Initial Study/Draft Mitigated Negative Declaration

Atherton Channel Pedestrian and Bicycle Bridge Project

CITY OF
MENLO PARK

January 2016

Notice of Intent to Adopt a Mitigated Negative Declaration

NOTICE IS HEREBY GIVEN that the Director of Public Works of the City of Menlo Park, California, is scheduled to review the following item:

Environmental Review: To evaluate the potential environmental impacts pursuant to California Environmental Quality Act (CEQA) in the Mitigated Negative Declaration (MND) for the project listed below.

Project Description: The project proposes to construct a new pedestrian and bicycle bridge over the Atherton Channel in order to enhance pedestrian and bicycle access along Haven Avenue and provide a safe crossing of the Atherton Channel. The project would also extend the sidewalk along the north side of Haven Avenue approximately 650 feet eastward to Marsh Road and install a bicycle lane for 35 feet beyond the new pedestrian and bicycle bridge along the north side of Haven Avenue and for 325 feet along the south side of Haven Avenue. The bridge would be a single span prefabricated structure, approximately 10 feet wide by 34 feet long, constructed over the channel. Bridge abutments would be concrete cast in place structures installed at the top of the channel bank. The proposed pedestrian and bicycle bridge, sidewalks, and bicycle lanes would be constructed within the existing Caltrans road right of way of Haven Avenue.

Project Location: The proposed project site is located along the north side of Haven Avenue across the Atherton Channel, 35 feet downstream of the existing two-lane vehicle bridge. It includes the existing Haven Avenue alignment and road right-of-way, associated sidewalks, and a portion of the Atherton Channel.

Initial Study/Environmental Assessment: An Initial Study has been prepared for the proposed project and the analysis has determined that there will be no significant environmental impacts with implementation of proposed mitigation measures. Therefore, the proposed project would not have a significant impact on the environment and a Mitigated Negative Declaration will be adopted by the Director of Public Works.

The California Environmental Quality Act (CEQA) requires this notice to disclose whether any listed toxic sites are present at the location. The project location does not contain a toxic site pursuant to Section 6596.2 of the Government Code.

Copies of the Initial Study and Mitigated Negative Declaration are available for public review at the City Main Library and at the City of Menlo Park, Engineering Division front counter at 701 Laurel Street, Menlo Park, CA 94025 and on the web at: http://www.menlopark.org/892/St-Anton. Documents may be reviewed between the hours of 7:30 a.m. and 5:30 p.m. Monday through Thursday and 8:00 a.m. to 5:00 p.m. on Friday, with alternate Fridays closed.

Public Review Period: The public review period for the Initial Study and Mitigated Negative Declaration begins on January 22, 2016 and ends on February 22, 2016 at 5:00pm.

Notice of Intent to Adopt a Mitigated Negative Declaration

Written comments regarding the project must be submitted to the Engineering Division no later than 5:00 p.m., Monday, February 22, 2016. Comments may be submitted to Virginia Parks, Associate Engineer, by email to VKFParks@menlopark.org or by letter to the Engineering division, 701 Laurel Street, Menlo Park, CA 94025. For questions, please call Virginia at 650-330-6740.

Si usted necesita más información sobre este proyecto, por favor llame al 650-330-6740, y pregunte por un asistente que hable español.

DATED:	January 19, 2016	Virginia Parks, Associate Engineer
PUBLISHED:	January 21, 2016	Menlo Park Public Works Department

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EXECUTIVE SUMMARY

PROJECT LOCATION

The proposed project site is located along Haven Avenue, north of U.S. Highway 101, and west of Marsh Road in the City of Menlo Park.

PROJECT BACKGROUND & OVERVIEW

In 2013, the *City of Menlo Park Housing Element Update, General Plan Consistency Update, and Zoning Ordinance Amendments* were approved and adopted by the City. The *Housing Element Update* identified, evaluated, and rezoned five sites within the City for future high density residential development to meet regional house needs, including parcels located along the 3600 block of Haven Avenue. The environmental review for the *Housing Element Update* included as mitigation several transportation and traffic improvements along Haven Avenue including: re-striping the center line of Haven Avenue and approach to Bayfront Expressway, and geometric and lane modifications to the intersection of Haven Avenue and Bayfront Expressway (State Clearing House Number: 2014022040).

In 2014 the City of Menlo Park authorized St. Anton Partners to construct a high density residential project at 3639 Haven Avenue. In the vicinity of the residential project, Haven Avenue crosses the Atherton Channel via a two-lane vehicular bridge. During the entitlement process the City determined that additional pedestrian improvements were necessary including: the construction of a new pedestrian and bicycle bridge over the Atherton Channel, extending the sidewalk along the north side of Haven Avenue, and installing designated bike lanes, to support the high density residential project at 3639 Haven Avenue. A new pedestrian and bicycle bridge over the Atherton Channel was not analyzed in the environmental review prepared for the *Housing Element Update.* It is the focus of this Initial Study.

The proposed project would construct a new pedestrian and bicycle bridge over the Atherton Channel to enhance pedestrian and bicycle access along Haven Avenue and provide a safe crossing of the Atherton Channel. The bridge would be located along the north side of Haven Avenue across the Atherton Channel, 35 feet downstream of the existing two-lane vehicle bridge. The project would also extend the sidewalk along the north side of Haven Avenue approximately 650 fee eastward to Marsh Road and install a bicycle lane 35 feet beyond the new pedestrian and bicycle bridge along the north side of Haven Avenue and for 325 feet along the south side of Haven Avenue.

SIGNIFICANT IMPACTS

Construction of a new pedestrian and bicycle bridge over the Atherton Channel could result in significant impacts to biological resources, cultural resources, hazards and hazardous materials, and hydrology and water quality.

Implementation of the mitigation measures included in the project and best management practices required by the City of Menlo Park would reduce significant impacts to a less than significant level.

SECTION 1.0 INTRODUCTION AND PURPOSE

This Initial Study (IS) of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et. seq.), and the regulations and policies of the City of Menlo Park. This Initial Study evaluates the potential environmental impacts which might reasonably be anticipated to result from implementation of the proposed Atherton Channel Pedestrian and Bicycle Bridge Project.

The City of Menlo Park is the Lead Agency under CEQA and has prepared this Initial Study to address the environmental impacts of implementing the proposed project.

This Initial Study provides decision-makers in the City of Menlo Park, responsible agencies, and the general public with relevant environmental information to use in considering the project.

This IS may also be relied upon for other agency approvals necessary to implement the project, including approvals by the California Department of Fish and Wildlife, United States Army Corps of Engineers, and the Regional Water Quality Control Board.

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Atherton Channel Pedestrian and Bicycle Bridge Project

2.2 PROJECT LOCATION

The proposed project site is located along the north side of Haven Avenue across the Atherton Channel, 35 feet downstream of the existing two-lane vehicle bridge. It includes the existing Haven Avenue alignment and road right-of-way, associated sidewalks, and a portion of the Atherton Channel. Regional and vicinity maps of the site are shown on Figures 1 and 2, and an aerial photograph of the project site and surrounding area is shown on Figure 3.

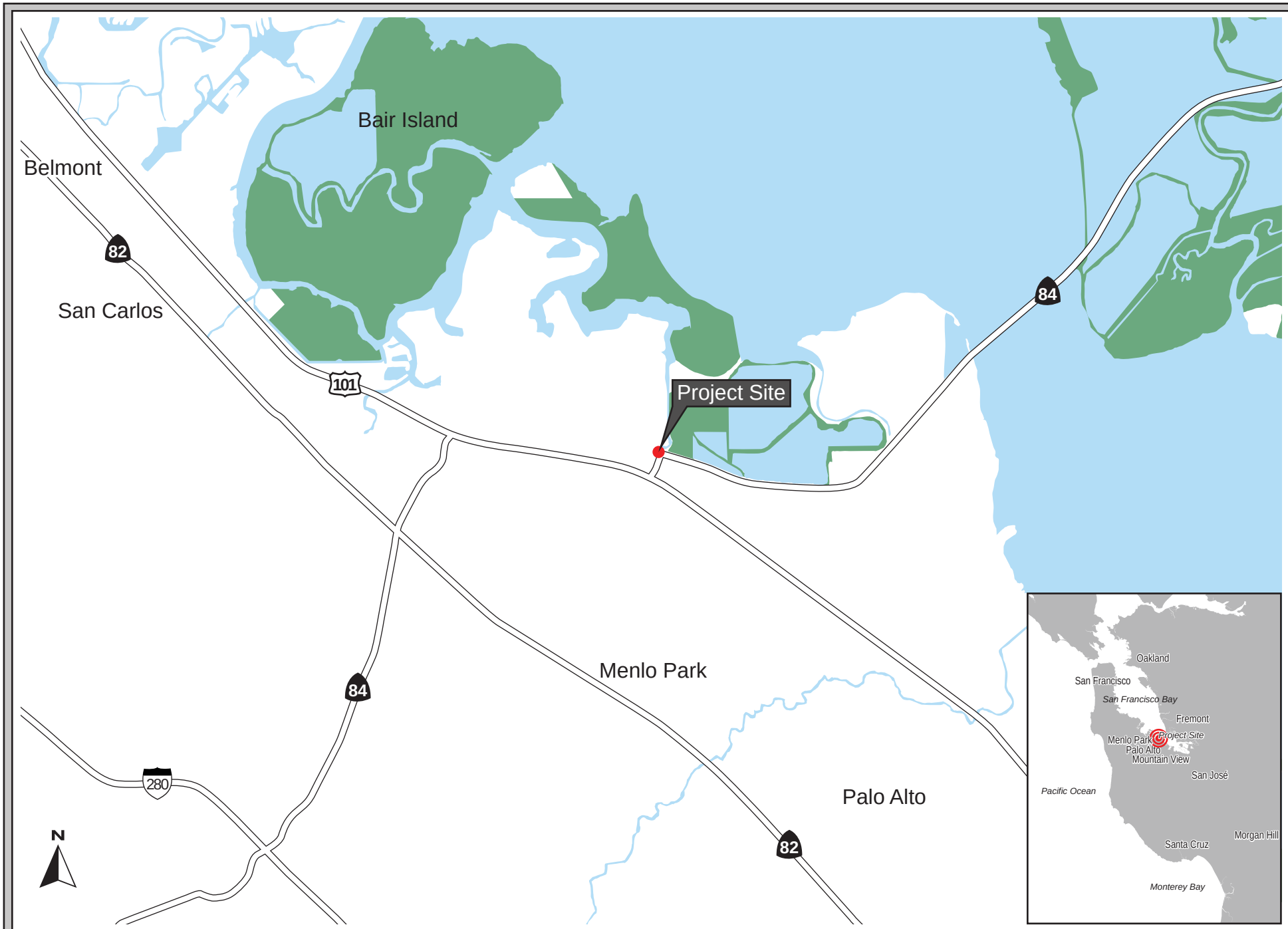
Surrounding land uses include existing commercial and industrial uses to the north, south, east, and west. The Bayfront Channel, salt ponds, and Bedwell Bayfront Park are located further to the north.

2.3 LEAD AGENCY CONTACT

Virginia Parks, Associate Engineer
Public Works Department
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025
(650) 330-6740

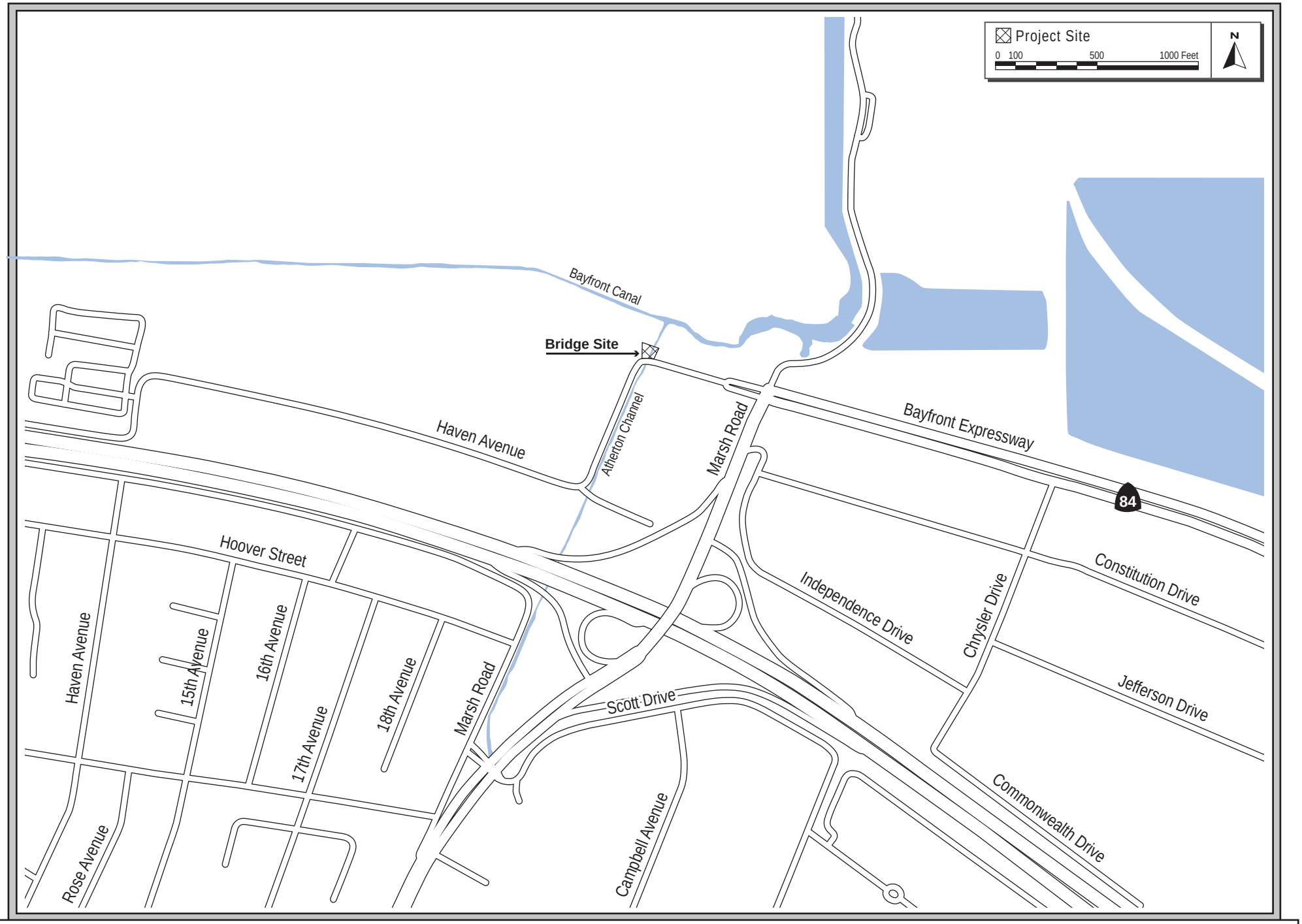
2.4 PROJECT PROPONENT

St. Anton Partners
1801 I Street
Sacramento, CA 94588
Contact: Nick Linkert
(916) 471-3000



REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 3

SECTION 3.0 PROJECT DESCRIPTION

3.1 EXISTING SITE CONDITIONS

Haven Avenue crosses Atherton Channel via a two lane vehicular bridge with no sidewalks or bicycle lanes. Haven Avenue is an existing two lane major collector that begins at Marsh Road and continues west approximately 0.75 miles before becoming East Bayshore Road. Sidewalks and street parking are located along various portions of Haven Avenue. The Atherton Channel is a stormwater drainage facility and the portion along Haven Avenue is maintained by the City of Menlo Park Public Works Department. There is currently no safe way for pedestrians to cross over the Atherton Channel without walking on the traveled roadway and there is a similar risk for bicyclists, due to a lack of sidewalks and formal bicycle lanes or markings.

The project site and surrounding area is generally flat and consists primarily of bare ground and existing hardscape. The elevation of the proposed project site is approximately five to ten feet above mean sea level.

3.2 PROPOSED PROJECT

The project proposes to construct a new pedestrian and bicycle bridge over the Atherton Channel in order to enhance pedestrian and bicycle access along Haven Avenue and provide a safe crossing of the Atherton Channel. The project would also extend the sidewalk along the north side of Haven Avenue approximately 650 feet eastward to Marsh Road and install a bicycle lane 35 feet beyond the new pedestrian and bicycle bridge along the north side of Haven Avenue and for 325 feet along the south side of Haven Avenue.

The proposed pedestrian and bicycle bridge would be constructed along the north side of Haven Avenue across the Atherton Channel, 35 feet downstream of the existing two-lane vehicle bridge. The bridge would be a single span prefabricated structure, approximately 10 feet wide by 34 feet long, constructed over the channel. Bridge abutments would be concrete cast in place structures installed at the top of the channel bank.

The proposed pedestrian and bicycle bridge, sidewalks, and bicycle lanes would be constructed within the existing Caltrans road right of way of Haven Avenue. A conceptual site plan is shown on Figure 4.

3.2.1 Access, Circulation, and Parking

Public access to the proposed project site is provided by Marsh Road, Bayfront Expressway, and East Bayshore Road. Street parking is currently provided along portions of Haven Avenue.

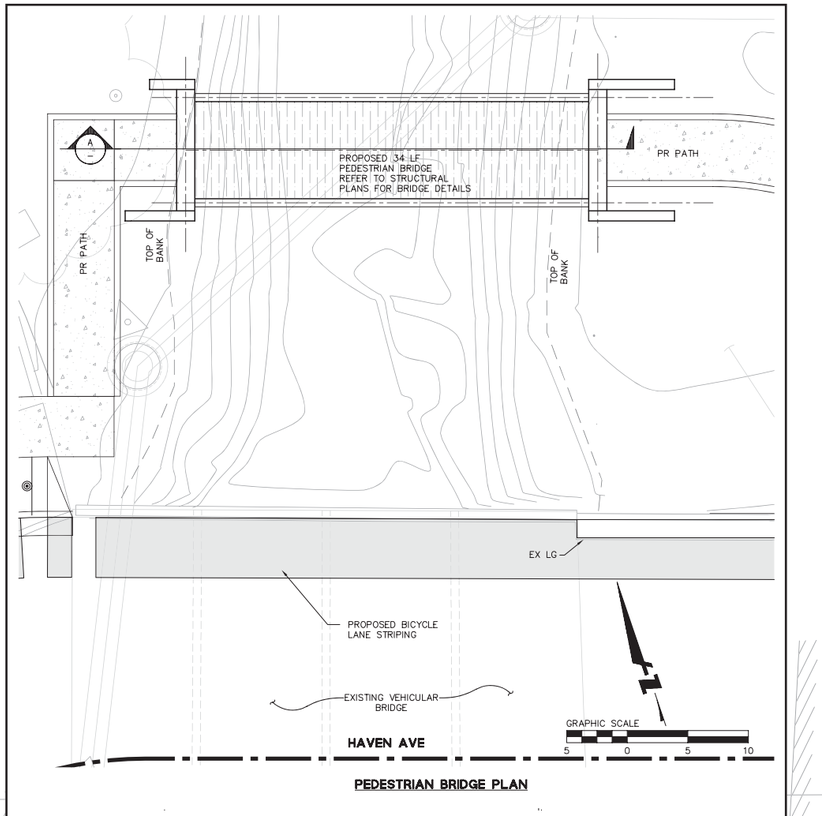
3.2.2 Construction

Construction necessary to complete the project would be minimal and is anticipated to start in 2016 and would require approximately 60 working days.

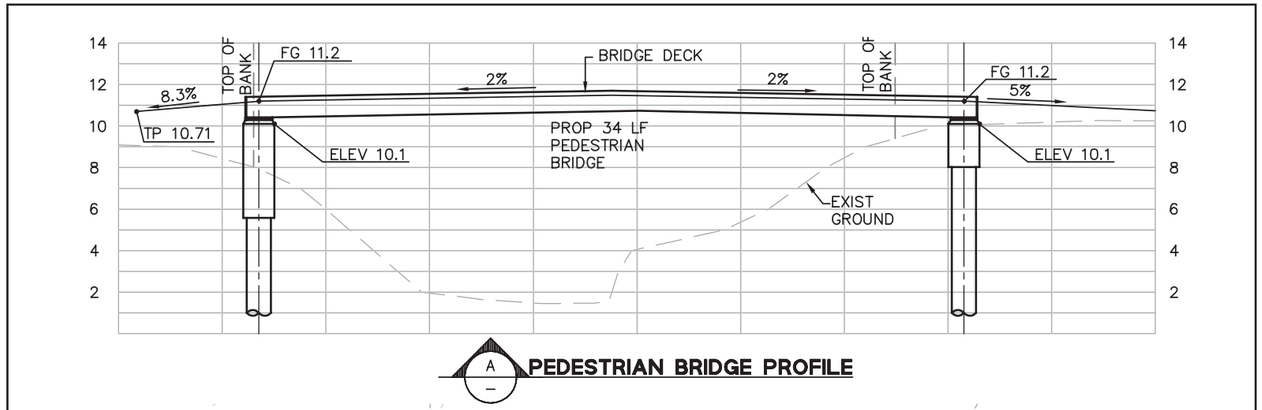
3.3 USES OF THE INITIAL STUDY

This Initial Study (IS) provides decision-makers in the City of Menlo Park (the CEQA Lead Agency), responsible agencies, and the general public with relevant environmental information to use in considering the project.

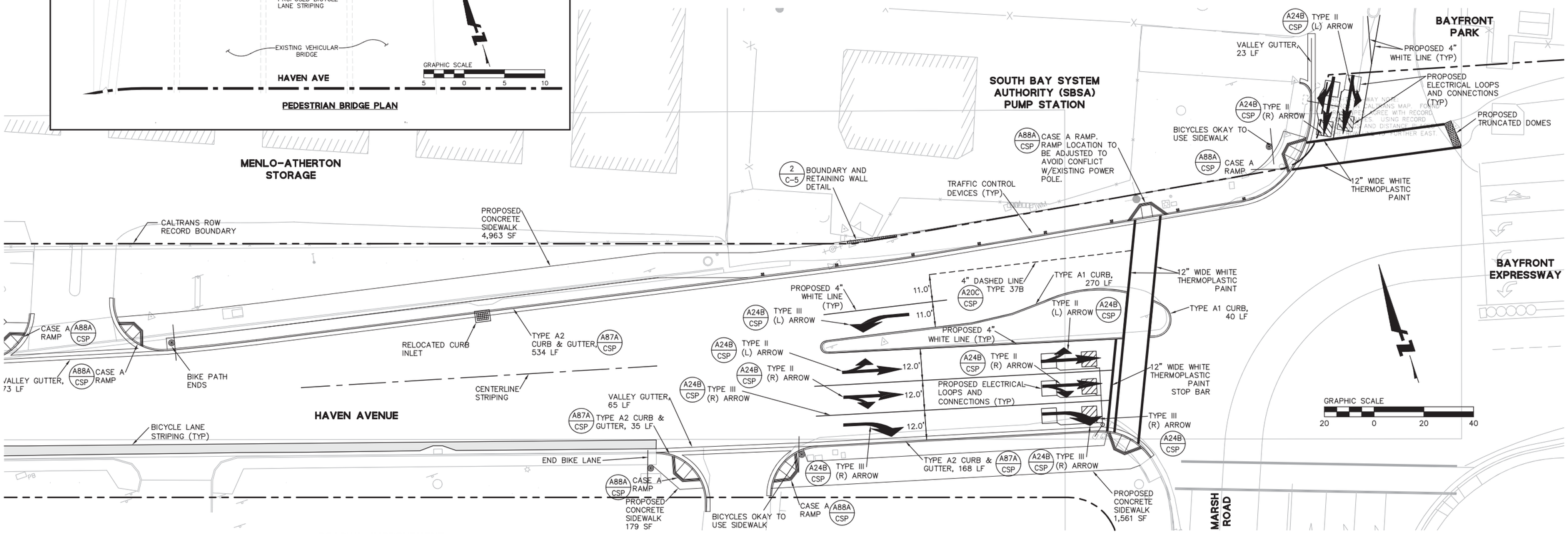
This IS may also be relied upon for other agency approvals necessary to implement the project, including approvals by the California Department of Fish and Wildlife, Caltrans, and Regional Water Quality Control Board.



PEDESTRIAN BRIDGE PLAN



A — PEDESTRIAN BRIDGE PROFILE



ROADWAY IMPROVEMENT

SITE PLAN

FIGURE 4

SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

This section describes the existing environmental conditions on and near the project area, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the proposed project is implemented.

The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of this section on page 84. Mitigation measures are identified for all significant project impacts. Mitigation Measures are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guideline 15370).

4.1 AESTHETICS

4.1.1 Aesthetics Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	1,2
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	1,2,3,4
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	1,2
d. Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	☐	☐	☐	☒	1,2

4.1.2 Setting

The proposed bridge site is located with the existing right of way of Haven Avenue in the City of Menlo Park. Haven Avenue is a two lane street with sidewalks and street parking located along various portions of the alignment. Existing one- and two-story commercial and industrial buildings, surface parking lots, landscaping, and street trees are located along Haven Avenue (Photo 1 and 2).

Atherton Channel, a stormwater drainage facility maintained by the City of Menlo Park, runs parallel to Haven Avenue for approximately 700 feet before crossing under an existing two lane vehicular bridge. Atherton Channel supports highly disturbed habitat and conveys stormwater flows north where it connects to the Bayfront Channel (Photos 3 & 4).

PHOTO 1: Looking west along Haven Avenue, showing existing vehicular bridge over the Atherton Channel and adjacent industrial/office use

PHOTO 2: Looking east across the Atherton Channel, showing the eucalyptus trees and existing industrial uses in the distance.

Photo 3: Looking south (upstream) of the Atherton Channel, showing highly disturbed salt marsh habitat along the east bank of the channel. Haven Avenue two-lane vehicular bridge is shown in distance.

Photo 4: Looking north (downstream) of the Atherton Channel, showing the location of the proposed pedestrian and bicycle bridge and highly disturbed habitat. A two-lane vehicular bridge on private property is shown in the distance.

4.1.2.2 *Surrounding Land Uses*

Surrounding land uses include existing commercial and industrial development along both sides of Haven Avenue. Bedwell Bayfront Park, salt ponds, and the Bayfront Channel are located farther to the north. U.S. Highway 101 is located approximately 1,000 feet south of the project site.

4.1.3 Impacts Evaluation

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

The primary visual resources in the City of Menlo Park are the San Francisco Bay shoreline, surrounding foothills of the Santa Cruz Mountains, and San Francisquito Creek. The project site is relatively flat and views of the project site are limited to the immediate area. Development of the project would not change the visual character of Haven Avenue or the surrounding area. Salt ponds and the Bayfront Channel are visible from very limited portions of Haven Avenue. Views of the foothills to the south are obstructed by existing development and trees. The proposed bridge would be prefabricated and placed on concrete cast in place bridge abutments. Construction of the new pedestrian and bicycle bridge over the channel would not change or hinder the views of the Bay shoreline to the north. The Bayfront Channel and shoreline would be visible from the proposed bridge. For these reasons, the project would have a less than significant impact on scenic vistas. **[Less Than Significant Impact]**

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

The project site is not located along a state scenic highway or scenic gateway. There are no rock outcroppings or historic buildings on or adjacent to the project site. **[No Impact]**

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

The project site includes a highly disturbed portion of the Atherton Channel located within the existing right of way of Haven Avenue. All proposed project improvements are located within the existing right of way. Construction of the pedestrian bridge over the channel would not change the visual character of the channel or surrounding area. Existing vehicular bridges are located immediately adjacent to the proposed project site. For these reasons construction of the pedestrian bridge is not anticipated to adversely affect the visual quality of the channel or surrounding area. **[Less Than Significant Impact]**

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

The primary source of light and glare in the area is associated with the existing commercial and industrial uses located along Haven Avenue. No new lighting is proposed as part of the project. The proposed prefabricated pedestrian and bicycle bridge does not contain highly reflective construction materials; therefore, the project would not create glare. **[No Impact]**

4.1.4 Conclusion

Implementation of the proposed project would result in less than significant impact to visual or aesthetic resources. **[Less Than Significant Impact]**

4.2 AGRICULTURAL AND FORESTRY RESOURCES

4.2.1 Agricultural and Forestry Resources Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	2,3
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	2,3
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒	2,3
d. Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	2,3
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒	2,3

4.2.2 Setting

The project site is not designated as farmland or forest land. According to the Santa Mateo County *Important Farmland 2012* map, the project site is designated as Urban and Built-Up Land, meaning that the land contains a building density of at least six units per 10-acre parcel or is used for industrial, residential, or commercial purposes, golf courses, landfills, airports, or other utilities.

4.2.3 Impacts Evaluation

a. - b. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use? Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is not designated, used, or zoned for agricultural purposes. The project site is not part of a Williamson Act contract. For these reasons, the proposed project would not result in impacts to agricultural or forest resources. **[No Impact]**

c. - d. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? Would the project result in a loss of forest land or conversion of forest land to non-forest use?

The project site is not zoned or used for agriculture. The surrounding area is not used or zoned for timberland or forest land and the City of Menlo Park does not contain any lands zoned for timberland production. The project would not impact timberland or forest land. **[No Impact]**

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

According to the Santa Mateo County *Important Farmland 2012* map, the project site and surrounding area is designated as Urban and Built-Up Land. The development of the project site would not result in conversion of any forest or farmlands. **[No Impact]**

4.2.4 Conclusion

Implementation of the proposed project would have no impact on agricultural or forestry resources in the area. **[No Impact]**

4.3 AIR QUALITY

4.3.1 Air Quality Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	1,2,3,6
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒	1,2,3,6
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☒	☐	1,2,3,6
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	1,2
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	1,2

4.3.2 Setting

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of a pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and for photochemical pollutants, sunshine.

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for what are commonly referred to as "criteria pollutants," because they set the criteria for attainment of good air quality. Criteria pollutants include carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, and particulate matter (PM).

4.3.2.1 *Regional Air Quality*

The project site is located within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin.

The Federal Clean Air Act and the California Clean Air Act require that the CARB, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standard are not met as "nonattainment areas." Because of the differences between the national and

state standards, the designation of nonattainment areas is different under the federal and state legislation. The Bay Area is designated as an "attainment area" for carbon monoxide, nitrogen dioxide, and sulfur dioxide. The region is classified as a "nonattainment area" for both the federal and state ozone standards, although a request for reclassification to "attainment" of the federal standard is currently being considered by the U.S. EPA.

4.3.2.2 *Toxic Air Contaminants*

Toxic Air Contaminants (TACs) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer or serious illness) and include, but are not limited to, criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a highway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state and federal level. The identification, regulation and monitoring of TACs is relatively new compared to that for criteria air pollutants that have established ambient air quality standards. TACs are regulated or evaluated on the basis of risk to human health rather than comparison to an ambient air quality standard or emission-based threshold.

Diesel Particulate Matter

Diesel exhaust, in the form of diesel particulate matter (DPM), is the predominant TAC in urban air with the potential to cause cancer. It is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). According to the CARB, diesel exhaust is a complex mixture of gases, vapors and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the federal Hazardous Air Pollutants programs. California has adopted a comprehensive diesel risk reduction program. The U.S. EPA and the CARB have adopted low-sulfur diesel fuel standards in 2006 that reduce diesel particulate matter substantially. The CARB recently adopted new regulations requiring the retrofit and/or replacement of construction equipment, on-highway diesel trucks and diesel buses in order to lower fine particulate matter ($PM_{2.5}$) emissions and reduce statewide cancer risk from diesel exhaust.

4.3.2.3 *Sensitive Receptors*

There are groups of people more affected by air pollution than others. CARB has identified the following persons most likely to be affected by air pollution: children under 14, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. For cancer risk assessments, children are the most sensitive receptors, since they are more susceptible to cancer causing TACs. Residential locations are assumed to include infants and small children. Recreational users of Bedwell Bayfront Park and the Bayfront Trail are considered sensitive receptors. Multi-family residential development is under construction at 3639 Haven Avenue, approximately 600 feet to the west, but no existing residential uses are located in proximity to the project site.

4.3.3 Impacts Evaluation

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Regional Air Quality Management Districts such as BAAQMD have prepared air quality plans specifying how state air quality standards would be met. The BAAQMD's most recent adopted plan is the *Bay Area 2010 Clean Air Plan* (CAP). The proposed project would not conflict with or obstruct implementation of any air quality plan due to the limited amount of construction needed to complete the project, and the project does not support additional jobs or cause an increase in the population. **[No Impact]**

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

The proposed project would not violate any air quality standard or contribute substantially to any existing or projected air quality violation due to the limited work schedule and construction needed to complete the project. The project would not cause an increase in vehicle trips, once constructed. **[No Impact]**

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?

The proposed project would not create a significant air quality impact due to the limited work schedule and amount of construction need to complete the project. A cumulatively considerable net increase of any pollutant would not occur, and any impact would, therefore, be less than significant. **[Less Than Significant Impact]**

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

In 1998, CARB identified particulate matter from diesel fueled engines as a toxic air contaminant (TAC). Health risks from TACs are a function of both concentration and duration of exposure. Typically, if heavy equipment use occurs for less than six months, then the associated health risk should not be significant. Construction of the proposed project would take place over a course of approximately 60 days. The project would use a prefabricated bridge structure that would be constructed off-site prior to being lowered onto concrete cast in place abutments. Site preparation would be minimal, occurring only for site access, and abutment placement. There would be a minimal amount of heavy-duty diesel equipment on the site to complete the project, and truck traffic to and from the site would be limited.

The proposed project shall implement the following BAAQMD recommend Basic Construction Mitigation Measures to limit construction-related air quality impacts:[1]

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. Watering should be sufficient to prevent airborne dust from leaving the site. Reclaimed water should be used whenever possible.

- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).

- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

- All construction equipment shall be maintained and properly turned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

- Post a publicly viable sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Sensitive receptors using Bedwell Bayfront Park, located approximately 1,000 feet northeast of the project site, could be exposed to construction TACs for limited periods of time during construction. Based on the distance of the park from the proposed project site and limited duration of construction needed to complete the project, sensitive receptors in the project area, recreational users at Bedwell Bayfront Park, would not be exposed to significant levels of TACs during project construction activities. **[Less Than Significant Impact]**

[1] Bay Area Air Quality Management District. CEQA Air Quality Guidelines. Available at: http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines. Accessed November 5, 2015.

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

The project does not include any odor-causing operations and any odors emitted during construction would be temporary and localized. **[No Impact]**

4.3.4 Conclusions

The project would result in less than significant air quality impacts to the limited work schedule and small amount of construction necessary to complete the project. **[Less Than Significant Impact]**

4.4 BIOLOGICAL RESOURCES

The discussion in this section is based on a "Habitat Assessment" prepared by *David J. Powers and Associates*, dated October 8, 2015. The report is included in this Initial Study as Appendix A.

4.4.1 Biological Resources Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
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 Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐	1,2,3,7
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 Wildlife or US Fish and Wildlife Service?	☐	☐	☒	☐	1,2,3,7
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?	☐	☐	☒	☐	1,2,3,7
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, impede the use of native wildlife nursery sites?	☐	☐	☒	☐	1,2,3,7
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	1,2,3,7,8,
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?	☐	☐	☐	☒	1,2,3,

4.4.2 Setting

4.4.2.1 *Federal Regulations*

Federal Endangered Species Act

The U.S. Fish and Wildlife Service (USFWS) has jurisdiction over federally listed threatened and endangered plant and animal species. The federal Endangered Species Act (FESA) prohibits the take of any fish or wildlife species that is federally listed as threatened or endangered without prior approval. "Take" is broadly defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in any such conduct (16 USC, Section 1532(19), 50 CFR, Section 17.3). Take can also include habitat modification or degradation that directly results in death or injury of a listed wildlife species.

Although federally listed animal species are legally protected from harm no matter where they occur, Section 9 of the FESA provides protection for endangered plants by prohibiting the malicious destruction of individuals on federal land and other "take" that violates State law. The National Marine Fisheries Service (NMFS) has jurisdiction over federally listed, threatened and endangered, marine species and anadromous fish.

Clean Water Act

Areas meeting the regulatory definition of "waters of the U.S." (jurisdictional waters) are subject to the jurisdiction of the U.S. Army Corps of Engineers (USACE) under provisions of Section 404 of the 1972 Clean Water Act (Federal Water Pollution Control Act) and Section 10 of the Rivers and Harbors Act of 1899. These waters may include all waters used, or potentially used, for interstate commerce, including all waters subject to the ebb and flow of the tide, all interstate waters, all other waters (intrastate lakes, rivers, streams, mudflats, sandflats, playa lakes, natural ponds, etc.), all impoundments of waters otherwise defined as "waters of the U.S.," tributaries of waters otherwise defined as "waters of the U. S.," the territorial seas, and wetlands (termed Special Aquatic Sites) adjacent to "waters of the U.S." (33 CFR, Part 328, Section 328.3).

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA: 16 USC Section 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment, a violation of the MBTA.

4.4.2.2 *State Regulations*

Threatened and Endangered Species

Special status species in California include plants or animals that are listed as threatened or endangered under the California Endangered Species Act (CESA), species identified by the California Department of Fish and Wildlife (CDFW) as California Species of Special Concern, as well as plants identified by the California Native Plant Society (CNPS)[2] as rare, threatened, or endangered.

The CESA (Fish and Game Code of California, Chapter 1.5, Sections 2050-2116) prohibits the take of any plant or animal listed or proposed for listing as rare, threatened, or endangered. The CDFW has jurisdiction over state-listed species and regulates activities that may result in take of individuals. To "take" a listed species, as defined by the state of California, is "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill" said species (California Fish and Wildlife Code, Section 86).

California Fish and Game Code

The California Fish and Game Code includes regulations governing the use of, or impacts on, many of the state's fish, wildlife, and sensitive habitats. The CDFW has jurisdiction over the bed and banks of rivers, lakes, and streams (Sections 1601-1603 of the California Fish and Game Code). Streambed Alteration Agreements are required for the fill or removal of material within the beds and banks of a watercourse or waterbodies, and for removal of riparian vegetation.

Certain sections of the Fish and Game Code describe regulations that pertain to certain wildlife species. Fish and Game Code Section 3503, 2513, and 3800 (and other sections and subsections) protect native birds, including their nests and eggs, from all forms of take. Birds of prey, such as owls and hawks, are protected in California under provisions of the state Fish and Game Code, Section 3503.5 (1992), which states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the CDFW.

4.4.2.3 *City of Menlo Park Tree Ordinance*

The City of Menlo Park Municipal Code establishes regulations for the preservation of heritage trees under Chapter 13.24, Heritage Trees. The primary intent of the ordinance is to ensure there will be a significant population of large, healthy trees over the long term in the City.

[2] The California Native Plant Society (CNPS) is a non-profit organization that maintains lists and a database of rare and endangered plant species in California. Plants in the CNPS "Inventory of Rare and Endangered Plants of California" are considered "Special Plants" by the CDFW Natural Diversity Database Program.

The ordinance also establishes permitting policies and procedures for removal, pruning, protection, and specific penalties for violations. This chapter defines heritage trees as:

1. Trees of historical significance, special character or community benefit, specifically designated by resolution of the City Council;

2. An oak tree (*Quercus sp*.), which is native to California and has a trunk with a circumference of 31.4 inches (diameter of 10 inches) or more, measured at 54 inches above natural grade;

3. All trees other than oaks, which have a trunk with a circumference of 47.1 inches (diameter of 15 inches) or more, measured 54 inches above natural grade, with the exception of trees that are less than 12 feet in height, which will be exempt from this section.

4.4.2.4 *Habitat Conservation Plan/Natural Community Conservation Plan*

There are currently no adopted habitat conservation plans or natural community conservation plans applicable to the proposed project site.

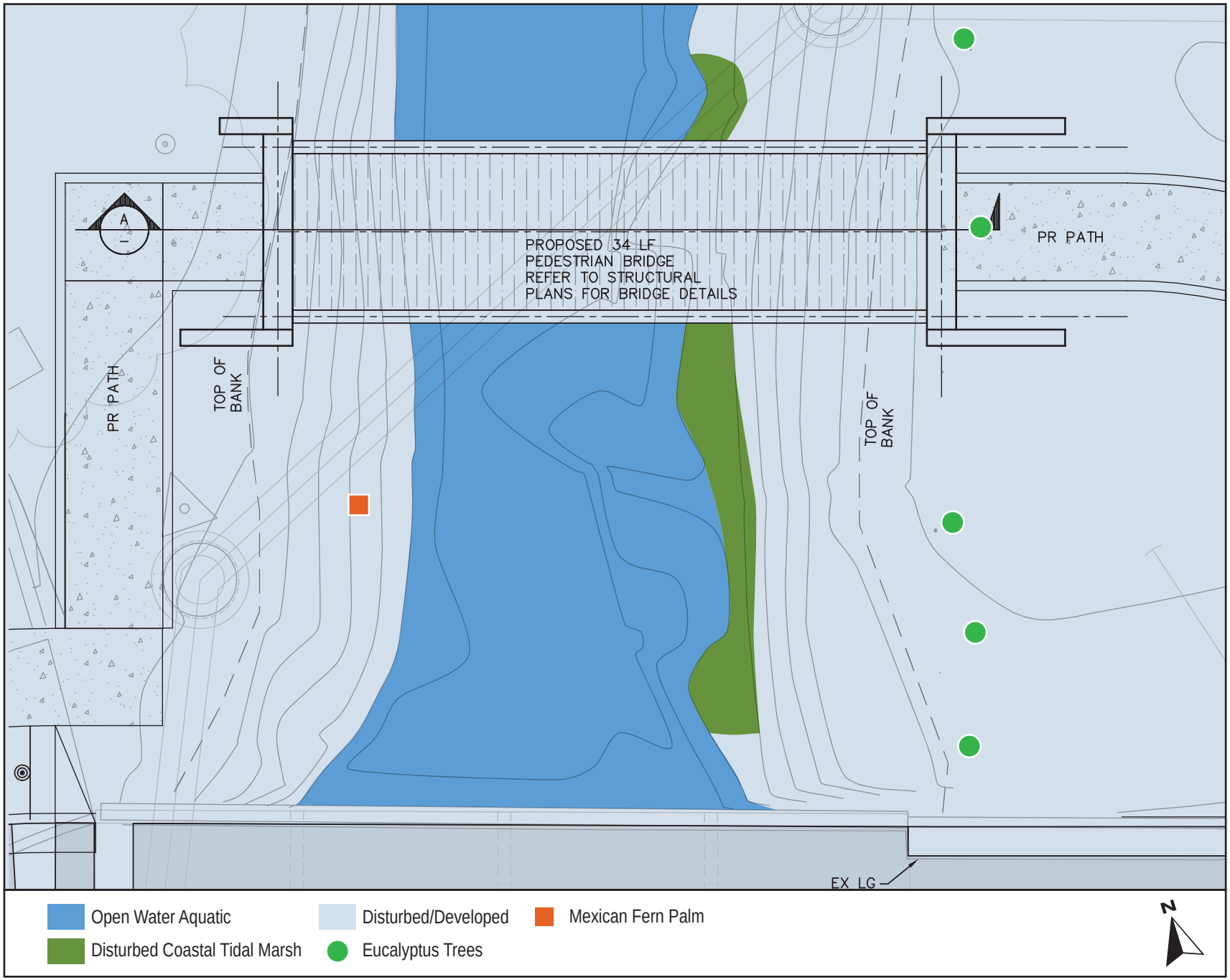
4.4.2.5 *Project Site*

The proposed project site is located along the north side of Haven Avenue and includes a small portion of the Atherton Channel. The project site is highly disturbed and located between two existing vehicular bridges in a developed/urban area of Menlo Park. The project site is surrounded by existing light industrial and commercial development.

Vegetation along the top of the channel at the project site is minimal and characterized by various non-native planted trees, including five eucalyptus (*Eucalyptus spp.*) trees along the western bank and two large pine trees (*Pinus spp*.), along the eastern bank. The top of the channel supports an existing commercial sign and utility infrastructure including a utility pole, sewer manhole, and a backflow preventer. Shading and leaf litter associated with the landscape trees and disturbance from routine maintenance has precluded understory vegetation from establishing; therefore, the upper banks and top of the channel are primarily bare ground.

The Atherton Channel is a man-made earthen drainage facility that captures stormwater from the surrounding urban and upland areas and conveys flows north to the Bayfront Channel and ultimately the San Francisco Bay. Although the channel is upstream of tidegates, it is tidally connected and subject to ebb and flow tides. Open flowing water was observed in the channel during the survey. No emergent vegetation was observed in the aquatic open flowing portion of the channel.

The vegetated portion of the channel includes a small patch (approximately 40 square feet) of highly disturbed coastal salt marsh habitat dominated by pickleweed (*Salicornia pacifica*) and saltgrass (*Distichlis spicata*) along the toe of the eastern bank. Other species observed along the western bank of the channel include bristly ox tongue (*Helminthotheca echioides*), salt bush (*Atriplex prostrata*), telegraphweed (*Heterotheca grandiflora*), and Mexican fan palm (*Washingtonia robusta*). Existing habitats are shown in Figure 5.



ATHERTON CHANNEL BICYCLE AND PEDESTRIAN BRIDGE HABITAT MAP

FIGURE 5

4.4.3 Impacts Evaluation

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish (CDFW) and Wildlife or US Fish and Wildlife Service?

Six special status animal species with recorded occurrence in the Menlo Park vicinity are associated with the salt march habitat at the northeastern edge of the City.[3] Federally protected species include Ridgway's Rail (*Rallus obsoletus*), California least tern (*Sterna antillarum browni*), salt-marsh harvest mouse (*Reithrodontomys raviventris*), and western snowy plover (*Charadrius alexandrinus nivosus*). Two other species, the Alameda song sparrow (*Melospiza melodia pusillula*) and the salt marsh wandering shrew (*Sorex vagrans halicoetes*) are state listed species of special concern.

Special Status Mammals

The project site supports a small area (approximately 40 square feet) of highly disturbed salt marsh habitat sparsely vegetated by pickleweed and saltgrass. The highly disturbed salt marsh habitat is considered low quality habitat due to the high levels of human disturbance associated with adjacent development and roadways. Salt marsh harvest mouse is known to occur in the high quality coastal salt marsh habitat along the Bayfront Channel, Bedwell Bayfront Park, and Don Edwards National Wildlife Refuge.

The salt marsh wandering shrew occurs primarily in medium to high wet tidal marsh habitat with abundant driftwood for cover. The species typically prefers patches of tall pickleweed, in order to build nests. The small highly disturbed salt marsh habitat present on-site is sparsely vegetated with pickleweed, lacks driftwood and is considered low quality habitat. Salt marsh wondering shrew is known to occur in the high quality salt marsh and brackish marsh habitat associated with the Don Edwards National Wildlife Refuge and Bedwell Bayfront Park to the north.

Construction of the project would not directly impact the low quality highly disturbed salt marsh habitat since the bridge is designed to clear span the channel and would be placed on concrete foundations installed at the top of the channel bank. No work is proposed in the disturbed salt marsh habitat or within the aquatic open flowing portion of the channel. Salt marsh harvest mouse and salt marsh wandering shrew are not expected to occur on the project site but occasional foragers may pass through the site or may take refuge there during flooding events since the project is located in proximity to high quality habitat associated with the Bayfront Channel and Don Edwards National Wildlife Refuge.

[3] City of Menlo Park. *Housing Element Update, General Plan Consistency Update, and Zoning Ordinance Amendments Environmental Assessment.* April 4, 2013.

Impact BIO-1: Construction activities could impact salt marsh harvest mouse and salt marsh wandering shrew that could forage or take refuge in the highly disturbed salt marsh habitat located on the project site. **[Potentially Significant Impact]**

Mitigation Measures: The proposed project will implement the mitigation measures described below to reduce the potential for direct impacts to salt marsh harvest mouse and salt marsh wandering shew to a less than significant level.

MM BIO-1.1: Worker Environmental Awareness Training: Prior to any construction activities, an approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include descriptions of the salt marsh harvest mouse and salt marsh wandering shrew, their habitats, importance of the species, and the limits of work boundaries associated with the project.

MM BIO-1.2: Preconstruction Survey: A qualified biologist familiar with the biology of these species will conduct a pre-construction survey prior to any vegetation removal, and will monitor the vegetation removal process. Vegetation will be removed using hand- held equipment (e.g., weed-whackers). This will allow any small mammals, including salt marsh harvest mice, to escape the project impact area under the cover of vegetation, and will encourage movement of such small mammals towards available vegetated habitat to the north, outside the project area. All herbaceous vegetation and leaf litter that will be impacted and could potentially conceal a salt marsh harvest mouse or salt marsh wandering shrew within the project impact area will be removed. All vegetation that is removed will be hauled off-site the day it is removed, and will not be left on the site to provide potential cover for small mammal species.

MM BIO-1.3: Exclusion Barrier: An exclusion barrier fence will be installed at the outer limits of the work area within and along the Atherton Channel, to exclude salt marsh harvest mice and salt marsh wandering shrew from the project area. The barrier fence will be shown on project plans and will be constructed under the guidance of a qualified biologist. The fence will consist of a 3-ft tall, tight cloth, smooth plastic, or sheet-metal (or similar material approved by the USFWS) fence toed into the soil at least 3 inches deep and supported with stakes placed on the inside of the barrier. A qualified biologist will conduct a pre-construction survey of the area where vegetation was removed prior to construction access, and will monitor the installation of the barrier. Following the installation of the barrier, designated construction personnel will check its integrity each morning that construction activities occur, and will initiate repairs immediately, as needed.

MM BIO-1.4: Immediate Work Stoppage: If a salt marsh harvest mouse or salt marsh wandering shrew is observed within the project during project activities, all work that could result in the injury or death of the individual will stop

immediately and the animal will be allowed to leave the area on its own and will not be handled.

Special Status Plants

Six special status plant species have been recorded in the vicinity of the project site.[4] These species includes Hoover's button-celery (*Eryngium aristulatum var. hooveri*), Point Reyes bird's beak (*Cordylanthus maritimus ssp. palustris*), slender-leaved pondweed (*Potamogeton filiformis*), western leatherwood (*Dirca occidentalis*) and San Francisco collinsia (*Collinsia multicolor*).

The proposed project site does not support suitable habitat for special status plant species, due to the highly disturbed habitat, routine maintenance of the channel, and absence of suitable microhabitats (e.g. serpentine soils, vernal pools etc.). The proposed project would not impact special status plants and no further plant surveys are warranted.

Special Status Birds

Ridgway's Rail, formally known as the California Clapper rail, is an endangered species listed under both the federal and California Endangered Species Acts and is a state Fully-Protected Species. The species is known to use emergent salt and brackish tidal marshland habitat dominated by pickleweed and cordgrass for foraging and breeding. The species is not expected to utilize the project site for foraging or nesting, due to the high levels of adjacent disturbance and low quality sparsely vegetated habitat.

The California least tern is an endangered species that nests in colonies on relatively open beaches where vegetation is limited by the tidal scouring. The species is known to forage primarily in managed ponds and over the open Bay. The western snowy plover is a threatened species that is known to utilize sandy beaches on marine and estuarine shores and salt pans in San Francisco Bay. The Alameda song sparrow is a state listed Species of Special Concern known to inhabit tidal marsh habitat dominated by cordgrass, pickleweed, and gumplant (*Grindella sp*.).

The project site does not support suitable nesting or foraging habitat for these special status species due to a lack of salt pan habitat, low quality sparsely vegetated salt marsh habitat, and high level of human disturbance. These species are known to occur in the high quality coastal salt marsh and brackish tidal marsh habitats associated with the Bayfront Channel, Bedwell Bayfront Park, and Don Edwards National Wildlife refuge to the north of the project site. There is some potential for the project to result in the indirect disturbance of nesting and foraging special status birds that may be located in higher quality habitat adjacent to the project site due to the noise and activity of workers and heavy equipment during construction activities. Construction related activities would take place during the non-breeding season (September 1-January 31) to the greatest extent feasible

4 Ibid.

Impact BIO-2: Construction activities could impact special-status birds that may be nesting or foraging in the salt marsh habitat located in proximity to the project site. **[Potentially Significant Impact]**

Mitigation Measures: The project will implement the mitigation measures described below to reduce the potential for direct and indirect impacts to special-status birds to a less than significant level.

MM BIO-2.1: Worker Environmental Awareness Training: Prior to any construction activities, an approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include descriptions of the special status birds including Ridgeway's rail, California least tern, western snowy plover, and Alameda song sparrow, their habitats, importance of these species, and the limits of work boundaries associated with the project.

MM BIO-2.2: Preconstruction Survey: A preconstruction nesting bird survey shall be completed by a qualified biologist prior to vegetation removal or any construction related activity that occurs during the breeding season (February 1 through August 31) in order to determine if nesting birds and their territories are located within 500 feet of the project site. If special status nesting bird species are observed or known within 500 feet of the project site, the biologist will consult with USFWS and CDFW to determine adequate buffer zones and other minimization measures to ensure that nests will not be disturbed during project construction. If no special status bird nests identified within 500 feet during the preconstruction survey then construction-related activities will be allowed to proceed.

Nesting Birds

Since birds protected by the MBTA and California Fish and Game Code may also nest in trees and vegetation within and adjacent to the proposed project site, there is potential for construction-related activities to impact nesting birds, if active nests are removed or otherwise disturbed during the breeding season (February 1 through August 31). Construction shall take place during the non-breeding season to the greatest extent feasible. If construction activities cannot take place outside of the non-breeding season then implementation of MM BIO-2.2 listed above would reduce the potential for the project to impact birds protected by the MBTA and California Fish and Game Code to a less than significant level.

Implementation of MM BIO-1.1 through MM BIO-2.2 would reduce impacts to special-status species and nesting birds to a less than significant level. **[Less Than Significant with Mitigation Measures Incorporated in the Project]**

b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?*

The project is not located within 100 feet of the San Francisco Bay; therefore, the project is not within the jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC).

The Atherton Channel supports bed and bank features and is under the regulatory jurisdiction of CDFW under Sections 1601-1603 of the Fish and Game Code.

Areas subject to CDFW jurisdiction typically include rivers, streams, channels, or lakes and extends to the top of bank of bank of these features and/or to the full lateral extent of riparian vegetation beyond the top of bank. Modifications to bed and bank or jurisdictional features or removal of associated riparian vegetation typically require a Lake and Stream Bed Alteration Agreement from CDFW.

Construction of the pedestrian and bicycle bridge is designed to clear span the Atherton Channel. The bridge would be placed on cast in place concrete bridge abutments located at or near the top of the channel bank. The western abutment would be constructed below the current top of bank while the eastern abutment would be located outside of the channel, beyond the top of bank. Cast in place bridge abutments would be constructed and accessed from the top of bank. No dewatering or temporary access to the channel bottom would be necessary to complete the project. Since the western bridge abutment would be constructed below the existing top of bank of the Atherton Channel, the project would require a Steambed Alteration Agreement from CDFW prior to construction.

Disturbance and shading have precluded understory vegetation from establishing along the top of the channel; therefore, the upper banks and top of the channel lack riparian vegetation are primarily bare ground. Construction of the bride abutments would impact approximately 40 square feet of bare ground (approximately 20 square feet for each abutment). The project would require the removal of one non-native eucalyptus tree located along the east bank of the Atherton channel, but beyond the top of bank. The tree is part of a row of eucalyptus trees located along the eastern bank. It is possible that CDFW could consider the tree within its jurisdictional extent; however, the loss of the single non-native eucalyptus tree would not be considered substantial. The loss of approximately 40 square feet of bare ground at the top of the channel bank and removal of one non-native eucalyptus tree is not considered substantial; therefore, the construction of the bridge would result in a less than significant impact to sensitive communities. **[Less Than Significant Impact]**

c. *Would the project 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?*

Habitats meeting the regulatory definition of Waters of the U.S. are subject to the jurisdiction of the USACE under provisions of Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act. All proposed discharges of dredged or fill material occurring below the high tide line in tidal waters of the U.S. and within the lateral extent of wetlands adjacent to these waters typically requires authorization from the USACE.

The jurisdiction of the USACE extends to the high tide line of the Atherton Channel which is readily discernible due to the presence of shelving along the banks of the channel and water stains on the concrete bridge abutments of the adjacent vehicular bridges.

The project does not include any work or the placement of dredge or fill material below the high tide line of the Atherton Channel. The project would construct a pedestrian and bicycle bridge that would clear span the channel and would be placed on abutments located near the top of bank. The construction of the project would not impact any wetlands or potentially jurisdictional habitat and would not substantially effect the Atherton Channel. **[No Impact]**

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

The Atherton Channel is located in proximity to high quality habitats associated with the Bayfront Channel, Bedwell Bayfront Park, and Don Edwards National Wildlife Refuge. Migrating and overwintering winter birds may forage within the channel. Multiple pedestrian and vehicular bridges across the channel. The Atherton Channel is a man-made drainage facility located in an urbanized area that connects to a series of storm drains and culverts upstream (south of US 101) of the project site and provides minimal wildlife corridor/movement opportunities. The construction of the pedestrian and bicycle bridge would continue to allow the movement of aquatic species and wildlife along the channel. Wildlife would continue to be able to move along the Atherton Channel following the completion of the project. **[Less Than Significant Impact]**

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

The project would require the removal of one non-native tree. The tree is not protected by the City of Menlo Park Tree Ordinance since the diameter of the tree was measured to be approximately 10-inches in diameter. **[No Impact]**

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?

There are no currently adopted habitat conservation or natural community conservation plans applicable to the proposed project site. **[No Impact]**

4.4.4 Conclusion

The project would have a less than significant impact on biological resources with implementation of the mitigation MM BIO-1.1 – MM BIO-2.2 and avoidance measures included in the project. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

4.5 CULTURAL RESOURCES

4.5.1 Cultural Resources Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Cause a substantial adverse change in the significance of an historical resource as defined in §15063.5?	☐	☐	☐	☒	1,2,3
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15063.5?	☐	☒	☐	☐	1,2,3
c. Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☒	☐	☐	1,2,3
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐	1,2,3

4.5.2 Setting

For the *Housing Element Update*, a historic resources evaluation was prepared that included a windshield survey of the opportunity housing sites and a review of the National Register, California Historical Resources Information System (CHRIS) database, the Historic Property Data File for San Mateo County, the City's 1990 Historic Sites Survey and the Subdivision Maps and/or the 1925 Sanborn Fire Insurance Map.

The evaluation identified three sites in the City of Menlo Park that are on the National Register of Historic Places. These include the Barron-Latham-Hopkins Gate Lodge at 555 Ravenswood Avenue, the Church of Nativity at 2010 Oak Grove Avenue, and the Menlo Park Railroad Station at 1100 Merrill Street. The evaluation also identified two sites listed on the California Register including the aforementioned Menlo Park Railroad Station and a residence located at 262 Princeton Road. All of these locations are located southwest of US 101 and are not located in proximity to the proposed project site.

4.5.3 Impacts Evaluation

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15063.5?

According to the historic resources evaluation prepared for the *Housing Element Update*, there are no historical resources located on the proposed project site. All of the historic resources are located southwest of U.S. Highway 101 and are not located in proximity to the project. The proposed project would not directly or indirectly impact historic resources. **[No Impact]**

b. Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15063.5?

The Atherton Channel is a man-made stormwater drainage facility that is highly disturbed. The project would require a minor amount of grading and site disturbance to construct the pedestrian and bicycle bride. The City of Menlo Park is primarily built out and the possibility that undiscovered archaeological resources be discovered at the project site is consider low. Although the likelihood of encountering archeological resources is low, the disturbance of these resources, if they are encountered during construction, could result in an impact.

Impact CUL-1: Construction activities could impact unknown archeological resources. **[Potentially Significant Impact]**

Mitigation Measures: The project shall implement the following mitigation measures to reduce and/or avoid impacts to buried archaeological resources on site to a less than significant level.

MM CUL-1.1: Discovery of Cultural Materials: If prehistoric, historic-period cultural materials, or any archaeological artifacts are unearthed during ground-disturbing activities, all work within 50 feet of the find shall halt and the City must be notified. A qualified archaeologist shall inspect and evaluate the findings within 24 hours of discovery. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, shall develop a treatment plan that could include site avoidance, capping, or data recovery. **[Less Than Significant With Mitigation Measures Incorporated in the Project]**

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

Minimal site disturbance is necessary to construct the project. The project site is not located within an area with high sensitivity for paleontological resources since it is located on top of a man made drainage channel. The site has been previously disturbed to excavate the channel. Although the likelihood of encountering paleontological resources is low, the disturbance of these resources, if encountered, could result in an impact.

Impact CUL-2: Construction activities could impact unknown paleontological resources. **[Potentially Significant Impact]**

Mitigation Measures: The project shall implement the following mitigation measures to reduce and/or avoid impacts to unknown paleontological resources on site to a less than significant level.

MM CUL-2.1: Discovery of Paleontological Resources: If fossils are discovered during construction, all work on the site will stop immediately until a qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate treatment. The City will be notified if any fossils are discovered. Treatment may include preparation and recovery of fossil material so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The project proponent will be responsible for implementing the recommendations of the paleontological monitor. **[Less Than Significant With Mitigation Measures Incorporated in the Project]**

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

Minimal site disturbance is necessary to construct the project. The project is not likely to encounter human remains since it is located on top of a man made drainage channel. Although the likelihood of encountering archeological resources is low, the disturbance of these resources, if they are encountered during construction, could result in an impact.

Impact CUL-3: Construction activities could impact unknown human remains. **[Potentially Significant Impact]**

Mitigation Measures: The project shall implement the following mitigation measures to reduce and/or avoid impacts to unknown human remains that could be located on site to a less than significant level.

MM CUL-3.1: Discovery of Human Remains: In the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Mateo Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the City shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City. This report shall contain a description of the mitigation programs and its results including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources.

The report shall verify completion of the mitigation program to the satisfaction of the City's Community Development Director. **[Less Than Significant With Mitigation Measures Incorporated in the Project]**

4.5.4 Conclusion

The proposed project, with implementation of the mitigation measures MM CUL-1.1 – MM CUL-3.1 outlined above, would result in a less than significant impact to cultural resources. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

4.6 GEOLOGY

4.6.1 Geology and Soils Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					1,3,9
1. Rupture of a known earthquake fault, as described 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.)	☐	☐	☒	☐	1,3,9,10, 11
2. Strong seismic ground shaking?	☐	☐	☒	☐	1,3,9,10,
3. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	1,3,11,12
4. Landslides?	☐	☐	☐	☒	1,3,12,
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	1,3,12,
c. Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	1,3,11,12
d. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	☐	☐	☒	☐	1,3,11,12
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	1

4.6.2 Setting

The project site is located in the San Francisco Bay area and is vulnerable to seismic activity due to the presence of several active faults in the region. The closest and most prominent active fault is the San Andreas fault located approximately seven miles southwest of the project site. Other active faults in the area include the Monte Vista fault located approximately five miles to the south, and the Hayward fault located approximately 13 miles to the east.

4.6.3 Impacts Evaluation

a., c. Would the project 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, ii) strong seismic ground shaking, iii) seismic-related ground failure, or iv) landslides? Would the project be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Surface Fault Rapture and Seismic Shaking

The project site is located within the seismically-active San Francisco Bay region, but is not located within a currently designated Alquist-Priolo Earthquake Fault Zone.[5] There are no known earthquake faults crossing the site, therefore the likelihood of primary ground rupture is low. **[Less Than Significant Impact]**

The Association of Bay Area Governments (ABAG) has reported that the Working Group on California Earthquake Probabilities (2007) has estimated that there is a 63 percent probability that one or more major earthquakes would occur in the San Francisco Bay Area between 2007 and 2036. An earthquake occurring on any of the fault lines in the region may induce seismic ground shaking at the project site; however, the proposed project does not include the construction of any occupied buildings or residential use. **[Less Than Significant Impact]**

Liquefaction and Lateral Spreading

The proposed project site is located within a State of California Seismic Hazard Zone for liquefaction.[6] The potential for liquefaction at the project site is considered moderate to very high.[7] Since the project is a pedestrian bridge in an open area and does not include any new buildings or residences, an increase of risk of loss, injury or death involving seismic-related ground failure or liquefaction would not be substantial. The pedestrian bridge would be constructed to meet California Building Codes and the City of Menlo Park Municipal Code and construction standards. **[Less Than Significant Impact]**

Landslides (Seismic and Static)

The project site is relatively flat and slopes gently north The United States Geological Survey (USGS) Palo Alto, California, Quadrangle topographic map dated 1961, indicates that the project site is approximately five to 10 feet above mean sea level. According to the California Seismic Hazards Zone Map, the project site is not located within an earthquake induced landslide area. **[No Impact]**

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[5] Association of Bay Area Governments. GIS Viewer. Faults Map. Accessed November 5, 2015. Available at: http://gis.abag.ca.gov/website/Hazards/?hlyr=northSanAndreas&co=6081

[6] California Geological Survey. Seismic Hazard Zones. October 18, 2006. Accessed November 5, 2015. Available at: http://gmw.consrv.ca.gov/shmp/download/quad/PALO_ALTO/maps/ozn_paloa.pdf

[7] Association of Bay Area Governments. GIS Viewer. Liquefaction Susceptibility Map. Accessed November 5, 2015. Available at: http://gis.abag.ca.gov/website/Hazards/?hlyr=northSanAndreas&co=6081

b., d. *Would the project result in substantial soil erosion or the loss of topsoil? Would the project be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?*

The project site is generally flat and not adjacent to any steep slopes. The project would require minimal site disturbance and is not likely to result in any substantial soil erosion. The project would also comply with the City of Menlo Park Grading and Drainage Control Guidelines to further reduce soil erosion and the loss of top soil.

The project site is primarily underlain by Novato clay soils of zero to one percent slopes.[8] Clay is inherently expansive when wet and soils have a moderate to high shrink swell capacity. Since no people reside on the project site, the risk to life or property from expansive soils would be minimal. The pedestrian bridge would be constructed to meet California Building Codes and the City of Menlo Park Municipal Code and construction standards. **[Less Than Significant Impact]**

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

The project does not propose the use of septic tanks or alternative wastewater disposal systems. The proposed project is a pedestrian and bicycle bridge over the Atherton Channel. **[No Impact]**

4.6.4 Conclusion

The project would not result in significant geology and soil impacts. **[Less Than Significant Impact]**

[8] United States Department of Agriculture, Natural Resources Conservation Service. Web Soil Survey: San Mateo County, Eastern Part, and San Francisco County, California. Accessed November 5, 2015. Available at: http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

4.7 GREENHOUSE GAS EMISSIONS

4.7.1 Greenhouse Gas Emissions Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	1,2,3,6
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	1,2,3,6

4.7.2 Setting

Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of Greenhouse Gases (GHGs) have a broader, global impact. Global warming associated with the "greenhouse effect" is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth's atmosphere over time. The principal GHGs contributing to global warming and associated climate change are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated compounds. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/ manufacturing, utility, residential, commercial, and agricultural sectors.

California Assembly Bill 32 and Executive Order S-3-05

Assembly Bill 32 (AB 32), also known as the Global Warming Solutions Act, was passed in 2006 and established a goal to reduce GHG emissions to 1990 levels by 2020. Prior to the adoption of AB 32, the Governor of California also signed Executive Order S-3-05 into law, which set a long-term objective to reduce GHG emissions to 90 percent below 1990 levels by 2050. The California Environmental Protection Agency (CalEPA) is the state agency in charge of coordinating the GHG emissions reduction effort and establishing targets along the way.

In December 2008, CARB approved the Climate Change Scoping Plan, which proposes a comprehensive set of actions designed to reduce California's dependence on oil, diversify energy sources, save energy, and enhance public health, among other goals. Per AB 32, the Scoping Plan must be updated every five years to evaluate the mix of AB 32 policies to ensure that California is on track to achieve the 2020 greenhouse gas reduction goal.

In May 2014, CARB adopted an updated Scoping Plan document. The 2014 Update highlights California's progress toward meeting the "near-term" 2020 greenhouse gas emission reduction goals defined in the 2008 Scoping Plan and evaluates how to align the State's longer-term greenhouse gas reduction strategies with other State policy priorities, such as for water, natural resources, agriculture, clean energy, and transportation and land use.

California Senate Bill 375

Senate Bill 375 (SB 375), known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. It builds on AB 32 by requiring CARB to develop regional GHG reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035 in comparison to 2005 emissions. The per capita reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035, consistent with the requirements of SB 375, MTC, and the ABAG adopted Plan Bay Area in July 2013. The strategies in the plan are intended to promote compact, mixed-use development close to public transit, jobs, schools, shopping, parks, recreation, and other amenities, particularly within Priority Development Areas (PDAs) identified by local jurisdictions. The project site is located in a PDA.

Executive Order B-30-15

On April 29, 2015, Governor Edmund G. Brown Jr. issued Executive Order B-30-15, setting a new interim statewide greenhouse gas emission reduction target. The purpose of establishing the interim target is to ensure California meets its previously established target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050, as set forth in Executive Order S-3-05 in 2005. Under Executive Order B-30-15, the interim target is to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030.

As a part of this effort, the California Air Resources Board is required to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent. The California Air Resources Board will initiate a public process in the summer of 2015 to update the State's Climate Change Scoping Plan. The updated Scoping Plan will provide a framework for achieving the 2030 target and will be completed and adopted by the Air Resources Board in 2016.

This Executive Order also calls for the California Natural Resources Agency to update the State of California's climate adaption strategy, Safeguarding California, every three years. The Safeguarding California plan will identify vulnerabilities to climate change by region and sector, including water, energy, transportation, public health, agriculture, emergency services, forestry, biodiversity and habitat, and ocean and coastal resources. It also will identify actions needed to reduce risks to residents, property, communities, and natural systems from the vulnerabilities. A lead agency or group of agencies will be identified to lead adaptation efforts in each sector. Overall, the Natural Resources Agency will be responsible for ensuring that the provisions in the State's climate adaption strategy are fully implemented and state agencies must take climate change impacts into account in their planning decisions, including for all infrastructure projects.

Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that regulates sources of air pollution within the nine San Francisco Bay Area counties. The BAAQMD regulates GHG emissions through the following plans, programs, and guidelines.

Regional Clean Air Plans: BAAQMD and other air districts prepare clean air plans in accordance with the state and federal Clean Air Acts. The Bay Area 2010 Clean Air Plan (CAP) provides a

comprehensive plan to improve Bay Area air quality and protect public health through implementation of a control strategy designed to reduce emissions and decrease ambient concentrations of harmful pollutants. The most recent CAP also includes measures design to reduce GHG emissions.

BAAQMD CEQA Air Quality Guidelines: BAAQMD's CEQA Air Quality Guidelines include thresholds of significance for GHG emissions, and provide additional guidance for tiering under CEQA. Under the CEQA Air Quality Guidelines, a local government may prepare a qualified GHG Reduction Strategy that is consistent with AB 32 goals. If a project is consistent with an adopted qualified GHG Reduction Strategy and General Plan that address the project's GHG emissions, it can be presumed that the project would not have significant GHG emissions under CEQA.

City of Menlo Park Climate Action Plan

The City has prepared and updated its community-wide GHG emissions inventory several times since the release of the City's *2005* Greenhouse Gas Emissions Analysis. In 2009, the City prepared and approved the City's Climate Change Action Plan (CAP). The 2009 CAP included GHG emissions inventories and strategies to reduce GHG emissions within the City. The latest update to the City's Climate Change Action Plan was conducted in 2011, Climate Action Plan Assessment Report. The 2011 CAP replaces the strategies identified within the 2009 Report. The 2011 Climate Action Plan Assessment Report recommends implementing the community GHG reduction strategies under the categories of energy efficiency, transportation, and other.

4.7.3 Impacts Evaluation

a. – b. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The proposed project would generate greenhouse gas emissions during construction of the pedestrian and bicycle bridge over the Atherton Channel. The BAAQMD guidelines and the Menlo Park CAP do not suggest a threshold of significance for short-term construction-related GHG emissions. Minimal vehicle trips would be necessary to complete the project. Once constructed, the project would generate minimal operational trips for routine maintenance of the structure. Based on the limited amount of construction-related activities necessary to complete the project and implementation of Basic Construction Measures discussed in *Section 4.3 Air Quality*, the project would result in a less than significant impact to greenhouse gas emissions. **[Less Than Significant Impact]**

4.7.4 Conclusion

The proposed project would not generate new greenhouse gas emissions considered to have a significant impact on global climate change. Voluntary implementation of BAAQMD's recommended Basic Construction Mitigation Guidelines would further reduce impacts to greenhouse gas emissions to a less-than-significant level. **[Less Than Significant Impact]**

4.8 HAZARDS AND HAZARDOUS MATERIALS

4.8.1 Hazards and Hazardous Materials Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐	1,3
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?	☐	☐	☒	☐	1,3,13
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	1,3
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, will it create a significant hazard to the public or the environment?	☐	☐	☒	☐	1,3,13
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, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	1,3,13,14
f. For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	1,3,14
g. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	1,3
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?	☐	☐	☐	☒	1,3,15

4.8.2 Setting

4.8.2.1 *Introduction and Regulatory Background*

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples include motor oil and fuel, metals (e.g., lead, mercury, arsenic), asbestos, pesticides, herbicides, and chemical compounds used in manufacturing and other activities. A substance may be considered hazardous if, due to its chemical and/or physical properties, it poses a substantial hazard when it is improperly treated, stored, transported, disposed of, or released into the atmosphere in the event of an accident. Determining if such substances are present on or near project sites is important because exposure to hazardous materials above regulatory thresholds can result in adverse health effects on humans, as well as harm to plant and wildlife ecology.

Hazardous waste generators and hazardous materials users in the City are required to comply with regulations enforced by several federal, state, and county agencies. The regulations are designed to reduce the risk associated with the human exposure to hazardous materials and minimize adverse environmental effects. State and federal construction worker health and safety regulations require protective measures during construction activities where workers may be exposed to asbestos, lead, and/or other hazardous materials.

4.8.2.2 *California Law and Regulations*

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning. In California, the Environmental Protection Agency (EPA) has granted most enforcement authority of federal hazardous materials regulations to the California Environmental Protection Agency (Cal/EPA). Under the authority of Cal/EPA, the Department of Toxic Substances Control (DTSC) or the San Francisco Bay Regional Water Quality Control Board (Regional Water Board) is responsible for overseeing the remediation of contaminated sites in the San Francisco Bay area.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction. The California Department of Industrial Relations, Division of Occupational Safety and Health (DOSH) enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, protective clothing, and training requirements to prevent exposure to hazardous materials. DOSH also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement, which equal or exceed their federal counterparts.

4.8.2.3 *Regulatory Databases*

Federal, State, and local regulatory hazardous materials databases record the type of hazardous source, the status for cleanup, monitoring, and/or remediation, and the location of the source. These databases include:

National Priority List (NPL): Also known as Superfund, the NPL database identifies properties for priority cleanup under the Superfund program. The purpose of this database is to assist the U.S. EPA in prioritizing and determining sites that warrant further investigation through utilizing the Hazard Ranking System (HRS). The EPA requires that the criteria provided by the HRS be used to make a list of national priorities of the known releases or threatened releases of hazardous substances, pollutants, or contaminants in the United States.

Envirostor: The Department of Toxic Substances Control's (DTSC's) Envirostor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites; State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites.

GeoTracker: This database contains registered underground storage tanks (USTs) as well as other hazardous material sites. The data originates from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

4.8.3 Existing Setting

The proposed project site consists of a small portion of the Atherton Channel and the top of the adjacent channel banks. The Atherton Channel itself does not currently use or store manufacturing chemicals or generate hazardous waste. A review of the Envirostor and GeoTracker databases was completed to identify any hazardous sources on-site or within 1,000 feet of the proposed project site.

The property located at 3750 Haven Avenue, west of the project site, had an underground storage tank (UST) that was leaking gasoline. Cleanup has been completed and the case was closed in August 1995. The property located at 3645 Haven Avenue, former CT International site, had soil and groundwater contamination from petroleum hydrocarbons and has since been remediated, and the case was closed in January 2014. The property located at 3705 had a UST that was leaking solvents, and has since been remediated, and the case closed in July 1999. The property located at 3700 Haven Avenue had an UST leaking gasoline that has since been remediated and the case closed in 1994.

The property located at 3665 Haven Avenue had soil and groundwater contamination from chromium, lead, and other heavy metals and was cleared by the City for new construction in June 2015. The properties located at 3705 through 3723 Haven Avenue, former SILTEC facility, had soil and groundwater contamination from chlorinated hydrocarbons, trichloroethylene (TCE), vinyl chloride, and volatile organic compounds (VOCs). The site is currently undergoing verification monitoring to evaluate the remediation effort. These contaminated sites are located approximately 500 feet south of the project site.

4.8.4 Impacts Evaluation

a. – b. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Would the project 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?

The proposed project would not involve the use, storage, or disposal of hazardous materials on-site following construction. No long-term impacts involving the release of hazardous materials into the environment would occur as a result of project implementation.

Project construction would require the temporary use of heavy equipment. Construction would also require the use of hazardous materials including petroleum products, lubricants, cleaners, paints, and solvents. These materials would be used in accordance with all federal, state, and local laws. If used as directed, these materials would not pose a hazard to workers or persons in the vicinity.

As discussed above, there is known soil and groundwater contamination in proximity to the proposed project site. The project would require site preparation, tree removal, and installation of bridge abutments in order to construct the bridge. Construction workers may encounter contaminated soil and groundwater during construction, if present.

Impact HAZ-1: Hazardous materials contamination could be present on the project site, and could pose a risk to construction workers. **[Potentially Significant Impact]**

Mitigation Measures: To reduce the potential for construction workers to encounter hazardous materials contamination, if present, the following mitigation measures are included in the project.

MM HAZ-1.1: Discovery of Contaminated Soil or Groundwater: If contaminated soil or groundwater is encountered during construction (based on physical observation) during activities the project proponent will ensure that the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMP's will include, but are not limited to, the following:

- Contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training.
- Contractor will stockpile soil during redevelopment activities to allow for proper characterization and evaluation of disposal options.
- Contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation.
- Contractor will water/mist soil as it is being excavated and loaded onto transportation trucks.
- Contractor will place any stockpiled soil in areas shielded from prevailing winds.
- Contractor will cover the bottom of excavated areas with sheeting when work is not being performed.
- If contaminated groundwater is encountered it will be contained for proper characterization and evaluation of disposal options.

Implementation of the mitigation measures listed above would reduce potential impacts from hazardous materials contamination to a less than significant level. **[Less Than Significant Impact with Mitigation Measures]**

c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

The proposed project site is not located within one-quarter mile of an existing or proposed school. The nearest school (Beechwood School) is located approximately 0.80 miles southeast of the project site. The proposed project would not emit hazardous emissions or handle hazardous materials, substances, or waste during operation. **[No Impact]**

d. *Would the project 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?*

The proposed project site is not on a list of hazardous materials sites pursuant to Government Code Section 65962.5, but is located in proximity to sites that have recorded presence of contaminated soil and groundwater. Implementation of MM HAZ 1.1 discussed above would ensure that the project would not create a significant hazard to the public or the environment. **[Less Than Significant Impact]**

e. - 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? For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

Palo Alto Airport is located approximately four miles southeast of the project site. San Carlos Airport is located approximately four miles northwest of the project site. The project site is not located within the airport land use plan or within the aircraft noise contours for either airport. The project would not affect any airport or result in a safety hazard for people working or residing in the project area. **[No Impact]**

g. - h. *Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? 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 development of the proposed project would not impair or interfere with implementation of the City's Emergency Operation Plan or the City's Disaster Preparedness Manual. The project site is located in an urbanized area adjacent to the baylands of the San Francisco Bay and is not subject to hazards from wildland fires.[9] Implementation of the proposed project would not expose people or structures to any risk from wildland fires. **[No Impact]**

[9] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones – Santa Mateo County*. November 7, 2007.

4.8.5 Conclusion

With implementation of the mitigation measure MM HAZ-1.1 listed above, the proposed project would not result in significant hazardous materials impacts. **[Less Than Significant Impact with Mitigation Measures]**

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Hydrology and Water Quality Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐	1,3
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will 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 will drop to a level which will not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	1,3
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 will result in substantial erosion or siltation on-or off-site?	☐	☐	☐	☒	1
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 will result in flooding on-or off-site?	☐	☐	☒	☐	1
e. Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒	1,3
f. Otherwise substantially degrade water quality?	☐	☒	☐	☐	1,3
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?	☐	☐	☐	☒	1,16
h. Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	☐	☒	☐	☐	1,16

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐	1,3,20,21
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	1,3,21

4.9.2 Setting

4.9.2.1 *Stormwater and Flooding*

Cities and unincorporated communities in San Mateo County, including Menlo Park, generate runoff that flows into the Bayfront Canal via the Atherton Channel and the six other drainage basins. Flooding has occurred in the neighborhoods near the Bayfront Canal and Atherton Channel, particularly during storms that coincide with high tides.[10] The Bayfront Canal and Atherton Channel do not have enough detention capacity to prevent flooding in low lying areas. During storms that coincide with high tides, the Canal and Channel cannot discharge sufficient stormwater flows to the Bay because of tide gate limitations.

The Bayfront Canal Flood Management and Habitat Restoration Project will route flood flows from the Bayfront Canal and Atherton Channel into two of the managed ponds of the Ravenswood Pond Complex and the South Bay Salt Ponds Restoration project, the largest tidal wetland restoration project on the West Coast. When complete, this project will restore 15,100 acres of industrial salt ponds to tidal wetlands and other habitats and help mitigate the flooding problem. High flows from the Canal will ultimately bypass around the Flood Slough tide gate and be directed into ponds to simultaneously mitigate widespread flooding in the Atherton Channel neighborhood and facilitate development of seasonal wetlands habitat. The Bayfront Canal Flood Management and Habitat Restoration Project is expected to be under construction in 2016.

4.9.2.1 *Water Quality*

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as non-point source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Urban stormwater runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, animal feces, etc.), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

[10] Bay Area Integrated Regional Water Management Plan. Bayfront Canal Flood Management and Habitat Restoration Project. 2013. Available at: http://bairwmp.org/projects/bayfront-canal-flood-management-and-habitat-restoration-project Accessed November 9, 2015.

4.9.3 Impacts Evaluation

a., f. Would the project violate any water quality standards or waste discharge requirements? Would the project otherwise substantial degrade water quality?

Site preparation and construction-activities have the potential to temporarily increase erosion and sedimentation that could be carried by runoff into adjacent waterways. Increased erosion could increase sedimentation impacts to local waterbodies such as Atherton Channel and/or the Bayfront Channel and ultimately the San Francisco Bay.

Implementation of the proposed project would remove zero square feet of existing impervious surface and install approximately 40 square feet of impervious surface. The pedestrian and bicycle bridge would not be considered impervious area because it would clear span the channel and bridge decking would consist of wood material with spaces in between for drainage.

The San Mateo Countywide Water Pollution Prevention Program requires new development or redevelopment projects that create or replace between 2,500 and 10,000 square feet of impervious surface to implement site design measures for onsite stormwater water control and pollution prevention.

Impact HYD-1: Construction activities could degrade water quality on-site and downstream of the project site. **[Potentially Significant Impact]**

Mitigation Measures: To reduce the potential for the project to degrade water quality, the following mitigation measures are included in the project.

MM HYD-1.1: Storm Water Pollution Prevention Plan: Prior to any ground disturbing activities, the project will comply with the State Water Resources Control Board's National Pollution Discharge Elimination Systems (NPDES) Municipal Regional Permit C.6 construction site control to the satisfaction of the City of Menlo Park Public Works Department, as follows:

- The project contractor will develop, implement, and maintain an erosion and sediment plan to control the discharge of stormwater pollutants including sediments associated with construction activities.

MM HYD-1.2: Best Management Practices: The project will implement Best Management Practices (BMPs) to control the discharge of stormwater pollutants including sediments associated with construction activities in accordance with the SWPP and NPDES requirements. The project shall prepare an Erosion Control Plan to the satisfaction of the City of Menlo Park Public Works Department. The Erosion Control Plan may include but is not limited to BMPs specified in the Manual of Standards Erosion and Sediment Control. The project shall implement the following erosion and sediment control measures where appropriate:

- Utilize on-site sediment control BMPs to retain sediment on the project site
- Install fiber rolls, straw wattles, and silt fencing on downslope areas to prevent ruff-off and erosion
- Install sandbags and sediment barriers around inlets and catch basins to prevent sediment and pollutants from entering the storm drain system
- Provide temporary cover of disturbed surfaces
- Provide permanent cover to stabilize the disturbed surfaces after project construction
- Store, handle, and dispose of construction materials and wastes properly to prevent their contact with stormwater.
- Avoid cleaning, fueling, or maintaining vehicles on-site, except in designated areas where runoff is contained and treated.

Implementation of the mitigation measures MM HYD-1.1 listed above would reduce potential impacts to water quality from construction activities to a less than significant level. **[Less Than Significant Impact with Mitigation Measures]**

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge?

The project is the construction of a pedestrian and bicycle bridge and would not deplete groundwater supplies or interfere with groundwater recharge. **[No Impact]**

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on-or off-site?

The proposed project would construct a pedestrian and bicycle bridge over the Atherton Channel and would not alter the bed, bank, or slopes of the channel. A minimal amount of site preparation would be required and the project would not alter the drainage pattern of the Channel. The project includes preparation of an erosion control plan and would not result in substantial erosion or siltation on-or-off-site. **[Less Than Significant Impact]**

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

The proposed project would construct a pedestrian and bicycle bridge over the Atherton Channel. Minimal site preparation and grading would be required and the project would not significantly alter the existing drainage pattern of the site. The project does not include any alterations or modifications to the channel. Implementation of BMPs and erosion control measures listed above would minimize runoff impacts during construction. The City of Menlo Park also requires that post construction run-off rates shall not exceed pre-project levels; therefore, surface runoff impacts would be less than significant. **[Less Than Significant Impact]**

e. *Would the project create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

The proposed project would not significantly increase the amount of runoff or pollutants flowing into the storm drain system, following the implementation of appropriate stormwater treatment measures. Stormwater control and treatment facilities will be designed in accordance with local and regional regulatory requirements, as required by the City of Menlo Park. **[Less Than Significant Impact]**

g. – i. *Would the project 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? Would the project place within a 100-year flood hazard area structures which will impede or redirect flood flows? Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

The project does not purpose any housing. According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) the project site is located in Zone AE in a special flood hazard area subject to inundation by the one percent chance flood. The one percent annual flood (100-year flood), also known as the base flood, is the flood that has a one percent change of being equaled or exceeded in any given year.[11] The base flood elevation of 10.2 feet (NAVD 88) is the water surface elevation of the one percent annual chance flood. FEMA's proposed FIRM is to take effect in 2017 and would raise the base flood elevation to 10.4 feet. Since the bridge soffit would be at or above the base flood elevation only the abutment and minimal fill for sidewalks leading to the bridge would impede or have the potential to redirect flood flows.

According to the analysis prepared for the *Housing Element Update* the project site has the potential to be affected by approximate an 55-inch rise in sea level.[12] The maps contained within the *House Element Update* show that the project site is not located within a dam failure inundation zone hazard zone or with a tsunami inundation zone.[13] The project site is located within a 100-year flood hazard area and would be required to comply with the City of Menlo Park Municipal Code Chapter 12, Section 12.42.51, Standards of Construction. Construction of the bridge could impede or alter flood flows.

Impact HYD-2: A new pedestrian and bicycle bridge would be placed within a 100-year flood hazard zone that could impede or redirect flood flows. **[Potentially Significant Impact]**

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[11] Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel No. 06081C036E*. Map. Effective Date: October 16, 2009.

[12] City of Menlo Park. *Housing Element Update, General Plan Consistency Update, Zoning Amendments Environmental Analysis*. 2013. Figure 4.8-2.

[13] City of Menlo Park. *Housing Element Update, General Plan Consistency Update, Zoning Amendments Environmental Analysis*. 2013. Figure 4.8-3 and Figure 4.8-4.

Mitigation Measures: To reduce the potential for the project to impede or redirect flood flows within a 100-year flood hazard area, the following mitigation measure is included in the project.

MM HYD-2.1: Hydrology Study: A design level hydrology study shall be completed by a registered engineer prior to construction of the new pedestrian and bicycle bridge over the Atherton Channel. The report shall be submitted to the City of Menlo Park Public Works Department for review and approval. The hydrology study shall evaluate the structures placement within a 100-year flood hazard area and the potential for the structure to impede or redirect flood flows. The report shall include design recommendations to avoid potential adverse flooding impacts on adjacent and nearby property in accordance with the City of Menlo Park Standards for Construction.

Implementation of the mitigation measures listed above and compliance with the City's Flood Damage Prevention Ordinance and would reduce potential impacts from placement of a bridge within a 100- year flood hazard area to a less than significant level. **[Less Than Significant Impact with Mitigation Measures]**

j. Would the project expose people or structures to inundation by seiche, tsunami, or mudflow?

The project is not in an enclosed body of water. As stated above, the project site is also not located in a tsunami inundation zone. The project site is also located outside of the impacted zones for earthquake induced landslides or rainfall induced landslides.[14] The proposed project site; therefore, is not subject to seiche, tsunami, or mudslide hazards. [**No Impact]**

4.9.4 Conclusion

With implementation of mitigation measures MM HYD-1.1 – MM HYD-2.1 listed above and conformance with the City of Menlo Municipal Code, the project would result in a less than significant impact on hydrology and stormwater quality. **[Less Than Significant Impact with Mitigation Measures]**

[14] Associate of Bay Area Governments. Landslide Maps and Information: Earthquake Induced Landslides and Rainfall Induced Landslides. Available at: http://gis.abag.ca.gov/website/Hazards/?hlyr=existingLndsld Accessed November 9, 2015.

4.10 LAND USE

4.10.1 Land Use Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Physically divide an established community?	☐	☐	☐	☒	1,2,3
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?	☐	☐	☐	☒	1,2,3
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	1,3

4.10.2 Setting

The proposed project site is located along the Atherton Channel and sidewalks associated with Haven Avenue. The Atherton Channel is a stormwater drainage facility and the portion along Haven Avenue is maintained by the City of Menlo Park Public Works Department Surrounding land uses include existing commercial and industrial uses to the north, south, east, and west. The Bayfront Channel, salt ponds, and Bedwell Bayfront Park are located farther to the north.

4.10.3 Impacts Evaluation

a. Would the project physically divide an established community?

Development of the project would not impede existing uses in the area or change the character of Haven Avenue. The proposed project would not physically divide an established community. **[No Impact]**

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?

The project site is currently designated *Landscaped/Median* in the City's Zoning Map and General Plan Land Use Diagram. Development of the proposed project would not conflict with the City of Mountain View General Plan since the project is related to maintenance of an existing public facility. **[No Impact]**

c. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

There are no currently adopted habitat conservation or natural community conservation plans applicable to the proposed project site. **[No Impact]**

4.10.4 Conclusion

The proposed project would not result in any land use impact. **[No Impact]**

4.11 MINERAL RESOURCES

4.11.1 Mineral Resources Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
d. Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒	1,2,3
e. 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?	☐	☐	☐	☒	1,2,3

4.11.2 Setting

The project site is located along the Atherton Channel and Haven Avenue in a developed and urbanized area of Menlo Park. Industrial scale solar salt production from sea water has been occurring in the vicinity of Menlo Park since the 1800's. The salt ponds closest to the project site are the Ravenswood and Redwood City Plant sites. The Ravenswood site has undergone restoration as part of the South Bay Salt Pond Restoration Project. The Redwood City Plant site remains in production.

4.11.3 Impacts Evaluation

a. – b. Would the project result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state or 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?

The project site has not been identified by the California Geological Survey as a viable source of aggregate or other construction-related mineral resources. Implementation of the project would not affect salt production at the Redwood City Plant site. **[No Impact]**

4.11.4 Conclusion

The project would not result in the loss of availability of known mineral resources. **[No Impact]**

4.12 NOISE

4.12.1 Noise Environmental Checklist

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
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?	☐	☐	☒	☐	1,2,3,
b. Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	1,2,3,18
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒	1,2,3,18
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1,2,3,18
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, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	1,2,3,14,
f. For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	1,2,3,14,

4.12.2 Setting

Noise may be defined as unwanted sound. Acceptable levels of noise vary from land use to land use. In any one location, the noise level will vary over time, from the lowest background or ambient noise level to temporary increases caused by traffic or other sources. State and federal standards have been established as guidelines for determining the compatibility of a particular use with its noise environment.

There are several methods of characterizing sound. The most common in California is the A-weighted sound level or **dBA**.[15] This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time,

[15] The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. All sound levels in this discussion are A-weighted, unless otherwise stated.

different types of noise descriptors are used to account for this variability. Typical noise descriptors include maximum noise level (L_{max}), the energy-equivalent noise level (L_{eq}), and the day-night average noise level (**L_{dn}**). The L_{dn} noise descriptor is commonly used in establishing noise exposure guidelines for specific land uses. For the energy-equivalent sound/noise descriptor called **L_{eq}** the most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources which create a relatively steady background noise in which no particular source is identifiable.

Since the sensitivity to noise increases during the evening hours, 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The Day/Night Average Sound Level, **L_{dn}** (sometimes also referred to as DNL), is the average A-weighted noise level during a 24-hour day, obtained after the addition of 10 dB to noise levels measured in the nighttime between 10:00 p.m. and 7:00 a.m. The Community Noise Equivalent Level (CNEL) is a 24-hour A-weighted noise level from midnight to midnight after the addition of five dBA to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.

4.12.3 Impacts Evaluation

a. Would the project result in 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?

The project site is located along Haven Avenue. The project is located in an area that supports existing industrial uses and residential uses are not located in the vicinity of the project site. The City's Noise Element has established outdoor noise environment guidelines for different land use categories.[16] The following are the land use compatibility standards for industrial uses:

Normally Acceptable: up to 70 dBA L_{dn}
Conditionally Acceptable: 70-75 dBA L_{dn}
Normally Unacceptable: 75-85+ dBA L_{dn}

The existing noise environment on the site and in the vicinity results primarily from vehicular traffic, surrounding industrial land uses, and overhead flights from nearby airports. The *Housing Element Update* anticipates noise at the project site would be less than 75 dBA L_{dn} in the year 2035.[17] Once constructed, operational noise of the project site would be similar to existing conditions. **[Less Than Significant Impact]**

[16] City of Menlo Park Comprehensive Plan. Noise Element. 1978.
17 City of Menlo Park. *Housing Element Update, General Plan Consistency Update, and Zoning Ordinance Amendments Environmental Assessment*. Figure 4.10-3. 2013.

b. *Would the project result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?*

The proposed project would include a minimal amount of construction and earthwork activities. The pedestrian and bicycle bridge would be placed on cast in place abutments. Groundborne vibration and noise generated by these activities would be minimal. The City of Menlo Park does not have regulatory standards for construction and operational vibration.

Grading and demolition activities typically generate the highest vibration levels during construction activities. The project does not include demolition of any structures or pile driving for construction. Construction completed in accordance with General Plan Noise Element Policy N1.7 and Chapter 8 of the City of Menlo Park Municipal Code would further reduce temporary impacts from groudborne vibration and noise. **[Less Than Significant Impact]**.

c. *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

The project does not include any new noise generating uses. Once constructed, operational noise of the project site would be similar to existing conditions and include ambient noise associated with vehicular traffic and surrounding industrial land uses. **[No Impact]**

d. *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Minor construction and earthwork necessary for the proposed project would temporarily increase the ambient noise levels in the vicinity of the project site. The increase in noise would be temporary and limited to the construction of the project. Compliance with the provisions of Chapter 8 of the City of Menlo Park Municipal Code, including, restricting construction activity to 8:00 a.m. to 6:00 p.m. Monday through Friday and use of construction equipment that does not generate noise levels exceeding 85 dBA would further reduce temporary noise impacts from construction-related activities. **[Less Than Significant Impact]**

e-f. *For a project located within an airport land use plan or, where such a plan has not yet been adopted, within 2 miles of a public use airport, would the project expose people residing or working in the project area to excessive noise levels? 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?*

Palo Alto Airport is located approximately four miles southeast of the project site. San Carlos Airport is located approximately four miles northwest of the project site. The project site is not located within the airport land use plan for either airport. The project site is already subjected to noise from overhead flights associated with Palo Alto and San Carlos Airport, and the project would not expose people to excessive noise levels. **[No Impact]**

4.12.4 Conclusion

With compliance with City of Menlo Park Municipal Code and General Plan Noise Element, noise impacts would be less than significant. **[Less than Significant Impact]**

4.13 POPULATION AND HOUSING

4.13.1 Population and Housing Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
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)?	☐	☐	☐	☒	1,3
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	1,3
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	1,3

4.13.2 Setting

The proposed project is the construction of a pedestrian and bicycle bridge and does not include any housing.

4.13.3 Impacts Evaluation

a. Would the project 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)?

The proposed project does not include any residential uses and that would not induce population growth. Implementation of the project would not result in substantial population growth during the construction or long-term operation of the pedestrian and bicycle bridge that is not already anticipated by the City of Menlo Park General Plan. **[No Impact]**

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

The project is construction of a pedestrian and bicycle bridge. The project would not result in displacement of any residences and would not result in the need to construct replacement housing. **[No Impact]**

4.13.4 Conclusion

The project would not induce unplanned growth or result in significant adverse impacts to the existing housing supply. **[No Impact]**

4.14 PUBLIC SERVICES

4.14.1 Public Services Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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:					
1. Fire Protection?	☐	☐	☐	☒	1,2,3,
2. Police Protection?	☐	☐	☐	☒	1,2,3
3. Schools?	☐	☐	☐	☒	1,2,3
4. Parks?	☐	☐	☐	☒	1,2,3
5. Other Public Facilities?	☐	☐	☐	☒	1,2,3

4.14.2 Setting

Public facility services are provided to the community as a whole, usually from a central location or from a defined set of nodes. The resources base for delivery of the services, including the physical service delivery mechanisms, is financed on a community-wide basis, usually from a unified or integrated financial system. The service delivery agency can be a city, county, service or other special district.

4.14.3 Impacts Evaluation

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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 public services?

Fire Protection Services

Fire protection to the project site is provided by Menlo Park Fire Protection District (MPFPD), which serves a population of approximately 90,000 and an area of 30 square miles. The MPFPD runs four major divisions: Administrative Services; Human Resources; Operations and Suppression; and Training. The MPFPD has agreements with the

neighboring departments, including the cities of Palo Alto, Redwood City, Fremont, and Woodside Fire District, to provide automatic aid. The MPFPD operates seven stations, strategically located throughout the City to provide the most efficient response times. Station 77 is the closest station to the proposed project site. Station 77 is located at 1467 Chilco Avenue, approximately 1.15 miles southeast of the project site.

The proposed pedestrian and bicycle bridge would be constructed to current California Building Code and Fire Code standards and would not increase the area served by MPFPD. The proposed project would not create any new potential fire hazards that do not already exist along Haven Avenue or the Atherton Channel, and would not exceed the capacity of the MPFPD to provide service to the site. **[No Impact]**

Police Protection Services

Police protection for the project site is provided by the Menlo Park Police Department (MPPD). One police station located at City Hall, approximately 2.25 miles southeast of the project site, covers the whole service area. The MPPD also operates a service center east of US 101 at Willow Road and Hamilton Avenue. It is a secure law enforcement facility with a full-time officer and public services. The service center is also used during critical incidents. The MPPD divides its service area by three beats: Beat 1 covers the area of the City west of El Camino Real, Beat 2 covers the area between El Camino Real and Highway 101, and Beat 3 covers the area east of Highway 101, and Beat 2 covers the area in the middle. The MPPD staffing includes 47 sworn officers and 22 professional staff as of 2012.

The proposed project does not include the addition of any new occupied structures. Construction of a pedestrian and bicycle bridge over the Atherton Channel would not create new demand for police services or alter existing service. **[No Impact]**

School Services

The proposed project does not include any new residential development or land use. Construction of a pedestrian and bicycle bridge over the Atherton Channel would not create new demand for school services or alter existing service. **[No Impact]**

Park Services

The Menlo Park Community Services Department owns and operates parks and recreational facilities in the City of Menlo Park. The City has a total of 14 parks totaling approximately 220 acres. The nearest park to the project site is Bedwell Bayfront Park, located off the Bayfront Expressway and Marsh Road Intersection approximately 750 feet northeast of the project site.

Construction of a pedestrian and bicycle bridge over the Atherton Channel would not result in a demand for new park services and would not disturb recreational uses of Bedwell Bayfront Park. The improved bicycle and pedestrian access proposed by the project will be a long-term benefit to the park. **[No Impact]**

Other Public Facilities

The proposed project does not include any new residential development or land uses. Construction of a pedestrian and bicycle bridge over Atherton Channel would have no impact on libraries, senior centers or other public facilities. **[No Impact]**

4.14.3 Conclusion

The project would result in no impacts to public services. **[No Impact]**

4.15 RECREATION

4.15.1 Recreation Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
e. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☐	☒	1,3
f. 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?	☐	☐	☐	☒	1

4.15.2 Setting

The Menlo Park Community Services Department owns and operates parks and recreational facilities in the City of Menlo Park. The City has adopted a goal of maintaining a ratio of five acres of developed parkland per 1,000 residents. The City provides and maintains approximately 220 acres of parkland. Menlo Park residents also have access to a range of regional parks and open space, including the Don Edwards San Francisco Bay National Wildlife Refuge, Wunderlich County Park, Huddart County Park, and the San Francisco Bay Trail. The City also has joint use agreements with La Entrada, Oak Knoll, Belle Haven, and Hillview Schools for use of sports fields after school hours

4.15.3 Impacts Evaluation

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 will occur or be accelerated?

The proposed project would construct a pedestrian and bicycle bridge over Atherton Channel and would not increase the use of existing neighborhood and regional parks or other recreational facilities. The bridge would facilitate pedestrian movement in the area and would improve pedestrian connections to Bedwell Bayfront Park and the San Francisco Bay Trail and would not substantially deteriorate or accelerated deterioration of these recreational resources. **[No 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?

The proposed project includes construction of a pedestrian and bicycle bridge over the Atherton Channel. The project does not include recreational facilities or create a need to improve or expand existing recreational facilities. **[No Impact]**

4.15.4 Conclusion

The project would not impact recreation facilities within the City of Menlo Park. **[No Impact]**

4.16 TRANSPORTATION

4.16.1 Transportation Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒	1,2,3,
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒	1,2,3,
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?	☐	☐	☐	☒	1,2,3,
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	☒	1
e. Result in inadequate emergency access?	☐	☐	☐	☒	1,3
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒	1,3

4.16.2 Setting

Regional access to the project site is provided by US 101 and the Bayfront Expressway (State Route 84). US 101 is a north-south freeway that extends through and beyond the Bay Area, connecting San Francisco to San Jose. Local access to the proposed project site is provided by Marsh Road, Haven Avenue and East Bayshore Road. Street parking is currently provided along portions of Haven Avenue.

4.16.3 Impacts Evaluation

a. – b. Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The proposed project is the construction of a pedestrian and bicycle bridge over the Atherton Channel. All work would be completed within the existing right of way of Haven Avenue. The project does not include any new employment or residential uses and would not increase traffic either during construction or after project completion. Temporary lane closure and or temporary construction detours may be necessary to extend the sidewalk along Haven Avenue, install a designated bicycle lane along Haven Avenue, re-stripe the eastbound approach of Haven Avenue, and re-stripe the center line of Haven Avenue. These lane closures and detours would be temporary and the project would not exceed a level of service standard established by any congestion management agency. **[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?

Palo Alto Airport is located approximately four miles southeast of the project site. San Carlos Airport is located approximately four miles northwest of the project site. The project would not affect air traffic patterns. **[No Impact]**

d. – e. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)? Would the project result in inadequate emergency access?

Access to the proposed project site is provided by Haven Avenue, Marsh Road, and East Bayshore Road. Proposed roadway improvements would ultimately improve bicycle, pedestrian, and vehicular, circulation and reduce roadway hazards. The proposed project would not change access to the site and would not result in inadequate emergency access. **[No Impact]**

f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The proposed project includes the construction of a pedestrian and bicycle bridge over the Atherton Channel, extension of a sidewalk along the north side of Haven Avenue, installation of a designated bicycle lane along Haven Avenue and improvements to the crosswalk access at Haven Avenue and across Marsh Road. The project would not conflict with public transit, bicycle, or pedestrian policies or programs and would not impact the performance of any facility. **[No Impact]**

4.16.4 Conclusion

The proposed project would not impact transportation or traffic. [**No Impact]**

4.17 UTILITIES AND SERVICE SYSTEMS

4.17.1 Utilities and Service Systems Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒	1,3
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?	☐	☐	☐	☒	1,3,2
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	1,3,
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒	1,3
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?	☐	☐	☐	☒	1,3,
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒	1,3,
g. Comply with federal, state and local statutes and regulations related to solid waste?	☐	☐	☐	☒	1,3,

4.17.2 Setting

In the City of Menlo Park potable water is supplied by one of four water utility companies: the Menlo Park Municipal Water District, California Water Service, O'Connor Tract Co-operative Water District, and Palo Alto Park Mutual Water Company. Water service to the project site is provided Menlo Park Municipal Water District, which serves approximately 15,000 customers.

The West Bay Sanitary District (WBSD) provides wastewater collection and conveyance services to the City of Menlo Park, Atherton, Portola Valley, and areas of East Palo Alto, Woodside, and unincorporated San Mateo and Santa Clara counties. The WBSD wastewater is treated by Silicon

Valley Clean Water (SVCW), formally South Bayside Systems Authority (SBSA), which is the Joint Powers Authority that owns and operates a regional waste water treatment plant in Redwood Shores. The WBSD also operates a pump station located northwest of the intersection of Mash Road and Bayfront Expressway. The Joint Powers Authority members include WBSD and the cities of Redwood City, San Carlos, and Belmont.

The City of Menlo Park's Public Works Department owns, operates, and maintains the storm drainage system. The City has approximately 44 miles of storm drain pipe and 1,000 inlets or catch basins. The City stormwater drainage system consists of 17 individual systems that discharge into San Francisquito Creek, Atherton Channel, and through East Palo Alto into San Francisco Bay.

Recology Incorporated provides solid waste collection and conveyance service for the City of Menlo Park. Collected recyclables, organics, and garbage are conveyed to the Shoreway Environmental Center in San Carlos for processing and shipment. The Shoreway Environmental Center is owned by RethinkWaste (former South Bayside Waste Management Authority), is a joint powers authority that is comprised of twelve public agencies, including the City of Atherton, Belmont, Burlingame, East Palo Alto, Foster City, Hillsborough, Menlo Park, Redwood City, San Carlos, San Mateo, the County of San Mateo, and the WBSD, and operated by South Bay Recycling under a contract with RethinkWaste. Additional small quantities of waste may be transported to other landfills within the area by private contractors.

4.17.3 Impacts Evaluation

a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The proposed project is construction of a pedestrian and bicycle bridge over the Atherton Channel and would not create wastewater and would not exceed exiting existing wastewater requirements. **[No Impact]**

b. Would the project 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?

The proposed project would not create wastewater and would not require or result in the construction of new water or wastewater facilities or require the expansion of existing facilities. **[No Impact]**

c. Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed project is construction of a pedestrian and bicycle bridge over the Atherton Channel and does not include any changes or modifications to the existing stormwater drains. The proposed project would not require or result in the construction of new stormwater drainage facilities or require the expansion of existing facilities. **[No Impact]**

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

Water is currently provided to the project site by the Menlo Park Municipal Water District. The proposed pedestrian and bicycle bridge would not use any potable water and would not require additional water supplies or new or expanded entitlements. **[No Impact]**

e. *Would the project 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 would not generate additional wastewater and no additional wastewater capacity would be required. **[No Impact]**

f. - g. *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Would the project comply with federal, state and local statues and regulations related to solid waste?*

The proposed pedestrian and bicycle bridge would not generate solid waste once constructed. Construction waste generated by the project would be disposed of in accordance with federal, state, and local regulations and would not exceed the permitted capacity of existing landfills. **[No Impact]**

4.17.4 Conclusion

The project would not result in any utility or service facility exceeding its current capacity or require the construction of new infrastructure or service facilities. **[No Impact]**

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

4.18.1 Mandatory Findings Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
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?	☐	☐	☒	☐	Pages 3-73
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)?	☐	☐	☒	☐	Pages 3-73
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐	Pages 3-73

4.18.2 Impacts Evaluation

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?

The project would not result in significant impacts to environmental quality, habitat or examples of California prehistory

With the implementation of the mitigation measures included in the proposed project and described in the cultural resources, biological resources, hazards and hazardous materials, hydrology and water quality, section of this Initial Study, the proposed project would not result in significant adverse environmental or historical impacts. **[Less than Significant Impact]**

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)?*

As identified elsewhere in this Initial Study, the potential environmental impacts from the proposed project are primarily limited to the construction period, which is estimated to be approximately 60 days. It is possible that other proposed construction schedules in the Haven Avenue area may overlap with the project, but the overlap is likely to be minimal, and the proposed project includes measures to minimize disturbance to adjacent land uses. **[Less than Significant Impact]**

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

Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if it would cause substantial adverse effects to humans, either directly or indirectly. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals.

While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality and noise. Due to the short construction schedule and limited areal extent of the project, impacts to human beings resulting from construction-related air and noise impacts would be less than significant. No other direct or indirect adverse effects of the project on human beings have been identified. **[Less than Significant Impact]**

4.19 SUMMARY TABLE OF IMPACTS AND MITIGATION MEASURES

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
Biological Resources Impacts	
Impact BIO-1: Construction activities could impact salt marsh harvest mouse and salt marsh wandering shrew that could forage or take refuge in the highly disturbed salt marsh habitat located on the project site. **[Potentially Significant Impact]**	The project proponent shall implement the following mitigation measures to reduce the potential for direct impacts to salt marsh harvest mouse and salt marsh wandering shew. **MM BIO-1.1:** Worker Environmental Awareness Training: Prior to any construction activities, an approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include descriptions of the salt marsh harvest mouse and salt marsh wandering shrew, their habitats, importance of the species, and the limits of work boundaries associated with the project. **MM BIO-1.2:** Preconstruction Survey: A qualified biologist familiar with the biology of these species will conduct a pre-construction survey prior to any vegetation removal, and will monitor the vegetation removal process. Vegetation will be removed using hand- held equipment (e.g., weed-whackers). This will allow any small mammals, including salt marsh harvest mice, to escape the project impact area under the cover of vegetation, and will encourage movement of such small mammals towards available vegetated habitat to the north, outside the project area. All herbaceous vegetation and leaf litter that will be impacted and could potentially conceal a salt marsh harvest mouse or salt marsh wandering shrew within the project impact area will be removed. All vegetation that is removed will be hauled off-site the day it is removed, and will not be left on the site to provide potential cover for small mammal species. **MM BIO-1.3:** Exclusion Barrier: An exclusion barrier fence will be installed at the outer limits of the work area within and along the Atherton Channel, to exclude salt marsh harvest mice and salt marsh wandering shrew from the project area. The barrier fence will be shown on project plans and will be constructed under the guidance of a qualified biologist. The fence will consist of a 3-ft tall, tight cloth, smooth plastic, or sheet-metal (or similar material approved by the USFWS) fence toed into the soil at least 3

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	inches deep and supported with stakes placed on the inside of the barrier. A qualified biologist will conduct a pre-construction survey of the area where vegetation was removed prior to construction access, and will monitor the installation of the barrier. Following the installation of the barrier, designated construction personnel will check its integrity each morning that construction activities occur, and will initiate repairs immediately, as needed. **MM BIO-1.4:** Immediate Work Stoppage: If a salt marsh harvest mouse or salt marsh wandering shrew is observed within the project during project activities, all work that could result in the injury or death of the individual will stop immediately and the animal will be allowed to leave the area on its own and will not be handled. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Impact BIO-2: Construction activities could impact special-status birds that may be nesting or foraging in the salt marsh habitat located in proximity to the project site. **[Potentially Significant Impact]**	The project proponent shall implement the following measures to reduce impacts to special status birds: **MM BIO-2.1:** Worker Environmental Awareness Training: Prior to any construction activities, an approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include descriptions of the special status birds including Ridgeway's rail, California least tern, western snowy plover, and Alameda song sparrow, their habitats, importance of these species, and the limits of work boundaries associated with the project. **MM BIO-2.2:** Preconstruction Survey: A preconstruction nesting bird survey shall be completed by a qualified biologist prior to vegetation removal or any construction related activity that occurs during the breeding season (February 1 through August 31) in order to determine if special status birds and territories are located within 500 feet of the project site. If nesting special status bird species are observed or known within 500 feet of the project site, the biologist will consult with USFWS and CDFW to determine adequate buffer zones and other minimization measures to ensure that nests will not be disturbed during project construction. If no special status bird nests identified within 500 feet during the preconstruction survey then construction-related activities will be allowed to

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	proceed. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Impact CUL-1: Construction activities could impact unknown archeological resources. **[Potentially Significant Impact]**	The project proponent shall implement the following measures to reduce potential impacts to archeological resources: **MM CUL-1.1:** Discovery of Cultural Materials: If prehistoric, historic-period cultural materials, or any archaeological artifacts are unearthed during ground-disturbing activities, all work within 50 feet of the find shall halt and the City must be notified. A qualified archaeologist shall inspect and evaluate the findings within 24 hours of discovery. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, shall develop a treatment plan that could include site avoidance, capping, or data recovery. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Impact CUL-2: Construction activities could impact unknown paleontological resources. **[Potentially Significant Impact]**	The project proponent shall implement the following measure to reduce potential impacts to paleontological resources. **MM CUL-2.1:** Discovery of Paleontological Resources: If fossils are discovered during construction, all work on the site will stop immediately until a qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate treatment. The City will be notified if any fossils are discovered. Treatment may include preparation and recovery of fossil material so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The project proponent will be responsible for implementing the recommendations of the paleontological monitor. **[Less Than Significant With Mitigation Measures Incorporated in the Project]**

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
Impact CUL-3: Construction activities could impact unknown human remains. **[Potentially Significant Impact]**	The project proponent shall implement the following measures to reduce potential impacts to unknown human remains. **MM CUL-3.1:** Discovery of Human Remains: In the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Mateo Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the City shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City. This report shall contain a description of the mitigation programs and its results including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Community Development Director. **[Less Than Significant With Mitigation Measures Incorporated in the Project]**
Impact HAZ-1: Hazardous materials contamination could be present on the project site, and could pose a risk to construction workers. **[Potentially Significant Impact]**	The project proponent shall implement the following measures to reduce potential impacts to construction workers from hazardous materials, if encountered during construction. **MM HAZ-1.1:** Discovery of Contaminated Soil or Groundwater: If contaminated soil or groundwater is encountered during construction (based on physical observation) during activities the project proponent will ensure that the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMP's will include, but are not limited to, the following:

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	• Contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training. • Contractor will stockpile soil during redevelopment activities to allow for proper characterization and evaluation of disposal options. • Contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation. • Contractor will water/mist soil as it is being excavated and loaded onto transportation trucks. • Contractor will place any stockpiled soil in areas shielded from prevailing winds. • Contractor will cover the bottom of excavated areas with sheeting when work is not being performed. • If contaminated groundwater is encountered it will be contained for proper characterization and evaluation of disposal options. **[Less Than Significant With Mitigation Measures Incorporated in the Project]**
Impact HYD-1: Construction activities could degrade water quality on-site and downstream of the project site. **[Potentially Significant Impact]**	The project proponent shall implement the following measures to reduce potential impacts to water quality. <u>Storm Water Pollution Prevention Plan</u>: Prior to any ground disturbing activities, the project will comply with the State Water Resources Control Board's National Pollution Discharge Elimination Systems (NPDES) Municipal Regional Permit C.6 construction site control to the satisfaction of the City of Menlo Park Public Works Department, as follows: • The project contractor will develop, implement, and maintain an erosion and sediment plan to control the discharge of stormwater pollutants including sediments associated with construction activities. **MM HYD-1.2:** <u>Best Management Practices</u>: The project will implement Best Management Practices (BMPs) to control the discharge of stormwater pollutants including sediments associated with construction activities in accordance with the SWPP and NPDES requirements. The project shall prepare an Erosion Control Plan to the satisfaction of the City of Menlo Park Public Works Department. The Erosion Control Plan may include but is

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	not limited to BMPs specified in the Manual of Standards Erosion and Sediment Control. The project shall implement the following erosion and sediment control measures where appropriate: • Utilize on-site sediment control BMPs to retain sediment on the project site • Install fiber rolls, straw wattles, and silt fencing on downslope areas to prevent ruff-off and erosion • Install sandbags and sediment barriers around inlets and catch basins to prevent sediment and pollutants from entering the storm drain system • Provide temporary cover of disturbed surfaces • Provide permanent cover to stabilize the disturbed surfaces after project construction • Store, handle, and dispose of construction materials and wastes properly to prevent their contact with stormwater. • Avoid cleaning, fueling, or maintaining vehicles on-site, except in designated areas where runoff is contained and treated. **[Less Than Significant With Mitigation Measures Incorporated in the Project]**
Impact HYD-2: A new pedestrian and bicycle bridge would be placed within a 100-year flood hazard zone that could impede or redirect flood flows. **[Potentially Significant Impact]**	The project proponent shall implement the following mitigation measure to reduce potential impacts from 100-year flood hazard area. **MM HYD-2.1:** <u>Hydrology Study:</u> A design level hydrology study shall be completed by a registered engineer prior to construction of the new pedestrian and bicycle bridge over the Atherton Channel. The report shall be submitted to the City of Menlo Park Public Works Department for review and approval. The hydrology study shall evaluate the structures placement within a 100-year flood hazard area and the potential for the structure to impede or redirect flood flows. The report shall include design recommendations to avoid potential adverse flooding impacts on adjacent and nearby property in accordance with the City of Menlo Park Standards for Construction. **[Less Than Significant With Mitigation Measures Incorporated in the Project]**

Checklist Sources:

1. CEQA Guidelines - Environmental Thresholds (Professional judgment and expertise and review of project plans).
2. Menlo Park, City of. General Plan. Updated May 21, 2013.
3. Menlo Park, City of. *Housing Element Update, General Plan Consistency Update, and Zoning Ordinance Amendments Environmental Assessment.* April 4, 2013.
4. California Department of Transportation. *California Scenic Highway Mapping System*.
5. California Department of Conservation. *San Mateo Important Farmlands Map 2012*. Map. August 2014.
6. Bay Area Air Quality Management District. *CEQA Air Quality Guidelines*. May 2012
7. David J. Powers & Associates. *Habitat Assessment for the Atherton Channel Pedestrian and Bicycle Bridge Project.* October 08, 2015.
8. Menlo Park, City of. Municipal Code.
9. Association of Bay Area Governments. *Faults Maps*. GIS Viewer. November 5, 2015.
10. California Geological Survey. *Seismic Hazard Zones*. October 18, 2006.
11. Association of Bay Area Governments. *Liquefaction Susceptibility Map*. GIS Viewer. November 5, 2015.
12. United States Department of Agriculture, Natural Resources Conservation Service. "Web Soil Survey: San Mateo County and San Francisco County California."
13. State Water Resources Control Board. Geotracker. November 7, 2015.
14. Santa Clara County Airport Land Use Commission. *Final Draft Comprehensive Land Use Plan, Palo Alto Airport*. November 8, 2012.
15. California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones* – San Mateo County. November 7, 2015.
16. Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel No. 06081C036E*. Map. Effective Date: October 16, 2009.
17. Association of Bay Area Governments (ABAG). *Dam Failure Inundation Maps and Landslide Maps*. GIS Viewer. November 5, 2015.
18. Menlo Park, City of. Comprehensive Plan. *Noise Element*. 1978.

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California Building Standards Commission. *2013 California Green Buildings Standards Code (CALGreen)*. California Code of Regulations, Title 24, Part 11. Available at: http://www.ecodes.biz/ecodes_support/Free_Resources/2013California/13Green/13Green_main.html Effective Date: January 1, 2014.

California Department of Conservation. *Santa Mateo County Important Farmlands Map 2012.* Map. August 2014.

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David J. Powers & Associates. Habitat Assessment for the Atherton Channel Pedestrian and Bicycle Bridge Project. October 08, 2015.

Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel No. 06081C036E*. Map. Effective Date: May 18, 2009.

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One Bay Area. "Plan Bay Area." 2012. Available at: http://onebayarea.org/regional-initiatives/plan-bay-area.html#.USz_lKK-qzk . Accessed November 12, 2015.

San Francisco Bay Conservation and Development Commission. *Shoreline Areas Potentially Exposed to Sea Level Rise: South Bay*. 2008. Map. Available at: http://www.bcdc.ca.gov/pdf/bayplan/Plan_Map_7.pdf. Accessed November 12, 2015.

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

LEAD AGENCY

City of Menlo Park
Public Works Department
Virginia Parks, Project Manager

CONSULTANTS

David J. Powers & Associates, Inc.
Environmental Consultants and Planners
Judy Shanley, Principal
Jared Bond, Project Manager/Biologist
Zach Dill, Graphic Artist

SECTION 7.0 MITIGATED NEGATIVE DECLARATION

CITY OF MENLO PARK
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
DRAFT MITIGATED NEGATIVE DECLARATION

I. INTRODUCTION

A. LEAD AGENCY AND ADDRESS

Public Works Department
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

B. CONTACT PERSON AND PHONE NUMBER

Virginia Parks, Associate Engineer
City of Menlo Park
(650) 330-6740

C. PROJECT SPONSOR AND ADDRESS

St. Anton Partners
1801 I Street
Sacramento, CA 94588
Contact: Nick Linkert
(916) 471-3000

D. EXISTING GENERAL PLAN DESIGNATION AND ZONING

General Plan: *Landscaped/Medium*
Zoning District: *Landscaped/Median*

E. PROJECT DESCRIPTION

The project proposes to construct a new pedestrian and bicycle bridge over the Atherton Channel in order to enhance pedestrian and bicycle access along Haven Avenue and provide a safe crossing of the Atherton Channel. The project would also extend the sidewalk along the north side of Haven Avenue approximately 650 feet eastward to Marsh Road and install a bicycle lane 35 feet beyond the new pedestrian and bicycle bridge along the north side of Haven Avenue and for 325 feet along the south side of Haven Avenue.

The proposed pedestrian and bicycle bridge would be constructed along the north side of Haven Avenue across the Atherton Channel, 35 feet downstream of the existing two-lane vehicle bridge. The bridge would be a single span prefabricated structure, approximately 10 feet wide by 34 feet

long, constructed over the channel. Bridge abutments would be concrete cast in place structures installed at the top of the channel bank.

The proposed pedestrian and bicycle bridge, sidewalks, and bicycle lanes would be constructed within the existing Caltrans road right of way of Haven Avenue.

F. LOCATION OF PROJECT

The proposed project site is located along the north side of Haven Avenue across the Atherton Channel, 35 feet downstream of the existing two-lane vehicle bridge. It includes the existing Haven Avenue alignment and road right-of-way, associated sidewalks, and a portion of the Atherton Channel.

II. MITIGATION MEASURES

Biological Resources

MM BIO-1.1: Worker Environmental Awareness Training: Prior to any construction activities, an approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include descriptions of the salt marsh harvest mouse and salt marsh wandering shrew, their habitats, importance of the species, and the limits of work boundaries associated with the project.

MM BIO-1.2: Preconstruction Survey: A qualified biologist familiar with the biology of these species will conduct a pre-construction survey prior to any vegetation removal, and will monitor the vegetation removal process. Vegetation will be removed using hand- held equipment (e.g., weed-whackers). This will allow any small mammals, including salt marsh harvest mice, to escape the project impact area under the cover of vegetation, and will encourage movement of such small mammals towards available vegetated habitat to the north, outside the project area. All herbaceous vegetation and leaf litter that will be impacted and could potentially conceal a salt marsh harvest mouse or salt marsh wandering shrew within the project impact area will be removed. All vegetation that is removed will be hauled off-site the day it is removed, and will not be left on the site to provide potential cover for small mammal species.

MM BIO-1.3: Exclusion Barrier: An exclusion barrier fence will be installed at the outer limits of the work area within and along the Atherton Channel, to exclude salt marsh harvest mice and salt marsh wandering shrew from the project area. The barrier fence will be shown on project plans and will be constructed under the guidance of a qualified biologist. The fence will consist of a 3-ft tall, tight cloth, smooth plastic, or sheet-metal (or similar material approved by the USFWS) fence toed into the soil at least 3 inches deep and supported with stakes placed on the inside of the barrier. A qualified biologist will conduct a pre-construction survey of the area where vegetation was removed

prior to construction access, and will monitor the installation of the barrier. Following the installation of the barrier, designated construction personnel will check its integrity each morning that construction activities occur, and will initiate repairs immediately, as needed.

MM BIO-1.4: Immediate Work Stoppage: If a salt marsh harvest mouse or salt marsh wandering shrew is observed within the project during project activities, all work that could result in the injury or death of the individual will stop immediately and the animal will be allowed to leave the area on its own and will not be handled.

MM BIO-2.1: Worker Environmental Awareness Training: Prior to any construction activities, an approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include descriptions of the special status birds including Ridgeway's rail, California least tern, western snowy plover, and Alameda song sparrow, their habitats, importance of these species, and the limits of work boundaries associated with the project**.**

MM BIO-2.2: Preconstruction Survey: A preconstruction nesting bird survey shall be completed by a qualified biologist prior to vegetation removal or any construction related activity that occurs during the breeding season (February 1 through August 31) in order to determine if nesting birds and their territories are located within 500 feet of the project site. If special status nesting bird species are observed or known within 500 feet of the project site, the biologist will consult with USFWS and CDFW to determine adequate buffer zones and other minimization measures to ensure that nests will not be disturbed during project construction. If no special status bird nests identified within 500 feet during the preconstruction survey then construction-related activities will be allowed to proceed.

MM CUL-1.1: Discovery of Cultural Materials: If prehistoric, historic-period cultural materials, or any archaeological artifacts are unearthed during ground-disturbing activities, all work within 50 feet of the find shall halt and the City must be notified. A qualified archaeologist shall inspect and evaluate the findings within 24 hours of discovery. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, shall develop a treatment plan that could include site avoidance, capping, or data recovery.

MM CUL-2.1: Discovery of Paleontological Resources: If fossils are discovered during construction, all work on the site will stop immediately until a qualified

professional paleontologist can assess the nature and importance of the find and recommend appropriate treatment. The City will be notified if any fossils are discovered. Treatment may include preparation and recovery of fossil material so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The project proponent will be responsible for implementing the recommendations of the paleontological monitor.

MM CUL-3.1: Discovery of Human Remains: In the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Mateo Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the City shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City. This report shall contain a description of the mitigation programs and its results including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Community Development Director.

MM HAZ-1.1: Discovery of Contaminated Soil or Groundwater: If contaminated soil or groundwater is encountered during construction (based on physical observation) during activities the project proponent will ensure that the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMP's will include, but are not limited to, the following:

- Contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training.
- Contractor will stockpile soil during redevelopment activities to allow for proper characterization and evaluation of disposal options.
- Contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation.
- Contractor will water/mist soil as it is being excavated and loaded onto transportation trucks.
- Contractor will place any stockpiled soil in areas shielded from prevailing winds.

- Contractor will cover the bottom of excavated areas with sheeting when work is not being performed.
- If contaminated groundwater is encountered it will be contained for proper characterization and evaluation of disposal options.

MM HYD-1.1: Storm Water Pollution Prevention Plan: Prior to any ground disturbing activities, the project will comply with the State Water Resources Control Board's National Pollution Discharge Elimination Systems (NPDES) Municipal Regional Permit C.6 construction site control to the satisfaction of the City of Menlo Park Public Works Department, as follows:

- The project contractor will develop, implement, and maintain an erosion and sediment plan to control the discharge of stormwater pollutants including sediments associated with construction activities.

MM HYD-1.2: Best Management Practices: The project will implement Best Management Practices (BMPs) to control the discharge of stormwater pollutants including sediments associated with construction activities in accordance with the SWPP and NPDES requirements. The project shall prepare an Erosion Control Plan to the satisfaction of the City of Menlo Park Public Works Department. The Erosion Control Plan may include but is not limited to BMPs specified in the Manual of Standards Erosion and Sediment Control. The project shall implement the following erosion and sediment control measures where appropriate:

- Utilize on-site sediment control BMPs to retain sediment on the project site
- Install fiber rolls, straw wattles, and silt fencing on downslope areas to prevent ruff-off and erosion
- Install sandbags and sediment barriers around inlets and catch basins to prevent sediment and pollutants from entering the storm drain system
- Provide temporary cover of disturbed surfaces
- Provide permanent cover to stabilize the disturbed surfaces after project construction
- Store, handle, and dispose of construction materials and wastes properly to prevent their contact with stormwater.
- Avoid cleaning, fueling, or maintaining vehicles on-site, except in designated areas where runoff is contained and treated.

MM HYD-2.1: Hydrology Study: A design level hydrology study shall be completed by a registered engineer prior to construction of the new pedestrian and bicycle bridge over the Atherton Channel. The report shall be submitted to the City of Menlo Park Public Works Department for review and approval. The hydrology study shall evaluate the structures placement within a 100-year flood hazard area and the potential for the structure to impede or redirect

flood flows. The report shall include design recommendations to avoid potential adverse flooding impacts on adjacent and nearby property in accordance with the City of Menlo Park Standards for Construction**.**

III. DETERMINATION

In accordance with local procedures regarding the California Environmental Quality Act (CEQA), the Public Works Department has conducted an Initial Study to determine whether the proposed project may have a significant adverse effect on the environment, and on the basis of that study recommends the following determination:

The proposed project will not have a significant effect on the environment based on the implementation of the required mitigation measures, and therefore, an Environmental Impact Report (EIR) is not required.

The Initial Study incorporates all relevant information regarding potential environmental effects of the project and confirms the determination that an EIR is not required.

IV. FINDINGS

Based on the findings of the Initial Study, the proposed project will not have a significant effect on the environment for the following reasons:

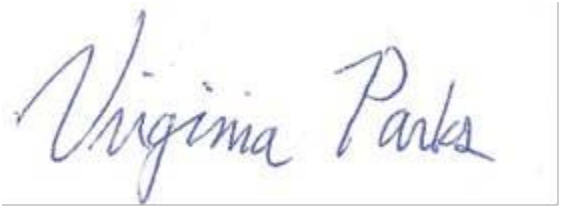
A. As discussed in the preceding sections, the proposed project does not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or to eliminate historic or prehistoric sites.

B. As discussed in the preceding sections, both short-term and long-term environmental effects associated with the proposed project will be less than significant.

C. When impacts associated with the adoption of the proposed project are considered alone or in combination with other impacts, the project-related impacts are insignificant.

D. The above discussions do not identify any substantial adverse impacts to people as a result of the proposed project.

E. This determination reflects the independent judgment of the City.



_____ 01/15/2016

Name/Title Date