

INITIAL STUDY AND NEGATIVE DECLARATION
for the
EAST HILLSDALE BOULEVARD PEDESTRIAN AND BICYCLE
OVERCROSSING PROJECT
at US 101/East Hillsdale Boulevard, San Mateo, California

November 2016

State Clearinghouse No. 2016102033



CITY OF SAN MATEO
330 West 20th Avenue
San Mateo, CA 94403

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SECTION ONE

1. SUMMARY AND DETERMINATION

This Initial Study has been prepared to support the United States Highway 101 (US 101)/Hillsdale Boulevard Pedestrian and Bicycle Overcrossing Project (Project), City of San Mateo, San Mateo County, California (Caltrans EA 04-4H3300). The City of San Mateo is the lead agency for California Environmental Quality Act (CEQA) review and approval. Separately, the California Department of Transportation (Caltrans) will perform a review of the project following Caltrans' procedures for compliance with the National Environmental Policy Act (NEPA).

The proposed East Hillsdale Boulevard Overcrossing project would construct a new pedestrian and bicycle overcrossing approximately 400 feet south of and parallel to the existing East Hillsdale Boulevard vehicular overcrossing. It would connect with East Hillsdale Boulevard on both sides of US 101, East Hillsdale Court, and La Selva Street. The project would be built almost entirely within the existing State right-of-way; minor right-of-way would be required at East Hillsdale Court and at the East Hillsdale Boulevard/Norfolk Street intersection. The project would not impact the existing East Hillsdale Boulevard overcrossing or change any traffic patterns or volumes.

Project title	US 101/Hillsdale Boulevard Pedestrian and Bicycle Overcrossing
Lead agency name and address	City of San Mateo Public Works Department, 330 West 20th Ave, San Mateo, CA 94403
Contact person and phone number	Leo Chow, City of San Mateo Public Works Department (650) 522-7344
Project location	East Hillsdale Boulevard overcrossing of US 101, connecting to landings at the East Hillsdale Boulevard/Franklin Parkway intersection, on East Hillsdale Court, at the East Hillsdale Boulevard/Norfolk Street intersection, and on La Selva Street near US 101.
General plan designation	State Highway Right-of-way, with partial acquisition at a Neighborhood Commercial parcel along the northwest side of East Hillsdale Court. Surrounding/adjacent land uses are Regional/Community Commercial, Neighborhood Commercial, and Single Family Residential.
Zoning district	Transportation Corridor (US 101 and ramps), and partial acquisition of C2.5 – Regional/Community Commercial.

The City of San Mateo, as the CEQA Lead Agency for the Project, has prepared this Initial Study to provide agencies and the public with information about the Project's potential impacts on the local and regional environment. This document has been prepared in compliance with CEQA as amended and the State CEQA Guidelines, Title 14 California Administrative Code, Division 6, Chapter 3.

This Initial Study demonstrates that the Project would not result in any significant impacts that cannot be avoided or minimized. Therefore, no additional CEQA review is required. Evaluations of individual environmental topics are summarized below and presented in detail in Section 3 of this Initial Study. The following table lists the environmental factors considered and conclusions. Design and construction measures to avoid and minimize impacts have been included as project commitments; no additional mitigation measures were necessary.

Table 1-1. Environmental Evaluation Summary

●	Aesthetics	*	Agriculture Resources	✓	Air Quality
●	Biological Resources	●	Cultural Resources	●	Geology/Soils
●	Greenhouse Gas Emissions	✓	Hazards & Hazardous Materials	●	Hydrology/Water Quality
*	Land Use/Planning	*	Mineral Resources	●	Noise
*	Population/Housing	●	Public Services	*	Recreation
●	Transportation/Traffic	●	Utilities/Service Systems	●	Mandatory Findings

* = No impact

● = Less-than-significant impact

✓ = Less-than-significant impact with design and construction measures incorporated

On the basis of this Initial Study:

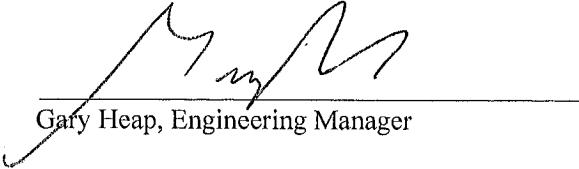
I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

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

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



Gary Heap, Engineering Manager

11/17/16

November 16, 2016

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SECTION TWO

2. PROJECT DESCRIPTION

2.1 Project Background

The City of San Mateo (City) and Caltrans propose to improve pedestrian and bicycle access across US 101 at the existing East Hillsdale Boulevard interchange, in San Mateo, CA (Figures 1 and 2). US 101 is a major barrier to east/west pedestrian and bicycle travel in the City, and the existing US 101/East Hillsdale Boulevard interchange provides an unsafe route for pedestrians and bicyclists. Conflict points exist at the interchange ramps where low-speed pedestrians and bicyclists cross paths with high-speed motorists. High motor vehicle volumes along East Hillsdale Boulevard are uninviting for pedestrians and bicyclists, and create challenging conditions that discourage active alternative transportation options within the US 101/East Hillsdale Boulevard interchange area.

The need for improved bicycle and pedestrian access across US 101 in the Hillsdale Boulevard area was identified in 2001 when the San Mateo Bicycle and Pedestrian Advisory Committee established the project as a high priority need. The City obtained public feedback through two community meetings in 2006. In 2007, the City completed an alternatives analysis study that identified the existing problems, the needs of the bicycle and pedestrian community, and the goals and objectives for improving the connection across US 101. The study evaluated a variety of alternatives for improving the freeway crossing to minimize or eliminate at-grade crossing points of the high speed freeway ramps. A locally-preferred solution was identified as a grade-separated overcrossing structure and path over all the interchange ramps on the south side of the Hillsdale Boulevard overcrossing.

During review of the 2007 alternatives analysis study, the City Council indicated an interest in considering a “signature” structure design for the proposed overcrossing to become a landmark for the City of San Mateo. In 2012, the City received grant funding through the San Mateo County Transportation Authority (SMCTA) ‘Measure A’ program to start work on the project development process with Caltrans. The environmental and preliminary engineering phase is currently underway, and this Initial Study has been prepared by the City to complete the environmental and public review to comply with CEQA. The City is also coordinating with Caltrans who is preparing a Project Report and technical studies, since the project is within US 101 right-of-way and federal funding will be used for construction of the project.

2.2 Project Objectives

The objectives of the project include:

- Provide a continuous path to improve pedestrian and bicycle east-west connectivity across US 101 in the southern half of the City of San Mateo and connect the existing and proposed bikeway and pedestrian networks.
- Improve pedestrian and bicyclist access and safety by providing a route that eliminates vehicle ramp conflict points for pedestrians and bicyclists traveling through the US

101/Hillsdale Boulevard interchange and provides an Americans with Disabilities Act (ADA) compliant route.

- Provide an alternative travel route for non-motorized travelers (pedestrians and bicyclists) to increase travel mode flexibility and encourage a mode shift away from motorized vehicle travel, enabling pedestrians and bicyclists to take longer trips and better support the needs of low-mobility groups.

There is a need for better bicycle and pedestrian connectivity at this location. The current US 101 East Hillsdale Boulevard overcrossing includes narrow sidewalks that are often used by bicyclists trying to avoid the busy traffic conditions on the roadway. The overcrossing presents multiple conflict points where bicyclists and pedestrians have to cross existing intersections and freeway ramps.

There are a number of residential areas, shopping centers, employment centers and recreation areas less than one-half mile from each other on both sides of the US 101/Hillsdale Boulevard interchange. The Hillsdale Caltrain station, Hillsdale Mall, Whole Foods Center and Bay Meadows Park on the west side of US 101 are one mile or less from the Los Prados Park and Lakeshore residential neighborhoods on the east side of US 101. The Marina Lagoon Trail, Bay Trail, Los Prados Park and Marina Plaza Center on the east side of US 101 are less than one mile from George Hall Elementary and the Hillsdale and Glendale Village residential neighborhoods on the west side of US 101.

The project is identified in the 2011 City of San Mateo Bicycle Master Plan and the 2012 Pedestrian Master Plan (City of San Mateo 2011, 2012). Regional planning that emphasizes more bicycle and pedestrian facilities includes the Metropolitan Transportation Commission's (MTC's) *Plan Bay Area* Regional Transportation Plan/Sustainable Communities Strategy Plan (MTC 2013). The MTC 2009 Regional Bicycle Plan identifies regional bikeway connections in the Bay Area and recommends strategies to complete the regional bikeway network (MTC 2009). The proposed project is included in the San Mateo County Transportation Authority's 2004 Measure A sales tax Expenditure Plan under "Candidate and Bicycle and Pedestrian Projects" (SMCTA 2004). In 2012 the City received grant funding through the SMCTA Pedestrian and Bicycle Program to complete early planning and be eligible for future funding. The Project will be programmed in the 2020 STIP, the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) pending approval of the Project Report and this Initial Study.

2.3 Project Description

The project is located in the southeastern portion of the City of San Mateo, at the US 101/Hillsdale Boulevard interchange. The Hillsdale Boulevard overcrossing provides the only pedestrian and bicycle crossing of US 101 for approximately two miles between Fashion Island Boulevard to the north in the City of San Mateo, and the Ralston Avenue Pedestrian and Bicycle overcrossing to the south in the City of Belmont. US 101 is a north-south freeway on the Federal-Aid National Highway System, and within the project limits, US 101 is an 8-lane facility with four 12-foot wide travel lanes in each direction.

This project proposes a new overcrossing, south of the existing East Hillsdale Boulevard overcrossing, which would provide a safer and more inviting route for pedestrians and bicyclists, and would also encourage a mode shift away from motorized travel. Architectural and aesthetically-pleasing elements of the main span of the overcrossing over US 101 are being considered by the City, which would further enhance its appeal to non-motorized travel to use the facility for safer and improved access.

Access to the overcrossing would be provided from four locations, two on each side of US 101. On the west side of US 101, access would be provided from the East Hillsdale Boulevard/Franklin Parkway intersection and East Hillsdale Court. On the east side of US 101, access would be provided from the East Hillsdale Boulevard/Norfolk Street intersection and La Selva Street. From the La Selva Street connection, bicyclists and pedestrians would be able to connect easily to the San Francisco Bay Trail entrance located about one-half mile south off of Kimberly Way. The project would not change the existing East Hillsdale Boulevard overcrossing structure or impact existing ramp connections.

Curb ramp and crosswalk modifications would be necessary at all locations where the overcrossing and pathways connect to local intersections. At La Selva Street, advance-warning flashing beacons are proposed. At the East Hillsdale Boulevard/Norfolk Street intersection, a “protected intersection” configuration is proposed that provides additional safety to pedestrians and bicyclists.

The project would not change the US 101 freeway lanes or the interchange, other than potentially place a new column in the center median.

2.4 Project Construction

The following activities and components are anticipated as part of project construction. In general, the project would require construction staging, vegetation removal within the work areas, grading, construction of falsework for the bridge structures, and installation of columns and spans. Dewatering may be necessary for excavations at or below groundwater depths.

2.4.1 Right-of-Way Requirements

Construction would require temporary easements for access or staging at parcels located along the back of the Marina Plaza shopping area, where they border the State right-of-way associated with the US 101 northbound off-ramp to East Hillsdale Boulevard. Construction at this location would likely require removal of some or most of the landscaped vegetation that borders the parcel line between the private parcels and the State right-of-way. Temporary construction easements would be needed at East Hillsdale Court within the vacant portion of the parcels behind a car rental business and the Hillsdale Inn, and at the southeast corner of South Norfolk Street and East Hillsdale Boulevard (as shown in Appendix A). This may temporarily affect some of the parking use at this location nearest the southbound on-ramp to US 101.

On the west side of US 101, a permanent property acquisition would be required of an undeveloped parcel that borders East Hillsdale Court. This parcel acquisition is unavoidable and

necessary to accommodate the proposed landing of the ramp as it transitions to its connection at the court.

The project would also require a small partial property acquisitions at the Hillsdale Boulevard/Norfolk Street intersection at the southeast and southwest intersection corners, necessary for pedestrian and bicycle access and safety improvements.

The project does not require acquisition or relocation of any residential properties or businesses. The necessary partial property acquisitions and temporary easements would not impact the continued use of any property.

2.4.2 Overcrossing Foundation

The proposed bicycle and pedestrian overcrossing structure would require foundations. Preliminary design and geotechnical investigations would be completed, which would define the subsurface structure and foundation requirements. Generally, depths of construction may be as deep as the existing structure (minimum 50 feet deep), subject to the findings of the geotechnical studies.

Prior to final design, the City will conduct a design competition to determine the type of structure that will span over the freeway. The Advance Planning Study (APS) has evaluated and estimated the cost for three structure types/options:

- Option 1: Cast-in-Place, Prestressed (CIP/PS) Concrete Box Girder
- Option 2: Steel Tied Arch
- Option 3: Extradosed (Cable-Stayed)

Only Option 1 would have a column support in the median of US 101. Options 2 and 3 would completely span over US 101.

2.4.3 Retaining Walls, Lighting and Sound Walls

The project would construct a bridge that rises in height from ground level to cross over US 101. Retaining walls would be constructed to support the placement of fill where the proposed overcrossing gradually rises from ground level to the new bridge abutments (the abutments may range in height from 10 to 15 feet tall, based on preliminary engineering). These abutments help support the elevated overcrossing structure.

Lighting would be installed on the bridge or on street lamps or light standards, depending on the final design. New standards would require foundations.

A portion of the existing soundwall on northbound US 101 near La Selva Street would be removed and reconstructed at the edge of the freeway shoulder to allow for a pedestrian connection to the overcrossing. No new soundwalls would be constructed, as the project does not involve changes to the alignments of any roads or traffic patterns.

2.4.4 Utilities and Drainage Facilities

Existing utilities within the area of construction of the project include an underground gas line, a water line, telephone and other communication lines, and overhead electrical lines. Several drainage facilities (underground pipes, concrete-lined ditches and inlets) are also within the project limits.

2.4.5 Anticipated Schedule

Approval of this Initial Study and the Project Report is anticipated in late 2016. The schedule allows for engineering design, funding, and right-of-way to complete in 2019, with construction completed in 2021.

2.4.6 Permit Requirements

The project would not affect creeks or other features that might require permits from regulatory agencies. However, the following regulatory requirements may apply:

- **Army Corps of Engineers and Regional Water Quality Control Board:** The project would impact a small area (0.03 acre) of jurisdictional “other waters of the U.S.,” and a Section 404 permit from the USACE may be required. A Waste Discharge Requirement (WDR) authorization may be required by the Regional Water Quality Control Board (RWQCB) for the impacted drainage ditches that are defined as waters of the State. The affected drainage features would be restored following construction.
- **City of San Mateo Tree Ordinance:** This ordinance applies to select tree species outside of the Caltrans right-of-way that are greater than ten inches in diameter, or any tree that is more than 16 inches in diameter, as measured at 48 inches above the ground surface. It also includes the categories of a tree or stand of trees designated by the City as having special historical value or significant community benefit, and a “stand of trees, the nature of which makes each dependent on the others for survival.” The survey of trees for this project identified 11 trees that meet this definition that would be either avoided, or would require a tree permit issued by the city for removal.

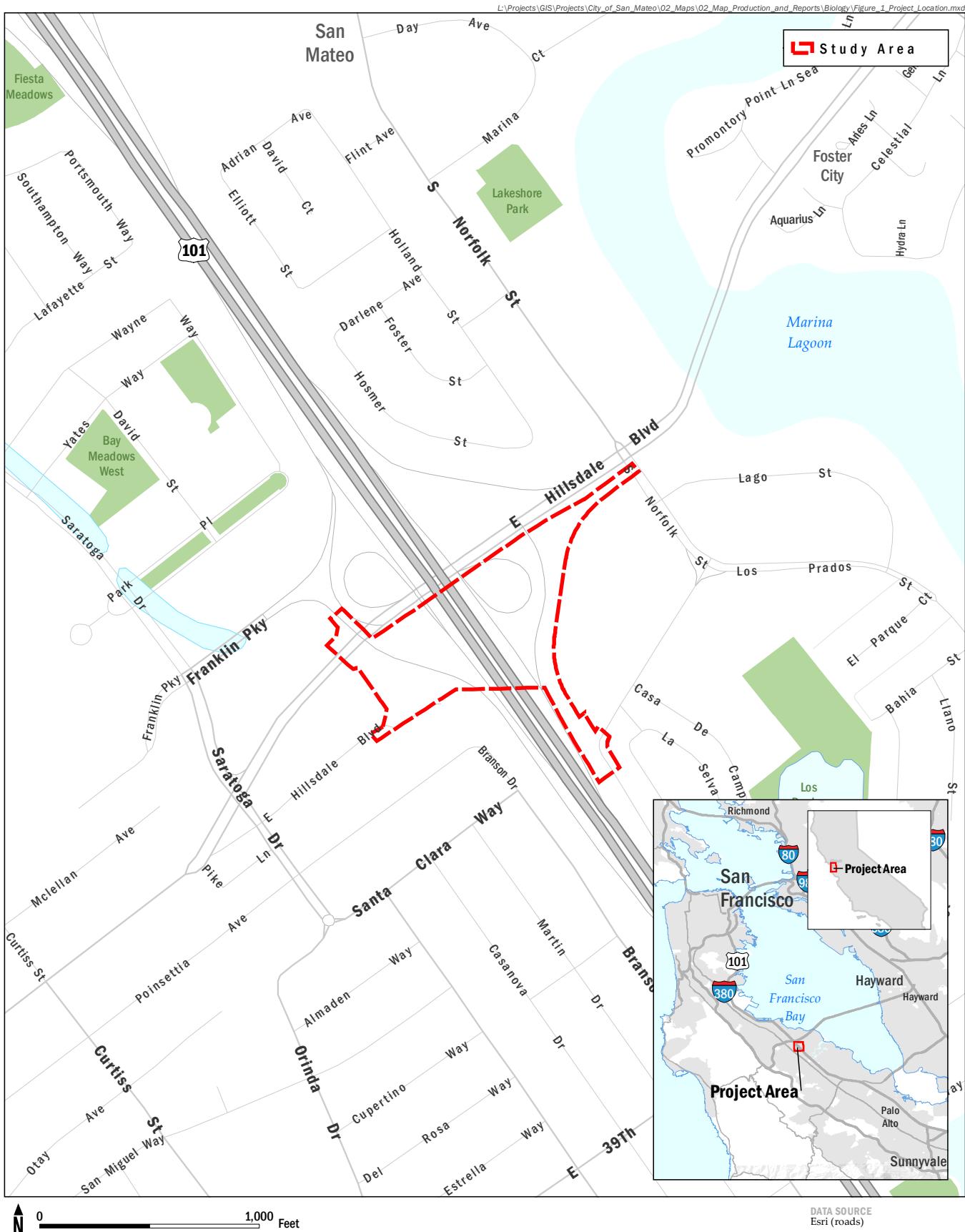
2.5 No Build Alternative

The No Build alternative would leave the existing East Hillsdale Boulevard overcrossing as the only means of crossing the freeway at this location. It is a basis of comparison to the Build alternative. The No Build alternative would not encourage further pedestrian and bicycle use, and it would not meet the project’s purpose and need.

2.6 Public and Agency Review, and Final Initial Study

The IS/ND was circulated for public review beginning October 17 and ending November 15, 2016. The public review period lasted 30 days in accordance with CEQA and the CEQA Guidelines. The 30-day public review period provided an opportunity to submit written comments on the information contained within the IS/ND; no comments were received on the document during this period. The project and Initial Study was included as an item at the November 9, 2016 City of San Mateo Public Works Commission public meeting, where a

presentation was made describing the project, the Initial Study, and its findings. The Commissioners had discussion regarding the project and Initial Study, and agreement with the findings of the report. Two members of the public spoke in support of the project. The Commission meeting concluded with a recommendation that the City Council accept the Initial Study/Negative Declaration. The notices and State Clearinghouse records are included in Appendix B.



US 101/Hillsdale Blvd Pedestrian & Bicycle Overcrossing Project

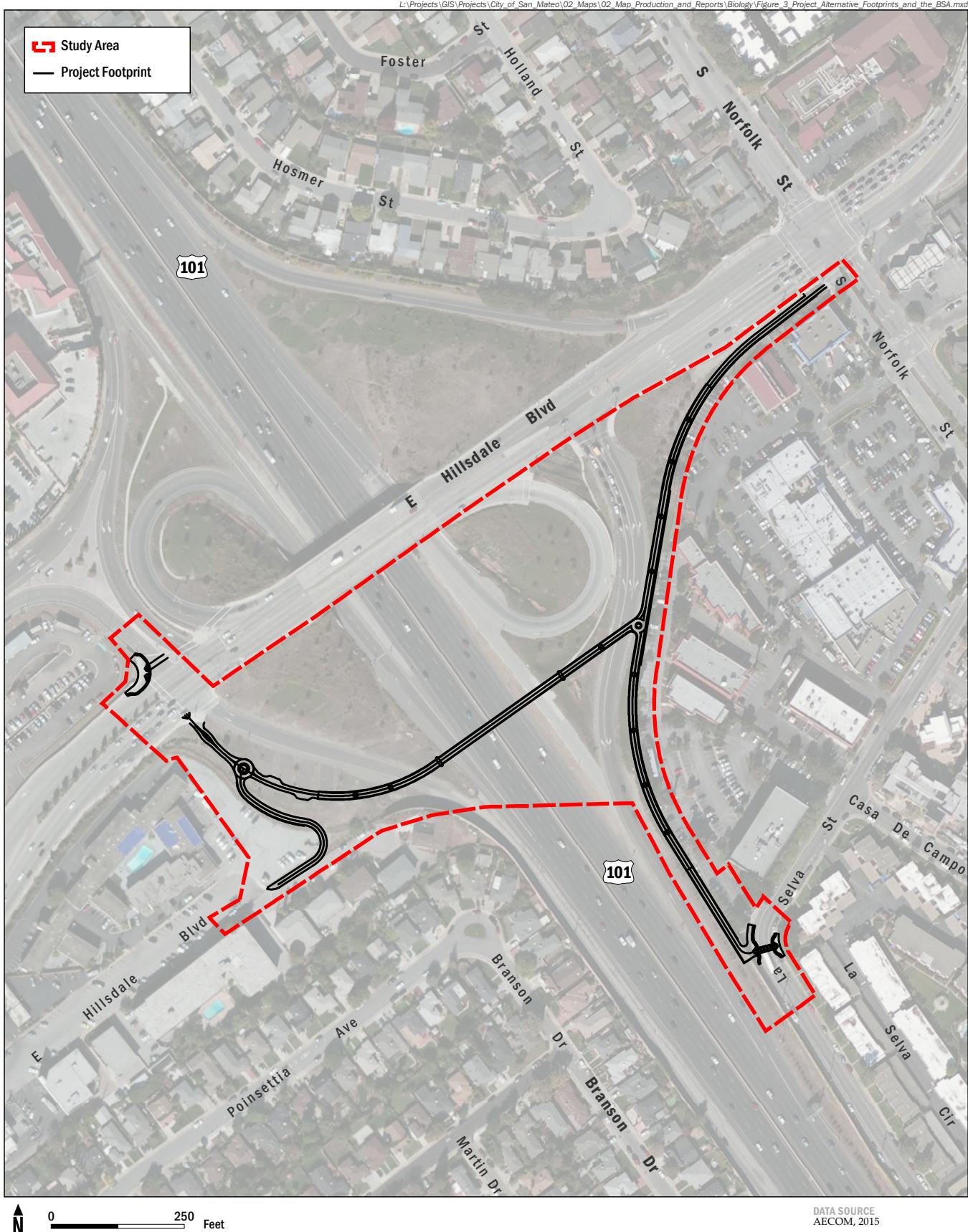
San Mateo, CA

SAN MATEO COUNTY

SM 101 PM 10.9/11.2

EA 04-4H3300

FIGURE 1
Project Location



US 101/Hillsdale Blvd Pedestrian & Bicycle Overcrossing Project
San Mateo, CA
SAN MATEO COUNTY
SM 101 PM 10.9/11.2
EA 04-4H3300

FIGURE 2
Project Footprint

SECTION THREE

3. ENVIRONMENTAL CHECKLIST

The following Environmental Checklists are used to describe the impacts of the Project, as detailed in the Project description. Potential environmental impacts are classified as follows:

Potentially Significant Impact: An environmental impact that could be significant and for which no feasible mitigation is known. If any potentially significant impacts are identified in these checklists, an Environmental Impact Report (EIR) must be prepared.

Less-Than-Significant Impact with Mitigation Incorporated: An environmental impact that requires the incorporation of mitigation measures to reduce that impact to a less-than-significant level.

Less-Than-Significant Impact: An environmental impact may occur; however, the impact would not be considered significant based on CEQA environmental standards.

No Impact: No environmental impacts would occur.

3.1 Aesthetics

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

Existing Conditions

The existing interchange is a partial cloverleaf design that is dominated by relatively low-growing vegetation and minimal tree planting. The project is almost entirely within state and local right-of-way, and adjacent land uses consist to one and two story residential homes and the Hillsdale Inn along East Hillsdale Court, and commercial businesses. US 101 within San Mateo County is not a State Scenic Highway, and no scenic resources are visible or present at this location. US 101 is a designated Landscaped Freeway between mileposts 7.66 and 13.12, which includes the project location. The landscape freeway classification is a designation used to control the placement of outdoor advertisement displays adjacent to the freeway. Classified

landscape freeways must contain at least 1000 continuous feet of ornamental landscaping with no gaps longer than 200 feet. Figures 3-1 through 3-4 show existing photos of the project site.



Figure 3-1 Existing view of the southwest quadrant of the interchange, and soundwall at the eastern end of East Hillsdale Court



Figure 3-2 Existing view of southeast quadrant of the interchange, where bridge will descend and path will extend towards S. Norfolk/E. Hillsdale Boulevard intersection



Figure 3-3 Existing view from East Hillsdale Boulevard overcrossing looking southbound on US 101. The Proposed overcrossing will be located south of the on-ramp loop shown in foreground.



Figure 3-4 Existing view from East Hillsdale Court area, looking towards the Hillsdale Inn. Trail connection from East Hillsdale Court will rise gradually from left to right side of this photo within grassy area.

Discussion

a-b: No Impact. The project would not block or otherwise impact a scenic vista. The topography is relatively flat in the project area, and views that are not already blocked by existing soundwalls are of the interchange and freeway. Existing views from the East Hillsdale Boulevard overcrossing that are towards the Bay would not be blocked by the project; motorists would still have the same momentary vista looking east or west. Views from the existing East Hillsdale Boulevard overcrossing look south bound along US 101 would see the new bridge, but this view is primarily of a freeway and this would not be considered an adverse change.

The project is not on a scenic freeway, and there are no natural features or historic buildings (or views of these features) that would be impacted by the project.

c: Less than Significant Impact. The visual character of the proposed project will be compatible with the existing visual character of the corridor. The project would add a new structure paralleling the existing vehicular overcrossing, similar in height but narrower in width. The two structures would be approximately 800 feet apart where they cross over US 101.

The new overcrossing would have the same base height as existing structure, but would require either no supporting columns between the abutments (clear span of the freeway), or a center supporting column(s) in the freeway median. The bridge would therefore appear as a more “open” structure to the freeway driver. The structure width would also be relatively narrow, minimizing the shadow of the bridge on the freeway and drivers beneath it. The above deck design is anticipated to have architectural elements that would be attractive or notable. The appearance of the structure would be determined through a “design competition” that will allow the City to select a bridge type that combines the best combination of function, cost, appearance, maintenance and other factors suitable to this site and the City’s goals and requirements. The superstructure of the overcrossing (the structure above the pathway deck) may range from a low profile cast-in-place concrete box girder with only railings and lighting above the deck structure, to potential designs such as a steel-tied arch or a cable-stayed structure with one or two towers with cables that connect to, and help support, the deck structure. Overall, the visual character of the project would add an attractively designed structure that is compatible with the freeway setting, and provide a positive visual element to the corridor.

Existing vegetation in the vicinity of the project would be removed for construction. However, the existing vegetation is relatively sparse, and the interchange loops and ramp areas contain relatively few trees, which are not mature. It is anticipated the project would have remaining areas that can include replacement or enhanced landscaping (compatible with highway set back requirements) following project construction.

Nearby land uses (views to the interchange area) and highway users (people with views from the road) would not be adversely affected by the project. Residential uses nearest the project are at the terminus of East Hillsdale Court, which has a 16-foot high soundwall that wraps around the bulb end of the court. Some homes along East Hillsdale Court, and the rear side of the Hillsdale Inn, would have a view of the path starting at grade and rising approximately 10 feet in height on embankment to a trail junction. From the trail junction, the path would continue on embankment to the beginning of the bridge structure, which would rise over the southbound on-ramp and

freeway. At the bridge structures nearest location to East Hillsdale Court, the top of the bridge deck will be about 5 to 10 feet higher than the top of the nearby soundwall. The nearest distance from the bridge structure to East Hillsdale Court would be about 200 feet.

From Hillsdale Court and the Hillsdale Inn property, the approach to the overcrossing would appear as a path on embankment, ultimately connecting to the bridge structure. The earthen embankment, path, and bridge would partially block existing views of the southbound on-ramp and the freeway lanes, and the bridge structure would be seen in the distance rising over US 101. From East Hillsdale Court, the embankment and path would also be visible, as well as partial views of the west side of the bridge structure. From the east side of the interchange, viewer response is considered low as the project would primarily be visible from commercial properties, a hotel, and office land uses that are not considered sensitive users. Overall, viewer exposure of the project would be moderately affected as the existing views towards the freeway, the interchange ramps, and the existing East Hillsdale Boulevard overcrossing would change by having a second bridge structure that would potentially include a superstructure design. However, the project would not block any scenic views or views of a natural environment, and the existing perspective is of a freeway interchange and overcrossing.

The bridge would have tall safety fencing on both sides of the decking on the structure to prevent debris from being thrown onto the ramps or freeway. This fencing would help screen views from the bridge toward the residential units along East Hillsdale Court.

Highway users would view a relatively narrow structure that spans US 101 with either no supporting columns or just one set of supports in the center median. It would be considerably narrower than the existing roadway bridge, and the upper structure would be a low profile deck with railings or have a super structure that is architecturally designed. Views of the structure would generate a neutral or potentially positive response.

The overall visual impact with the proposed Build alternative is considered moderate-low. The potential visibility of a superstructure component is considered a moderate change. The setting however is not considered highly sensitive because of the dominating presence of the existing freeway interchange and East Hillsdale Boulevard overcrossing. With the exception of a short segment of the path connecting to East Hillsdale Boulevard, the new overcrossing would be within existing US 101 and East Hillsdale Boulevard right-of-way.

The City intends to conduct a design competition to help with selection of a final design. The City has conducted public meetings during initiation of project development and no controversy over the project has been identified. The City's environmental review will include public comment, and the design competition will include public outreach. There would be no change to the existing visual setting with the No Build alternative. However, there would be improvements for pedestrian and bicycle access at this location, and no opportunity to provide for an aesthetically designed passage over US 101 for non-vehicle use.

d: Less than Significant Impact. New lighting would be included on the bridge for safety purposes. Lighting would be directed at the bridge decking and is not expected to impact any neighboring properties. There is overhead lighting already on the existing East Hillsdale

Boulevard overpass, and the project would add new lighting only within the State and local right-of-way.

Design and Construction Measures

Measures have been identified that would lessen visual impacts caused by the project and can be included as aesthetic features in the project design previously discussed. These will be designed and implemented with concurrence of the Caltrans District Landscape Architect. The following measures to avoid or minimize visual impacts will be incorporated into the project:

- The project location will be able to incorporate landscaping along the embankments and areas where minimum clearance requirements can be met. This would be performed as a separate contract after project construction is complete.
- Depending on the results of the design competition, architectural treatment will be included in the project, including lighting, fencing, barriers, and walls (if any). These would be included in the design of the project.

3.2 Agriculture and Forestry Resources

Would the project:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

Existing Conditions

The proposed improvements are situated within a freeway corridor and the project area is mapped entirely as “Urban and Built-up Land” (California Department of Conservation 2010). There are no farmlands or timberlands present within or near the project footprint.

Discussion

a, c, d, e) No Impact. There would be no conversion of farmlands or Williamson Act contracts or impacts to timberlands.

3.3 Air Quality

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

Existing Conditions

The project is in the San Francisco Bay Area Air Basin, which does not attain Federal standards for the 8-hour ground-level ozone concentration and fine particulate matter (PM2.5). For State standards, which are more stringent than the federal, the region does not attain the ozone, PM2.5, or inhalable particulate matter (PM10) standards.

Discussion

a, c, d, e) No Impact. The Project would not involve any long-term emissions of pollutants once it is constructed, as there are no emission sources. The project would not adversely change traffic patterns or volumes, and would provide a benefit to air quality by adding a new pedestrian and bicycle access option over US 101 at East Hillsdale Boulevard. The project would also help reduce future emissions of greenhouse gases (GHG) by providing an additional non-vehicular access alternative across US 101 on East Hillsdale Boulevard. Construction would involve minor temporary emissions, discussed in item (b), below. Therefore, the proposed Project would not prevent or obstruct implementation of an applicable air quality plan, violate any air quality standard or contribute substantially to an existing or projected air quality violation, result in an increase of any air criteria pollutant for which the region is in nonattainment, expose sensitive receptors to substantial pollutant concentrations, or create odors.

b) Less-Than-Significant Impact. Project construction would result in emissions from construction equipment. Construction phases would include demolition, earthwork, excavation, and grading; construction of overcrossing; concrete work; possible relocation of utilities; paving; and installation of lighting.

The project contractor and construction will follow Bay Area Air Quality Management District (BAAQMD) measures that have been identified to minimize air quality emissions during construction (BAAQMD 2011, Table 8-1). With application of these measures, air pollutant emissions from construction activities would be a less-than-significant impact.

Design and Construction Measures

- Exposed surfaces (e.g., construction-related work areas, staging areas, soil piles, graded areas, and unpaved access roads and active equipment storage areas) shall be watered daily.
- Haul trucks delivering or removing soil, sand, or other fill or similar construction material shall be covered.
- Visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers daily, at active construction areas. Dry sweeping is prohibited.
- Vehicle speeds on unpaved areas shall be limited to 15 miles per hour (mph).
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 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.
- Construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications.
- Post a publicly visible 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.

3.4 Biological Resources

Would the project:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
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?			X	
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?				X

Existing Conditions

The following is summarized from the Natural Environment Study (NES) prepared for the project (AECOM 2016a).

Vegetation and Habitat. Vegetation within the project area consists exclusively of previously disturbed areas, and vegetated areas that are landscaped and feature hydro-seeded or planted species. Although ruderal and non-native species have primarily colonized these areas over time, some native species were also observed during the field review. Aerial imagery indicates that portions of the freeway right-of-way areas within the study area are periodically mowed, and that other areas on adjacent private property are subject to regular landscaping maintenance. The

habitat types identified in the study area include developed, ornamental (landscaped), and ruderal (previously disturbed areas that have revegetated over time). A variety of landscaped trees were identified including California fan palms (*Washingtonia filifera*), three Monterey pines (*Pinus radiata*), and one red gum eucalyptus (*Eucalyptus camaldulensis*).

Wetlands and Waters of the United States. A preliminary wetland delineation was conducted in October 2015 to identify potentially jurisdictional wetlands and other waters of the U.S. subject to regulation under Section 401 and Section 404 of the Federal Clean Water Act and Section 1602 of the California Fish and Game Code.

- **Waters of the U.S. (Occur west of US 101).** Approximately 0.03 acre of non-wetland waters of the U.S. was delineated in the study area. These potentially jurisdictional features all occur on the *west* side of US 101, within engineered roadside drainage ditches or along the base of hillsides and function as perennial drainages. These drainages consist of two earthen channels and one artificially constructed concrete-lined channel, and do not meet the U.S. Army Corps of Engineers wetlands criteria for hydrology or soils (these jurisdictional channels are therefore defined as non-wetland, other waters of the U.S.). These features all convey runoff from adjacent residential areas (street runoff) as well as landscape maintenance waters from sprinklers upslope. These features direct flows to culverts or storm grates downslope.
- **Non-Jurisdictional Waters (Occur east of US 101).** Approximately 0.03 acre of non-jurisdictional waters of the U.S. was also delineated in the study area (Figure 5 and Table 4-2). The three features are all located on the *east* side of US 101, and include two wetlands and a drainage ditch, with no apparent connection to traditional navigable waters of the U.S. Because these wetlands are isolated from other drainages or water bodies, and supplied only by runoff from upslope sprinklers and stormwater runoff, they are not considered jurisdictional wetlands with respect to the U.S. Army Corps of Engineers. They may be considered waters of the State.

Wildlife and Protected Species. Habitat at the site is highly disturbed, consisting of the existing freeway, the East Hillsdale Boulevard overcrossing, the connecting freeway ramps, and freeway landscaping. In general, the areas affected lack natural habitat for wildlife. Special-status species that might potentially occur in the study area were identified from the California Department of Fish and Wildlife (CDFW), the California Natural Diversity Database (CNDDDB), and other sources (California Native Plant Society online inventory of rare and endangered plants and California Wildlife Habitat Relationships System). The species records provide regional, known occurrences of sensitive or protected species. The species in these databases were reviewed against information on habitat in the study area gathered during the field reconnaissance and review of aerial imagery.

Based on the review of the list of species, their preferred habitat, and the geographic range of the sensitive species, 14 federal and state listed plant species, 34 federal and state listed wildlife species, and 43 other special-status plant species were evaluated for their potential to occur in the study area. Based on site conditions, the level of disturbance in the immediate project area, and surrounding landscape, suitable habitat was not identified for any listed, candidate, or otherwise protected or sensitive species.

Discussion

a) **Less-Than-Significant Impact.** The area of construction consists of paved freeway surrounded by landscaped and graded roadsides, and the project would not have an adverse impact to protected or sensitive species or habitat.

There would be no significant adverse impact to any identified Federal or State listed, protected, or candidate special status species. This is considered a less-than-significant impact.

b) **Less-Than-Significant Impact.** Based on the review of the project site, and its disturbed and landscaped condition, there is no riparian or sensitive habitat that would be affected, and no special status species or plants occur within study area. There would be no adverse impacts by the project.

c) **Less-Than-Significant Impact.** Approximately 0.03 acre of potentially jurisdictional waters of the U.S. are located on the west side of US 101 within the interchange, and all consist of roadside drainage ditches. These drainages do not exhibit soils or vegetation consistent with the definition of a regulated wetland, but do have connectivity ultimately to the Bay, making them non-wetland, other waters of the U.S. and waters of the State.

Separately, the project would impact approximately 0.01 acre of non-jurisdictional wetlands and 0.01 acre of non-jurisdictional other waters of the U.S. that are located in the BSA on the east side of US 101 within the interchange. These are two wetlands and a drainage ditch that have no connectivity to waters of the U.S. Because they are highway ditches that do not flow year-round and have no connection to waters of the U.S., they are not under the jurisdiction of the U.S. Army Corps of Engineers.

d) **No Impact.** The project is within the fenced right-of-way of US 101 and East Hillsdale Avenue. Once constructed, the existing setting would allow for migratory passage of animals but that use is unlikely to occur given the presence of the freeway, East Hillsdale Boulevard, and right-of-way fencing.

e) **Less-Than-Significant Impact.** Trees that might meet the parameters of the City of San Mateo Heritage Tree Ordinance (City of San Mateo 2010) were identified. The ordinance applies to areas outside of the Caltrans right-of-way, for select tree species with a diameter of ten inches or more measured at forty-eight inches above natural grade or any other trunk diameter of sixteen inches measured at forty-eight inches above natural grade. It also includes the categories of a tree or stand of trees designated by the City as having special historical value or significant community benefit, and a “stand of trees, the nature of which makes each dependent on the others for survival.” A total of eleven native and non-native trees that meet the Ordinance’s diameter size criteria were identified in the study area. Review of the project plans confirmed that these trees were associated with landscaped areas on private property outside of the Caltrans right-of-way. These trees will be avoided, or a tree permit will be obtained from the city for any tree removal in compliance with the ordinance. Landscaping will be provided with the project, that will include tree planting where feasible in compliance with Caltrans setback requirements.

f) **No Impact.** There are no conservation plans that apply to the study area.

3.5 Cultural and Paleontological Resources

Would the project:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				X
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d. Disturb any human remains, including those interred outside of formal cemeteries?				X

Existing Conditions

The project location is covered with artificial fill, but is within a historic Bay shoreline area that could have supported occupation or use. The fill extends to an unknown depth and is not considered sensitive for archaeological resources (i.e. it does not have the potential to contain archaeological deposits). Underlying the fill are historic estuary deposits, which are also not considered sensitive for buried archaeology because the depositional environment was constantly wet (either submerged or tidal) and not conducive to human occupation or site formation. The potential for archaeological resources at this location is likely limited to buried deposits, if any.

A cultural resources area of potential effect (APE) was defined for the studies for this project. The archaeological APE included all areas of temporary and permanent construction, which generally was defined as the State and local right-of-way at the interchange, plus an additional 15 feet outside of the right-of-way to allow for construction access.

A cultural resources records search was performed in October 2015 at the Northwest Information Center (NWIC) of the California Historical Resources Information System, Sonoma State University which is the official state repository of cultural resource records and studies for San Mateo County. A survey of the project area was also performed in October 2015 by an archaeologist, which did not reveal any evidence of cultural resources. Native American Consultation was initiated by requesting names of Native American individuals who should be contacted in order for the City of San Mateo to comply with the requirements of California Assembly Bill 52 (AB52). The response provided eight contacts, five of whom were identified to follow-up with regard to the requirements of AB 52. AECOM, a consultant to the City of San Mateo for this project, sent emails and maps to these individuals requesting appropriate information of concerns, and no written responses were received. Follow-up phone calls were

made that provided either no input or concerns, or feedback that the project construction crew training should be provided, and monitors may need to be considered during construction.

In addition to the archaeological field survey, archaeological subsurface testing was performed consisting of sampling geoprobe borings at or near the proposed overcrossing pile locations. The testing was used to determine the types of subsurface soils and depth with respect to sensitivity to contain cultural resources. The upper 18 to 24 feet was artificial fill and Bay Mud. No resources or soils considered sensitive for potentially containing archaeological resources were found.

For historic properties, the APE included seven parcels outside of the State and local right-of-way. These parcels were on South Norfolk Street (a restaurant and a hotel), homes at the end of East Hillsdale Court, and the Hillsdale Inn. Research was performed on the background of each of the properties, and none are considered historical resources for the purposes of CEQA review and compliance.

Discussion

a-d) No Impact. No archaeological, historical, or paleontological resources were identified in the project's APE. The project would have no impact to any known resources.

This project is primarily within Caltrans right-of-way and it is Caltrans' policy to avoid cultural resources whenever possible. Further investigations may be needed if site(s) cannot be avoided by the project. If buried cultural materials are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey will be required if the project changes to include areas not previously surveyed.

3.6 Geology/Soils

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

Existing Conditions

The project site is on flat ground near the western margin of the San Francisco Bay. The site is in an area where artificial fill, consisting of various combinations of gravel, sand silt, clay, rock fragments, organic matter, and man-made debris overlies Bay Mud (Brabb et al. 1998). Review of the original borings performed for construction in 1952 of the East Hillsdale Boulevard overcrossing structure indicates a potentially high water table (approximately 5 feet).

The site is in the region of two major, historically active faults. The San Andreas fault is located approximately 4.2 miles southwest of the site, and the Hayward fault is located approximately 14.3 miles northeast of the site. Large earthquakes on either of these two faults or any of the other main Bay Area faults can be expected to subject the site to strong ground shaking. The

seismic hazard at this site is increased by the site geology, especially the loose granular fill and soft Bay Mud. Given the low elevation of the site and proximity to the San Francisco Bay shoreline, most of the sandy material and alluvial fan deposits can be saturated most of the time, and therefore have the potential to liquefy (lose stability) during strong shaking events.

The flat site is not prone to landslides, and none have been mapped in the area.

Liquefaction is a phenomenon where sediments temporarily lose strength and collapse, typically where loose, granular soils are saturated because of a high water table. Geologic mapping indicates the project generally contains soils with moderate to very high liquefaction potential. These same conditions may also indicate potential for settlement at the site.

Discussion

a, b, c, d) Less-than-Significant. Like other structures in the project area, design of the overcrossing will have to address the site conditions for strong ground motions, potential for liquefaction, and settlement. For example, preliminary geotechnical review indicates pile supported foundations would have to extend at least 50 feet deep. A program of field exploration and testing will be necessary during the project's design phase consisting of exploratory borings at the proposed pile locations, followed by geotechnical recommendations for the foundation structures. These design steps are required for major structural projects such as the proposed overcrossing, and are subject to extensive review and approval, to minimize structural damage in the event of earth movement. For purposes of CEQA review, these design steps are already mandatory and are therefore not considered additional mitigation measures.

The Project area's most vulnerable state in which soil erosion or loss of topsoil could occur is during site grading and when site grading is finished and the overcrossing construction has started. To minimize the loss of soil during construction, unpaved areas will be treated with erosion prevention techniques such as mulches or seeding. Construction involving exposed soils would end prior to the rainy season, to comply with anticipated permits. The project will have foundations designed to the conditions at the proposed project.

e) No Impact. No septic systems or waste water disposal systems would be constructed as part of the project.

3.7 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Existing Conditions

An emissions reduction program was developed by the City of San Mateo to meet the requirements of the Bay Area Air Quality Management District's CEQA Guidelines and the corresponding criteria for a Qualified Greenhouse Gas Emissions Reduction Program (City of San Mateo 2010). The City of San Mateo conducted a greenhouse gas emissions inventory for both community-wide and government operations emissions in 2007. The inventory used 2006 as an emissions baseline year consistent with Assembly Bill (AB) 32 and the BAAQMD guidelines. The City of San Mateo's Sustainable Initiatives Plan (SIP) also sets an emissions reduction target for 2020 and 2030 with a goal to exceed the State's 2020 emissions reduction target identified in AB 32 and achieve the States emission reduction target by 2050.

The City's Vision 2030 General Plan contains policies to improve and expand bicycle and pedestrian infrastructure to increase these modes of travel for both commute and local trips. GHG emission reductions are expected from improved bicycle and pedestrian infrastructure and removal of barriers to these travel modes (City of San Mateo 2010).

Discussion

a-b) Less-than-Significant. The project would help reduce future emissions of greenhouse gases (GHG) by providing an additional non-vehicular access alternative across US 101 at East Hillsdale Boulevard. It would enhance the use of East Hillsdale Boulevard by pedestrians and bicyclists, and provide the opportunity for people to avoid travel in cars that would otherwise generate greenhouse gas emissions. No long-term adverse impacts would occur.

Construction GHG emissions include those produced as a result of material processing, emissions produced by on-site construction equipment, and emissions that can arise from any traffic delays due to construction. Project construction would not result in any substantial traffic delays, as it can be constructed with minimal lane closures or detours. Although there would be an unavoidable minor increase in GHG emissions from construction equipment, the period of construction time and emissions would be limited to approximately two years, depending on the complexity of the final bridge design. Construction practices listed in Section 3.3 Air Quality would also result in a beneficial reduction of GHG emissions. These include the operation and maintenance of equipment in good working order and limiting idling time, and would help ensure that construction effects are Less-than-Significant.

3.8 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?				X
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
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?				X

Existing Conditions

A records search of the Regional Water Quality Control Board's Geotracker database was performed for listed sites with contamination or remediation issues within 1/8th miles of the project location. A total of 6 were identified. No sites within that same radius were identified on the California Department of Toxic Substances Control Board's Envirostor website. The sites were all former leaking underground storage tanks associated with gas stations or commercial uses, and the investigations and any corrective actions were listed as closed. The project site is

along US 101, which has been in place prior to the ban of lead based gasoline, indicating that there is an unknown potential for residual increased soil lead levels near the freeway and East Hillsdale Boulevard. Other land uses near the project site are housing and commercial properties (restaurant, motels, office use) that do not appear to present any obvious contamination risks.

Discussion

a-c) Less-Than-Significant. The proposed Project would involve the handling of hazardous materials (fuels and oils) only through the operation and maintenance of construction equipment for the proposed Project. Construction would occur almost entirely within the fenced State right-of-way, and would not expose the nearby community to these materials. Best Management Practices (BMPs) would be implemented (see HAZ-1, below) for the duration of Project construction, and these BMPs will avoid and minimize the release of hazardous materials into the environment.

d-h) No Impact. The proposed Project is not on a site included in a list of hazardous materials sites listed by the California Department of Toxic Substances Control (DTSC 2015). The State Water Resources Control Board lists two contamination sites on the corner of Norfolk Street/East Hillsdale Boulevard, one contamination site near the corner of La Brea Avenue and Norfolk Street, and three contamination sites near East Hillsdale Boulevard and Saratoga drive, all of which involved leaking underground storage tanks (SWRCB 2015). Prior investigations and remedial actions at these sites have been completed or are in the process of completion. It is unlikely these sites would impact the Project, given their distance from the Project site and because the sites are either closed or pending closure. This does not necessarily mean there is no remaining contamination of soil and water, however the sites did meet criteria for closure established by the regulatory process, and thus, lessen the risk of an adverse impact.

The only airport in the vicinity of the Project area is the San Carlos Airport, which is approximately 3.5 miles from the proposed Project. There is no private airstrip in the vicinity of the Project area. The Project would have no effect on airport operations.

The proposed Project would not impair the implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. It would not expose people or structures to a significant risk or loss, injury, or death involving wildland fires.

Design and Construction Measures

HAZ-1. The results of this assessment indicate the potential for petroleum hydrocarbons, chlorinated hydrocarbons, metals and residual amounts of aerially deposited lead to be present in surface soil and/or shallow groundwater. Soil and/or groundwater sampling is recommended prior to or during soil excavation activities. The exact sample locations, sampling depths, sample media (soil/groundwater), and constituents analyzed should be selected with all potential identified impacts to the project area in mind to prepare a comprehensive sampling plan. The following practices are recommended for design and construction:

- If the project construction excavations will extend to groundwater, groundwater sampling, analysis, and characterization are recommended before the start of construction to investigate safety precautions for construction personnel. Furthermore, treatment and disposal options for extracted groundwater will need to be evaluated prior to any dewatering of excavations due to construction activities.

- If suspected petroleum hydrocarbon-impacted soils will be encountered during soil excavation activities, soil should be sampled, tested, and characterized for petroleum hydrocarbons before the start of construction.
- Prior to the beginning of any soil excavation work, surface soils should be tested for aerially deposited and subsurface lead to evaluate safety recommendations for construction workers and soil management options.
- The proposed acquisition of the property alongside East Hillsdale Court should be considered for testing of soil and/or groundwater, given its presence near the freeway.
- Soil and/or groundwater found to have environmental contaminants should be properly characterized and disposed of at an appropriate facility per applicable regulations.

If there are known contaminants at the site, contractors working at the project or removing soil materials and/or groundwater from the project area should be aware of appropriate handling and disposal methods. Elevated levels of the potential contaminants could be present at some locations and, therefore, material moved or removed may require individual or specific testing to verify that concentrations are below any regulatory action limits.

3.9 Hydrology/Water Quality

Would the project:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
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?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
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?				X
j) Inundation by seiche, tsunami, or mudflow?				X

Existing Conditions

The project site is generally flat and is located on historic Baylands and fill materials. The nearest creek is Laurel Creek which is approximately 1,500 feet southeast of the project. Marina Lagoon (also known as Seal Slough) is located approximately 400 feet northeast of the project area. Surface water at the site drains ultimately into Marina Lagoon, and the San Francisco Bay. There are several engineered drainage ditches within the site although none of these drainages qualifies as a wetland under the jurisdiction of the U.S Army Corps of Engineers. Three of the drainages would be considered other Waters of the U.S. given their connectivity to culverts and ultimately to Marina Lagoon.

The project is not within a floodplain, although mapped floodplains are nearby. Floodplain mapping within the City of San Mateo has recently been updated by the Federal Emergency Management Agency (FEMA), following completion of drainage and levee improvements (City of San Mateo 2016). Figure 3 shows a 100-year Zone AE floodplain contained within the Marina Lagoon waterbody located generally east of the project (FEMA 2015). Zone AE areas may be subject to inundation by the 1-percent-annual-chance (or 100-year interval) base flood. A Zone AO floodplain is mapped along East Hillsdale Court and East Hillsdale Boulevard. Zone AO areas are also subject to inundation by the 100-year event, and are characterized as sheet flow with average depths of one to three feet deep. The boundary of the mapped floodplain along East Hillsdale Court is on the southern edge of the court nearest the proposed project, but located outside of any proposed project construction work or improvements.

The project is almost entirely within State right-of-way, and Caltrans has a state-wide storm water permit issued by the RWQCB (Order # 2012-0011-DWQ as most recently amended by Order 2015-0036-DWQ) that regulates stormwater discharges from State facilities and construction sites with disturbed areas of one acre or greater. A Storm Water Pollution Prevention Plan (SWPPP) would be required. Requirements of the permit are based on a determined risk level for the project. Areas outside of the right-of-way fall within requirements of the San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit for the discharge of stormwater runoff. Some of the requirements of the regional permit may be required for drainage systems that connect or discharge to local drainage facilities.

Discussion

a, e, f) Less Than Significant Impact. The proposed overcrossing structure and approaches would represent approximately 38,768 square feet of added impervious surface, considering that portions of the new overcrossing would be intercepting rainfall that would otherwise drain onto US 101 and the north and southbound off- and on-ramps. There will be no deck drains on the overcrossing, and curbs will convey runoff to proposed catch basins that tie into the existing storm drain system. The added storm water runoff would ultimately drain into Marina Lagoon, which is on the 303(d) list due to Coliform Bacteria. Marina Lagoon is not considered a beneficial use for cold, spawn and/or migratory uses. The added impervious area created by the project is considered minimal with respect to the existing drainage and hydrology, and with preventative measures identified in this report, would not adversely impact the nearest receiving water body (Marina Lagoon).

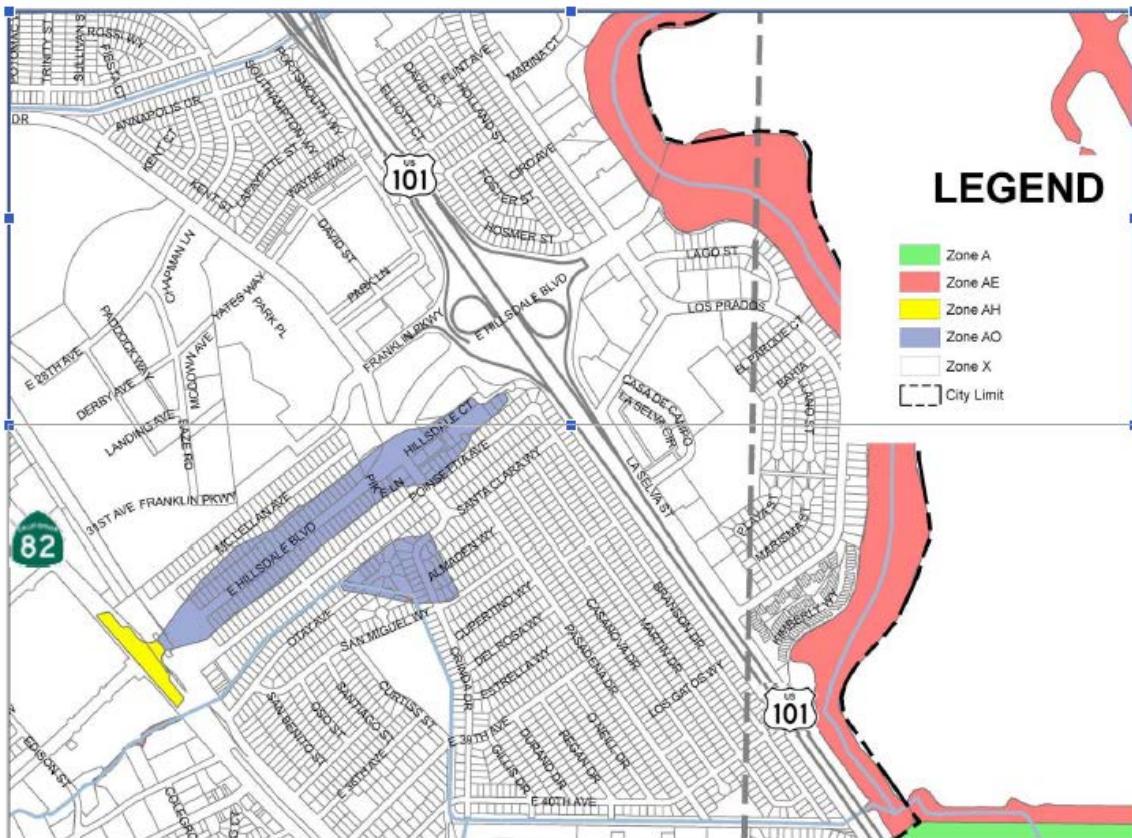


Figure 3-5 Floodplain Map

b) Less Than Significant Impact. Supporting foundation structures (e.g., piers) could reach groundwater depths and some dewatering may be required during construction, but otherwise the project would not use or affect groundwater. The potential quantity of any groundwater pumping would be minimal and short term. Once constructed, the project would not impact groundwater.

c-d) Less Than Significant Impact. Refer to the explanation to items a) and f) above. The project does not include any construction work within an existing waterway crossing and would not substantially change any existing drainage patterns. The project is not located within a countywide Hydromodification Management (HM) Control Area, and no special treatment measures are required. Hydromodification management refers to potential changes in the rate and volume of runoff flow as a result of site changes. Project construction would remove vegetation at the site, and disturb soils during grading and placement of fill. There is a potential for minor erosion and runoff containing soils that could pass into the drainage system. The project would also require the on-site use of refueling of equipment and temporary storage of heavy equipment; therefore, there is a risk for release of fuels or oils that could impact water quality.

g-j) No Impact. The project is not within a 100-year floodplain, although mapped floodplains are nearby, on the southern edge of East Hillsdale Court. The project would not impact or encroach into a 100-year floodplain. The project is located away from the Bay Shoreline, and would not within an area of risk from a seiche, tsunami, or mudflow.

3.10 Land Use/Planning

Would the project:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?				X
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?				X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Existing Conditions

The project site is an existing freeway interchange at the East Hillsdale Boulevard overcrossing. Land uses are already designated for transportation facilities. Surrounding land uses include residential, office, visitor services (motels and restaurants), and commercial services.

Discussion

- a) **No Impact.** The project would not change any of the existing land uses. The overcrossing would provide a new means of access across US 101 for pedestrians and bicycles, and would benefit accessibility within the local community.
- b) **No Impact.** The proposed Project is consistent with the planning guidelines for this area.
- c) **No Impact.** The proposed Project is almost entirely within State right-of-way for US 101 and East Hillsdale Boulevard, and would not affect any applicable habitat or natural community conservation plan.

3.11 Mineral Resources

Would the project:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

Existing Conditions

The site is almost entirely within State and local transportation right-of-way, on alluvial and man-made fill. There are no mineral resources at the site.

Discussion

a, b) No Impact. There would be no mineral resources impacted at the project site.

3.12 Noise

Would the project result in:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?			X	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Existing Conditions

The ambient noise environment is dominated by US 101 freeway traffic. Freeway traffic noise levels are reduced by existing soundwalls at East Hillsdale Court and along northbound US 101 south of the northbound off-ramps.

Noise levels near the freeway are likely in the range of 79 to 81 dBA, based on measurements and modeling of future traffic conditions for a similar nearby interchange project at US 101/State Route 84 (Woodside Road) (Caltrans 2016). These levels are expressed in Leq, or equivalent continuous sound measured or predicted during a period of time. Noise levels would drop off with distance from the freeway. The City of San Mateo's General Plan Noise Element notes that neighborhoods that border highways and other major transportation corridors are subject to sound levels exceeding 70 dB (Ldn), which is considered a "normally unacceptable" level for noise-sensitive land uses. Ldn refers to Day Night Average Sound Levels, which are the average sound level over a 24-hour period with a penalty added for noise sources that occur during the night-time and early hours period of the day.

Discussion

a) Less-than-Significant. During the operation phase, people would not be exposed to noise levels that exceed local plans or noise ordinances. As a pedestrian and bicycle overcrossing, the project would not affect traffic and would not be a source of noise that could exceed the existing highway noise levels. During the construction phase, equipment and materials to construct the overcrossing would create a temporary rise in noise levels, and at times, has the potential to momentarily exceed established standards (primarily from pile-driving equipment, if it is used).

b) Less-than-Significant. During the operation phase, people would not be exposed to the generation of excessive groundborne vibration or groundborne noise levels. The primary source of any vibration would be from pile driving, if used. Piles for structural support of the new overcrossing may also be constructed using “cast in place” foundations, which do not require pile driving. This would be determined during final design. Regardless, if pile driving is necessary it would be relatively temporary during installation of the structural foundations and is not considered a significant impact because of the short duration of this activity.

c) No Impact. The proposed project would not result in a permanent increase in ambient noise. The project is located at US 101, where existing traffic will continue to be the predominate noise source and the facility would serve only pedestrians and bicyclists.

d) Less-than-Significant. The City of San Mateo has adopted noise regulations in their Ordinance No. 2004-16 (Chapter 7.30 of the San Mateo Municipal Code), which includes provisions applying to construction noise performed under a City permit. Because the proposed project would be constructed on State right-of-way, local ordinances do not normally apply. The provisions of the ordinance related to construction noise levels limit equipment exceeding 90 dB at a distance of 25 feet. At a 6 dB decline in noise with every doubling of distance, the estimated range of noise levels for the nearest receptors would typically be below the City’s threshold of 90 dB. Thus, the impact would be Less-than-Significant.

Section 2.4.3 describes the necessary removal of a section of an existing soundwall on northbound US 101 near La Selva Street, followed by reconstruction of an equivalent wall at the edge of the State right-of-way. To avoid exposure of the existing land uses in this area to freeway noise, the replacement/relocated wall would be installed first, followed by the necessary removal of the section of the wall to allow for the new pedestrian walkway. This will maintain the existing noise abatement of freeway noise at this location during construction. Construction noise will also be minimized as the new wall section would be built on the freeway side of the existing soundwall.

e) No Impact. The proposed project is not located within two miles of an airport, and thus would not expose people residing or working in the project area to excessive noise levels.

f) No Impact. The proposed project is not located within the vicinity of a private airstrip.

3.13 Population/Housing

Would the project:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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)?				X
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Existing Conditions

Apartment buildings are adjacent to the interchange at the end of East Hillsdale Court, and are separated from the freeway and ramps by a soundwall. Single-family residential uses are located at in the northeast quadrant of the interchange, on the opposite side of East Hillsdale Boulevard from the project site.

Discussion

a) No Impact. The proposed Project would not be, directly or indirectly, growth-inducing. No increase in population would be associated with the implementation of the proposed Project. The project would be beneficial in that it would provide a connection for neighborhoods divided by US 101.

b-c) No Impact. The proposed Project would not displace people or necessitate the construction of housing.

3.14 Public Services

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a. Fire Protection?			X	
b. Police Protection?			X	
c. Schools?				X
d. Parks?				X
e. Other public facilities?				X

Existing Conditions

The nearest fire stations to the project location are Fire Station 23 at 27th Avenue and Edison Street (about 1 mile away), and Fire Station 26 at Marina Court and Norfolk Street (about 0.5 mile away). The nearest school is George Hall Elementary, approximately 0.5 mile from the project. Los Prados Park is the nearest public park and is about 0.25 mile southeast of the project.

Discussion

a-b) Less-Than-Significant Impact. The proposed project would not have a significant impact on police and fire services. Locking bollards will restrict vehicular access into the overcrossing, and thus will only grant such entrance to emergency responders and permitted individuals. There is a potential for pedestrian and bicyclist collisions, however local emergency personnel will be granted keys to the bollards to allow access to respond to any incidents. The overcrossing would be able to accommodate emergency personnel. The proposed project would be visible from the freeway and East Hillsdale Boulevard and should not lead to an increase in services and service calls for police and fire. The impact would be Less-than-Significant.

c-d) No Impact. The proposed project would improve access to local schools as well as parks by providing a link between two areas of San Mateo. It would not result in any adverse impacts to schools or parks. There are no schools or parks at or immediately adjacent to the project that could be affected by construction. Emergency response access can be gained rapidly onto the proposed overcrossing if needed. No impact will occur.

e) No Impact. The impacts on US 101 and other local roads in the surrounding vicinity are addressed under Traffic and Transportation. There are no other known public facilities at or adjacent to the project. No Impact will occur.

3.15 Recreation

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?				X
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?				X

Existing Conditions

There are no existing trails or recreational facilities at the project location. The nearest designated trail is the Bay Trail, which extends along the east shoreline of the Marina Lagoon.

The project would be built and maintained almost entirely within the State right-of-way and will become an element of the US 101 transportation corridor. Although the proposed overcrossing may provide access to other recreational facilities and trails in the City of San Mateo, it would not be considered a recreational facility.

Discussion

a) No Impact. The proposed Project would not create an increase in the need or use of parkland. It would provide improved access for bicyclists and pedestrians that would otherwise have to use the existing East Hillsdale Boulevard overcrossing. Bicyclists and pedestrians would also have an improved route to access the Bay Trail or other local and regional non-motorized recreational and transportation trails and routes.

b) No Impact. The project would not directly impact any existing trails, including the San Francisco Bay Trail along the Marina Lagoon. The proposed Project would not include recreational facilities.

3.16 Transportation/Traffic

Would the project:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?				X
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?				X
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?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e. Result in inadequate emergency access?				X
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?				X

Existing Conditions

The US 101/East Hillsdale Boulevard is a partial cloverleaf interchange. Cross streets on East Hillsdale Boulevard are Norfolk Street to the east, which has Class II bicycle lanes, and Franklin Parkway, which connects to East Hillsdale Boulevard just west of the existing overcrossing. Other local streets that would provide connections and access to the overcrossing are East Hillsdale Court, a cul-de-sac, and La Selva Street, a local two lane road that serves the neighborhood southeast of the interchange.

The City of San Mateo Circulation Element of the General Plan identified Level of Service (LOS) at the East Hillsdale Boulevard/Norfolk Street intersection as LOS C (AM) and LOS D (PM) in both 2005 and 2030. The traffic study for this overcrossing project predicted that East Hillsdale Boulevard/Norfolk Street intersection is predicted to operate a LOS of D (AM peak period) and LOS F (PM) in the study year 2020, and LOS F (AM and PM) in 2040. Traffic on La

Selva Street is relatively uncongested and estimated at an average of 1300 vehicles per day, while East Hillsdale Court has minimal traffic.

Discussion

a) No Impact. The proposed project would construct a new overcrossing that would provide an additional alternative route over US 101. The project is consistent with the City of San Mateo General Plan Circulation Element (City of San Mateo 2010). Measure C.4.11 calls for construction of a new pedestrian and bicycle overcrossing of US 101 in the vicinity of East Hillsdale Boulevard and identified this project as an “essential connection between the neighborhoods of San Mateo and destinations such as the Bay Trail which is currently separated by US 101. Through strategic capital improvements, programming, and better internal coordination of bicycling projects, bicycling will become safer, more convenient, and more accessible in all reaches of the City.”

The overcrossing is also consistent with “Objective 1.6” in the City of San Mateo Bicycle Master Plan. It is listed as one of the Plan’s “high priority projects” for funding and construction (City of San Mateo 2011).

b) Less-than-Significant. The project would have no adverse impact to traffic or circulation. The overcrossing would connect to existing intersections on East Hillsdale Boulevard, as well as East Hillsdale Court and La Selva Street. The traffic study demonstrated there would be no effect to existing or future LOS operating conditions at any intersection.

c) No Impact. The proposed project is approximately 3.5 miles from the nearest airport (San Carlos Airport). The bridge structure would not interfere with any air space restrictions, and there would be no impact to air traffic patterns.

d) Less-than-Significant. Access to the overcrossing would be provided from four locations, two on each side of US 101. On the west side of US 101, access would be provided from the East Hillsdale Boulevard/Franklin Parkway intersection and East Hillsdale Court. On the east side of US 101, access would be provided from the East Hillsdale Boulevard/Norfolk Street intersection and La Selva Street. From the La Selva Street connection, bicyclists and pedestrians would be able to connect easily to the San Francisco Bay Trail entrance located about one-half mile south off of Kimberly Way. The project would not change the existing East Hillsdale Boulevard overcrossing structure or impact existing ramp connections.

Signs and pavement markings would be used to warn bicyclists to slow prior to entering a trail intersection, and would alert that the ends of the trail are merging or crossing with an intersection.

e) No Impact. The proposed Project would be accessible for emergency services.

f) No Impact. Refer to item (a). The project would not conflict with any City policies or plans.

3.17 Utilities/Service Systems

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

Existing Conditions

At the project location, existing utilities that cross the State right-of-way include an underground water line, underground gas line, telephone and communication lines, a drainage pipe, and an overhead electrical line. An existing wastewater treatment facility is located east of US 101, about 1.8 miles north of the project on Detroit Drive in San Mateo.

Runoff from the project area discharges directly into a city (MS4) storm drain system which discharges into the Marina Lagoon.

Discussion

a-e) No Impact. Implementation of the proposed Project would not impact a wastewater treatment facility or generate wastewater, require the construction of new storm water drainage facilities, or require additional entitlements for water supply. Total new impervious area from the project is less than one acre. Drainage from the new overcrossing and approaches would be channeled into the existing storm drain system. As noted in Water Quality, Section 3.9, the need for construction and post construction BMP measures would be defined during the design phase.

f, g) No Impact. The proposed Project would not generate solid waste or affect a landfill.

3.18 Mandatory Findings of Significance

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 wildlife community, reduce the number or restrict the range of an endangered, rare or threatened plant or wildlife, or eliminate important examples of the major periods of California history or prehistory?			X	
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)?				X
c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion

a) Less-Than-Significant Impact. The proposed project would have long-term beneficial impacts for transportation within the City of San Mateo. Short-term impacts have been identified as less than significant, and can be minimized through the design and construction practices previously identified. Specifically, air quality and hazardous materials have identified measures that would be applied to the construction contract to avoid or minimize air quality emissions from dust and equipment used for construction, and measures test and address soils or water for potential contamination that might require special handling or treatment. For these reasons, the identified temporary effects from construction would be less-than-significant impacts with the measures incorporated into the project construction requirements.

b) No Impact. The proposed Project would have no cumulatively considerable impacts.

c) Less-Than-Significant Impact. The proposed Project would introduce a new overcrossing structure at East Hillsdale Boulevard, adjacent to the existing overcrossing structure. Portions of the overcrossing structure would be visible from East Hillsdale Court, but would appear as another element of the existing freeway, near the existing East Hillsdale Boulevard overcrossing. It would not interfere with or obstruct scenic views, and is considered a less-than-significant impact.

SECTION FOUR

4. REFERENCES

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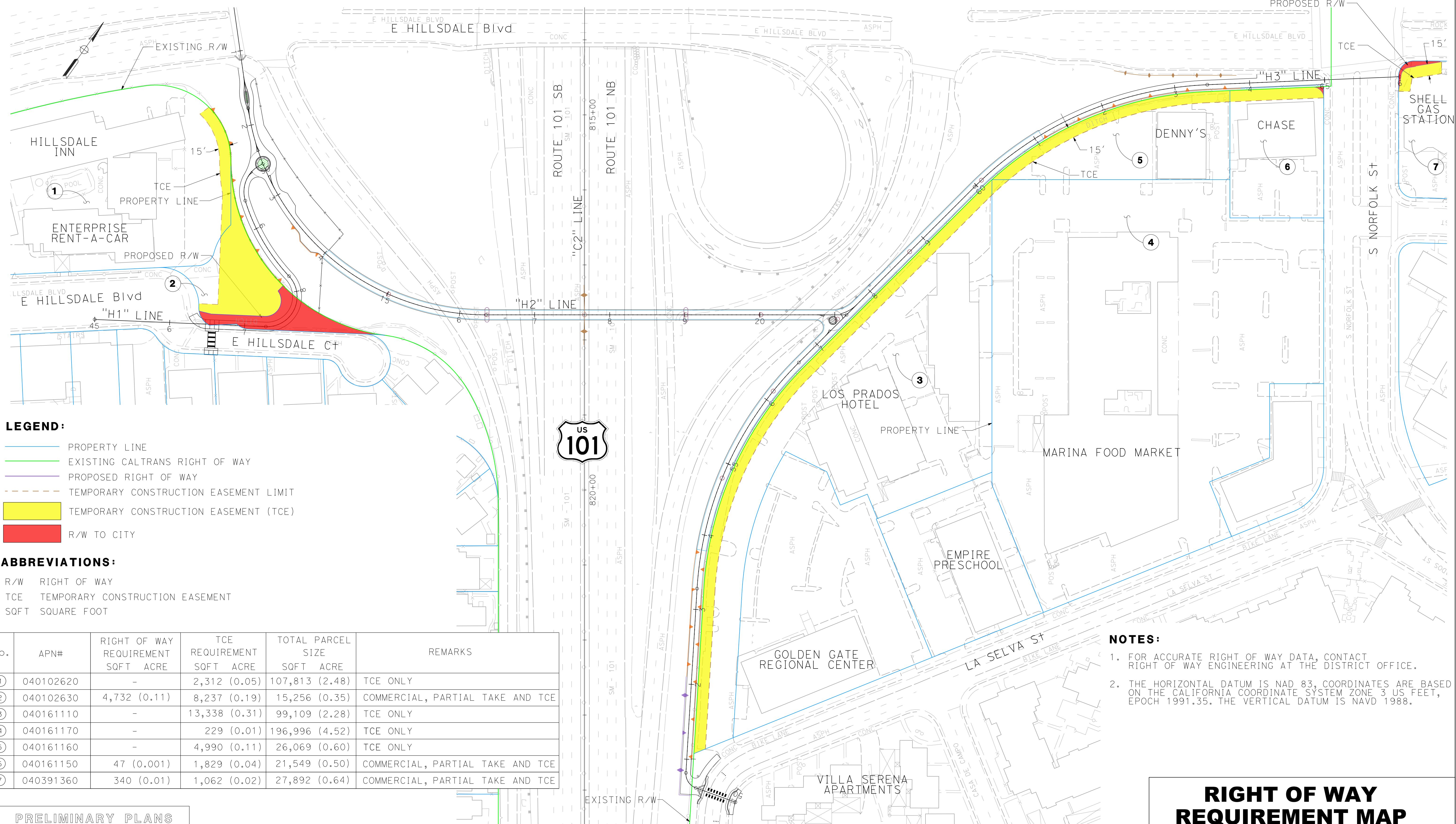
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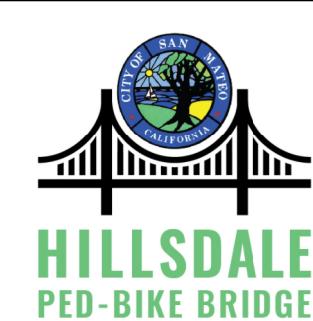
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Appendix A Right of Way Requirement Map



PRELIMINARY PLANS
SUBJECT TO REVISION

US 101/Hillsdale Blvd Pedestrian & Bicycle Overcrossing Project



AECOM

Appendix B Notices & State Clearinghouse Record

NOTICE OF INTENT TO ADOPT AN INITIAL STUDY AND NEGATIVE DECLARATION

Hillsdale/US-101 Pedestrian/Bicycle Bridge Project

Pursuant to the California Environmental Quality Act (CEQA), the City of San Mateo (City) has prepared an Initial Study/Negative Declaration (IS/ND) on its proposed Hillsdale/US-101 Pedestrian/Bicycle Bridge Project (Project or Proposed Project). The IS/ND is now available for a 30-day public review period. The document is available for review at the following locations:

San Mateo City Hall – Public Works Counter
330 West 20th Avenue
San Mateo, CA 94403
(650) 522-7300

San Mateo Library – Main Branch
55 West 3rd Avenue
San Mateo, CA 94402
(650) 522-7802

San Mateo Library - Hillsdale Branch
205 W. Hillsdale Blvd.
San Mateo, Ca 94403
Phone: (650) 522-7880

San Mateo Library - Marina Branch
1530 Susan Court
San Mateo, Ca 94403
Phone: (650) 522-7890

Copies of the documents referenced in the negative declaration are available for review at the Public Works Department in City Hall at 330 W. 20th Avenue, San Mateo.

Project Description and Location:

The Hillsdale Pedestrian/Bicycle Bridge project will construct a new, pedestrian/bicycle bridge and path system to allow pedestrians and bicyclists to travel through the Route 101/Hillsdale Boulevard interchange and over Route 101 without encountering any freeway ramp conflict points. The new pedestrian/bicycle bridge over Route 101 will be designed with enhanced aesthetics and a potentially “signature” structure to provide an identifiable landmark unique to the City of San Mateo. The bridge and Class I multi-use path will serve a broad spectrum of commuter, recreational, and utilitarian pedestrians and bicyclists by providing a convenient connection between the employment centers, residential areas, parks, trails, schools, and shopping centers along the Hillsdale Boulevard corridor both east and west of US 101. By providing safe and inviting connectivity, the Hillsdale pedestrian/bicycle bridge will encourage a mode shift away from automobile travel to more active forms of pedestrian and bicycle transportation that provide multiple benefits including reduced roadway and parking congestion, improved health, and benefits for the environment.

Environmental Impacts:

The proposed project would not result in significant environmental impacts. The implementation of the standard in the Initial Study/ Negative Declaration would not adversely impact the environment.

NOTICE IS FURTHER GIVEN that at said public hearing all persons may appear and be heard. If any person challenges the City Council actions in court, that person may be limited to raising only those issues the person or someone else raised at the public hearing described in this notice, or in written correspondence to the City Clerk at or prior to the public hearing.

A public hearing will be held by the City Council on **November 21, 2016**, for the purpose of considering public comments regarding the Draft IS/ND. Both written comments and oral testimony from the public hearing will be incorporated into the final IS/ND to be adopted by the City Council. Please retain a copy of the document. Unless substantial modifications are needed, the Draft IS/ND plus an addendum may serve as the final document.

TO: City Council
FROM: Larry A. Patterson, City Manager
PREPARED BY: Public Works Department
MEETING DATE: Monday, November 21, 2016
SUBJECT:

Hillsdale/US-101 Pedestrian/Bicycle Bridge Project – Initial Study and Negative Declaration

RECOMMENDATION

Adopt a Resolution to certify the Initial Study/Negative Declaration for the Hillsdale/US-101 Pedestrian/Bicycle Bridge Project.

BACKGROUND

The Hillsdale/US 101 Pedestrian/Bicycle Bridge Project (Project) is a Class I pedestrian/bicycle grade separated crossing over Highway 101 (US101) south of the Hillsdale interchange and a Class II facility along Hillsdale Boulevard from South Norfolk Street to the San Mateo/Foster City limit. The proposed bridge and Class II facility will provide a direct pedestrian/bicycle connection between the Hillsdale Caltrain Station and Foster City, the Los Prados neighborhood, and the Lakeshore neighborhood east of US101.

Since the project will be constructed almost completely within Caltrans' right-of-way, the project is subject to Caltrans' project development process. This process requires a project to first obtain Caltrans Project Approval prior to beginning design. In order to obtain Project Approval, there are two phases of the project development process - the Project Initiation Document (PID) phase and the Project Approval and Environmental Documentation (PA&ED) phase. The City completed the PID phase in February 2015.

The San Mateo County Transportation authority (SMCTA) granted an additional nine (9) month time extension to January 3, 2017, to complete the Caltrans process due to delays in their review and the required coordination.

The draft IS/ND was circulated to the Planning Division in September 2016. Minor comments related to project description and zoning clarifications were transmitted to AECOM, the City's environmental consultant, on September 16, 2016, which will be addressed in the final environmental document.

In October 2016, AECOM completed the environmental study and the Draft Initial Study/Negative Declaration (IS/ND) documents. The Draft IS/ND was circulated for public review and comment on October 17 for a period of 30 days ending on November 15, 2016. This was done in accordance with the California Environmental Quality Act (CEQA) requirements.

Any comments received during the comment period ending on November 15, 2016 will be addressed accordingly. Any modifications, if needed, to the IS/ND will be made prior to Council action and presented during the public hearing.

BUDGET IMPACT

The funding for The environmental phase of the project has been budgeted in Project #465157, Hillsdale/US101 Bridge Overcrossing.

The design and construction phase of the Hillsdale/US 101 Pedestrian/Bicycle Bridge Project is currently unfunded.

ENVIRONMENTAL DETERMINATION

Council adoption of the Negative Declaration will fulfill the CEQA requirements for this projects. Initial Study/Negative Declaration included as Attachment 3.

NOTICE PROVIDED

A notice of availability of the draft IS/ND was published in the San Mateo Daily newspaper on October 17, 2016. Thirty (30) days were given to receive the public's comments in accordance with CEQA provisions.

ATTACHMENTS

Att 1 – Proposed Resolution

Att 2 – Location Map

Att 3 – Initial Study/Negative Declaration

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