sight distance is as follows. For each relevant location:

- The radius of curvature of the upstream curve is determined.
- The corresponding design speed, using the Caltrans Highway Design Manual, Table 203.2 is calculated.
- The design speed is factored upward by 20 percent.
- For roadway segments without curves the maximum speed is assumed to be 65 mph, which is 10 mph over the speed limit.
- The minimum safe stopping sight distance associated with the maximum speed, using Caltrans Highway Design Manual, Table 201.1 is calculated.
- The available stopping sight distance for oncoming vehicles is measured in the field.
- The available sight distance is compared to the minimum safe stopping sight distance to determine if sufficient sight distance is available.

The horizontal curvatures near the project driveway and near the proposed pedestrian crossing were obtained from Caltrans roadway plans. The available sight distance was measured in the field. The results of the sight distance analysis are summarized in Table 3, and discussed below.

Sight Distance at the Project Driveway. Curves are present on the roadway segments north and south of the project driveway. North of the project driveway, the maximum speed was determined to be 49 mph. The required minimum stopping sight distance for this maximum speed (per Caltrans Highway Design Manual, Table 201.1) is 415 feet. South of the project driveway, the maximum speed was determined to be 38 mph. The required minimum stopping sight distance for this location is 280 feet.

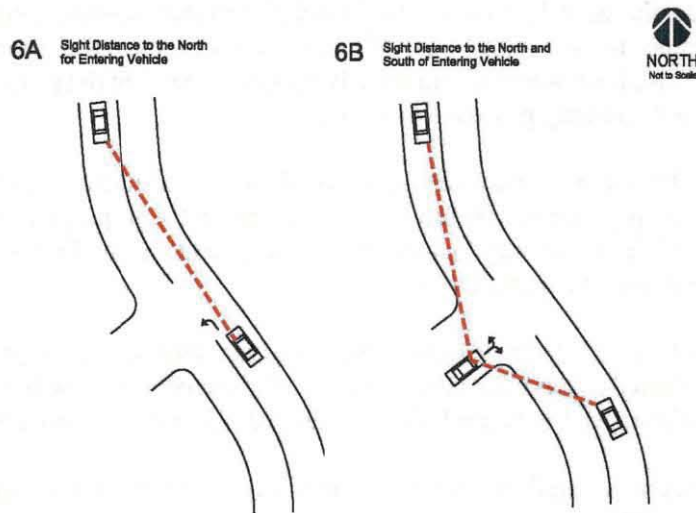
Entering Left-Turn Vehicles

For entering left turning vehicles (Figure 6A), the line of sight is approximately 447 feet. Since the available line of sight (447 feet) is greater than the minimum stopping sight distance (415 feet), the sight distance at this location is satisfactory.

Exiting Vehicles

For exiting left and right turns at the site driveway (Figure 6B) the line of sight is 512 feet from the north. As described above, the required minimum stopping sight distance from the north is 415 feet.

The line of sight is 498 feet to the south. As described above, the required minimum stopping sight distance from the south is 280 feet. Since the available lines of sight north and south are greater than the minimum stopping sight distances, the sight distance at this location is satisfactory.” (Excerpt and graphic from memorandum from Hexagon to Ana Ruiz, Planning Department Manager, June 30, 2009)



Hexagon's supplemental memorandum dated July 25, 2011 confirms this conclusion. (Memorandum from Hexagon to Tina Hugg, Open Space Planner, July 25, 2011)

Therefore, relocation of the driveway entrance will not result in new significant environmental effects nor increase the level of any previously identified potential effect. Site distance was thoroughly analyzed in the Mitigated Negative Declaration, which concluded that there would be no potential traffic hazard from the North Driveway since the entrance exceeds applicable site distance requirements. Therefore, no mitigation measure was needed as no hazard exists. This conclusion is equally applicable to the South Driveway, which similarly exceeds applicable site distance requirements.

In fact, relocation of the driveway entrance will result in less environmental disturbance than the initial North Driveway location. Even though potential project impacts have already been mitigated to a less than significant level, the South Driveway is shorter than the North Driveway and thus there is 15% less overall grading (9% more cut and 56% less fill). The North Driveway would require 3,713 cubic yards of grading (2,300 CY cut and 1,413 CY fill) whereas the South Driveway would require 3,139 cubic yards of grading (2,517 CY cut and 622 CY fill). Due to existing topography, a new culvert is required to improve drainage, but the small area of disturbance for the culvert still would result in less grading overall for the South Driveway as compared to the North Driveway. In addition, no change in grading would be necessary for the public parking area itself as relocation of the driveway entrance would not change the design of the parking area.

Since the location difference is only 100 feet, the habitat and biological conditions surrounding both driveways is identical and contains the same tree species. However, the number of trees removed at the South Driveway would be substantially less than the North Driveway due to the more open nature and lack of understory trees and other vegetation at the South Driveway location. Directly along the highway frontage, the number of trees proposed for removal is 6 for the South Driveway versus 17 for the North Driveway. In the interior area of the site, both driveways would require the removal of an additional 9 trees. The existing massing of trees and shrubs in the area of the North Driveway would remain intact.

The District's conclusion is that, if the Planning Commission wishes to relocate the driveway as a condition of project approval, this would result in no new significant environmental impacts and would result in less disturbance to the natural condition of the project area. In addition, the conclusion reached in the Mitigated Negative Declaration that the project as designed will not result in a significant impact on the environment remains equally applicable in the event the driveway entrance were located 100 feet south of the originally proposed location.

Sincerely,

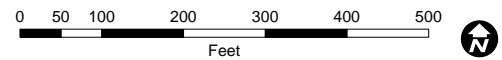


Tina Hugg, Open Space Planner III

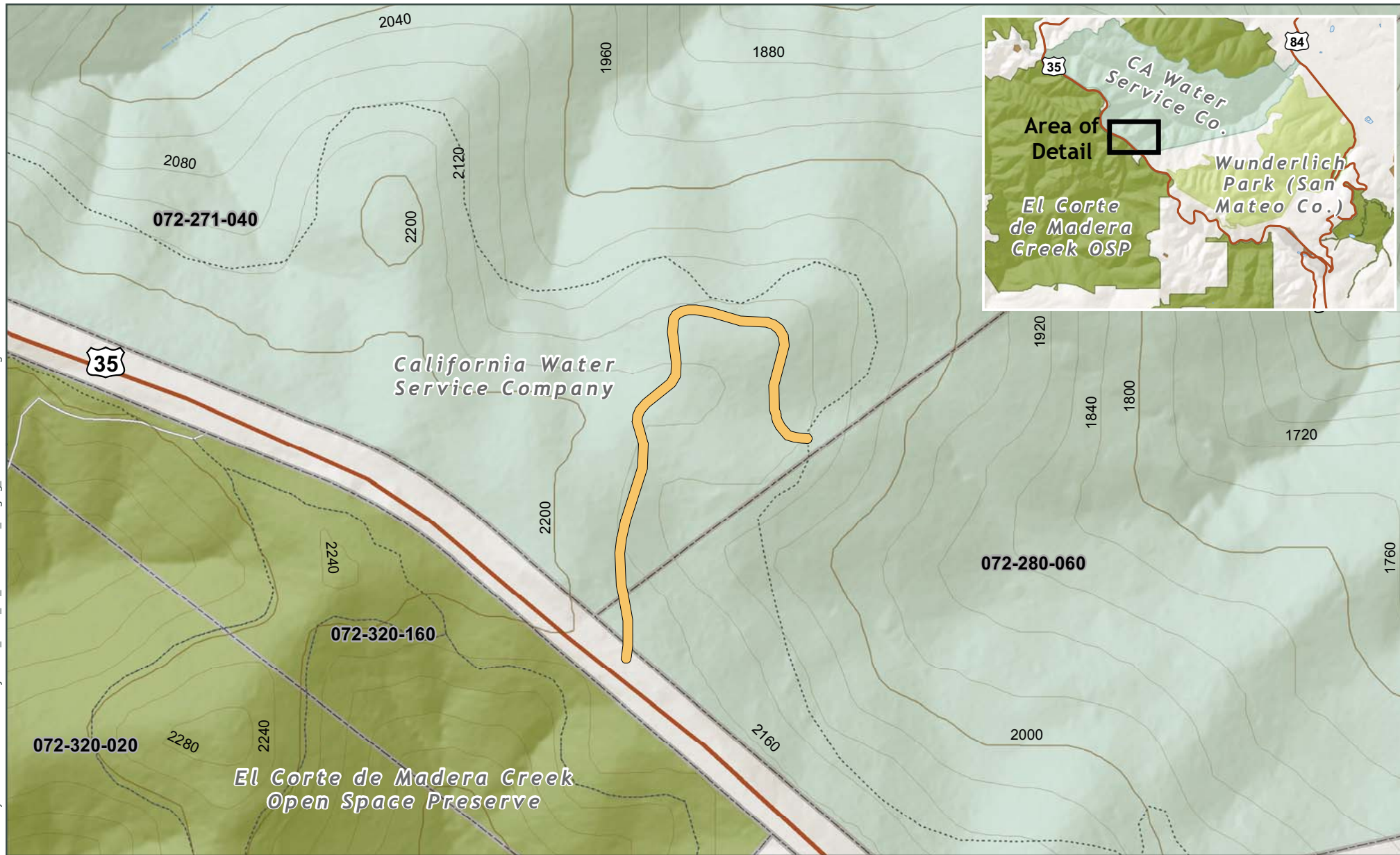
El Corte de Madera Creek - Proposed Staging Area and Trail Improvement Project









Attachment 4 - North and South Driveway Comparison Map



Created By: zalexander\Path: G:\Projects\EL_Corte_de_Madera\New_Staging_Area\Trail\Construction\Agreement\TrailCorridorAreaV2.mxd



Attachment 5: Cross Over Trail Corridor Map

-  MROSD Preserves
-  Watershed Land
-  Other Protected Open Space or Park Lands
-  Other Public Agency
-  Private Property
-  Trail Corridor, 20 feet wide

Midpeninsula Regional
Open Space District
(MROSD)

January, 2012



While the District strives to use the best available digital data, this data does not represent a legal survey and is merely a graphic illustration of geographic features.

Attachment 6: Hexagon Supplemental Memorandum



HEXAGON TRANSPORTATION CONSULTANTS, INC.

July 25, 2011

Ms. Tina Hugg
Midpeninsula Regional Open Space District
330 Distel Circle
Los Altos, CA 94022

Re: Traffic Evaluation for El Corte de Madera Staging Area (Current and Original Driveway Locations)

Dear Ms. Hugg:

Hexagon Transportation Consultants, Inc., prepared a complete and extensive traffic study in 2009 for the proposed new staging area at the El Corte de Madera Creek Open Space Preserve including traffic counts, speed surveys, and sight distance analyses of multiple locations. During the course of preparing the study, we analyzed various potential driveway locations. The key consideration for the driveway evaluation was adequate and safe sight distance. We identified two potential driveway locations where the sight distance meets and exceeds Caltrans standards for the prevailing traffic speed on Skyline Drive (see Table 1). The proposed northern driveway location offers the greatest sight distance in both directions. However, there is another potential driveway location, approximately 100 feet to the south, where the Caltrans minimum stopping sight distances also would be exceeded. Based on sight distance, either driveway location could be designed in a manner to operate safely.

Please do not hesitate to contact us if additional information is needed.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gary Black, President



Table 1
Access Location Comparison

Access Location	Vehicle Location	Direction ¹	View / Movement ²	Upstream Radius ³	Design Speed ⁴	Maximum Speed ⁵	Distance Required ⁶	Available Sight Distance	Sight Distance Sufficient?
North Driveway Location	north of driveway	SB	to outbound (EB) left-turning vehicle from driveway	600 ft	41 mph	49 mph	415 ft	520 ft	yes
		SB	to inbound (NB) left-turning vehicle from Skyline Blvd	600 ft	41 mph	49 mph	415 ft	465 ft	yes
	south of driveway	NB	to outbound (EB) vehicle from driveway	350 ft	32 mph	38 mph	295 ft	641 ft	yes
		NB	to inbound (NB) left-turning vehicle from Skyline Blvd	350 ft	32 mph	38 mph	295 ft	641 ft	yes
South Driveway Location	north of driveway	SB	to outbound (EB) left-turning vehicle from driveway	600 ft	41 mph	49 mph	415 ft	512 ft	yes
		SB	to inbound (NB) left-turning vehicle from Skyline Blvd	600 ft	41 mph	49 mph	415 ft	447 ft	yes
	south of driveway	NB	to outbound (EB) left-turning vehicle from driveway	350 ft	32 mph	38 mph	295 ft	498 ft	yes
		NB	to inbound (NB) left-turning vehicle from Skyline Blvd	350 ft	32 mph	38 mph	295 ft	498 ft	yes

1 Direction of travel along SR 35.

2 Direction of view toward movement to which sight distance refers.

3 Radius of curvature (in feet) as indicated on Caltrans Right-of-Way Plans dated July 3, 1925.

4 Design speed (in mph) corresponding to upstream curve radius, per Caltrans *Highway Design Manual* Table 203.2.

5 The maximum speed is not known, but a reasonable maximum speed, for purposes of this analysis, is 20 percent above the design speed.

6 Minimum safe stopping sight distance (in feet) required for estimated maximum speed, per Caltrans *Highway Design Manual*, Table 201.1.