LAND USE, PLANS AND POLICIES

SETTING

REGIONAL OVERVIEW

Agricultural, low density residential and recreational uses dominate the surrounding areas to the west of the Park. Open space dominates the lands east of the Park, including the Palassou Scenic Lands, owned by the Santa Clara County Open Space Authority, and Henry Coe State Park. Santa Clara County Open Space Authority, in cooperation with the Nature Conservancy, has acquired 9,000 acres directly east of the lake since the 1992 Master Plan.

Several County land use zones apply to lands adjacent Park. Land located west of the Bear Ranch is zoned Rural Residential1 (RR), with the exception of a small area of Hillside2 (H) zone land near its northwest corner. Lands bordering the Mendoza Ranch are zoned Hillside (H). The primary zoning designation of lands to the east of the Park is Ranchland3 (R). Large areas of nearby land not contiguous to the Park are reserved for agriculture4. There are no current Williamson Act contracts involving nearby land that would in any way affect development of the Park. The remaining significant land use in the vicinity of the Park is zoned (P) indicating an existing Regional Park.

PARK SETTING

Park Land Use

Coyote Lake-Harvey Bear Ranch County Park was recently expanded to 4,448 acres by the addition of 2,940 acres of the former Harvey Bear Ranch and 711 acres of the Mendoza Ranch to the 796-acre Park formerly named Coyote Lake Park. The Park is an expanse of public land that includes most of the western side of the valley adjoining Coyote Lake, the ridge to its west, and portions of the valley beyond. The original 796-acre Coyote Lake Park is currently in use and is

---

1 Rural Residential land is considered outside of city service areas and allows a minimum parcel size of five acres. Primary uses allowed include agriculture, open space and low density residential of five to twenty acres per dwelling, depending on the slope of the land (G.P. Land Use Policy R-LU 58).

2 Hillside zones are described in the General Plan as “Mountainous lands and foothills unsuitable and/or unplanned for annexation and urban development. Lands so designated shall be preserved largely in natural resources-related and open space uses in order to: a. support and enhance rural character; b. protect and promote wise management of natural resources; c. avoid risks associated with natural hazards characteristic of those areas; and d. protect the quality of reservoir watersheds critical to the region’s water supply” (General Plan Land Use Policy R-LU 16).

3 Ranchlands are defined in the General Plan as “Lands predominantly used as ranches in rural unincorporated areas of the county, remote from urbanized areas and generally less accessible than other mountain lands. Important resources include watersheds for regional water supply, grazing lands, mineral resources, forests and wildlife habitat, rare or locally unique plant or animal communities, historic and archeological sites, and recreational and scenic areas of importance that also serve to define the setting for the urban areas” (G.P. Land Use Policy R-LU 35).

4 Zoning designations are Agriculture-Large Scale (AL), indicating minimum parcel size of no less than 40 acres, and Agriculture-Medium Scale (AM) with parcel sizes no less than 20 acres. These lands are limited to agriculture and ancillary uses because they are favored with a combination of "the finest soils, dependable growing climate, and adequate water supply" (G.P. Land Use Policy R-LU 8).
open to the public (see Figure 3-7). The Harvey Bear Ranch and Mendoza Ranch properties have historically been used for grazing, and continue to be grazed under leases administered by the County. The Bear and Mendoza Ranch areas do not yet have public access, pending completion of the Master Plan and adoption of this environmental document.

The Park is accessible from the south by way of Roop Road. Roop Road intersects with Coyote Reservoir Road, which runs along the western length of Coyote Lake. A series of ranch roads (unimproved dirt roads) wind through the Park are used by Park staff for access, but are not accessible to public vehicles.

Coyote Lake is a 625-acre lake created by a dam on Coyote Creek. The lake, the dam, and all land below the elevation of 818 feet (or 15 vertical feet above the crest of the dam) is owned by the Santa Clara Valley Water District (SCVWD) and leased to the County for recreational purposes. Easements provide rights-of-way for water pipelines and power lines and include a right-of-way for two water pipelines and overhead transmission lines.

The Park is included in plans for both regional and countywide trail systems. Regional trails extend beyond county boundaries, and are considered to be of national, state, or regional significance. Best known is the Bay Area Ridge Trail, following the mountains surrounding San Francisco Bay at or near their ridgelines that will be approximately 400 miles in length when completed. It will connect the mountains on either side of the southern end of the Bay by an east-west route linking Mount Madonna County Park with Coyote Lake-Harvey Bear Ranch County Park. County and connector trail routes, either existing or proposed, link the Park with other nearby parks, communities, and major population centers of the South Bay. Development of trails within the Park is controlled by the County and seeks to combine trail use in the Park with connections to regional and countywide trails.

**County General Plan and Zoning Designations**

County zoning for all portions of the Park is currently designated as Regional Park (P). The Regional Parks designation is applied to Park lands of the County, Cities, State of California and United States government agencies which serve a region-wide population (General Plan Land Use Policy R-LU 51). As of July 2002, the land use designations of the two large parcels acquired by the County for Park expansion—Harvey Bear Ranch and Mendoza Ranch—were changed to Regional Park in the County General Plan’s land use designation map (County of Santa Clara Planning Office, 2002).

**Williamson Act Lands**

The California Land Conservation Act of 1965 - commonly referred to as the Williamson Act - enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Local governments receive an
annual subvention of forgone property tax revenues from the state via the Open Space Subvention Act of 1971.

The majority of the Harvey Bear Ranch and Mendoza Ranch properties were preserved as Williamson Act lands when in private ownership. With the recent rezoning of these lands to the Regional Park designation, the Williamson Act contracts are no longer necessary to preserve the open space and agricultural uses.

REGULATORY CONTEXT

County of Santa Clara General Plan and Zoning Ordinance

The Park is located in unincorporated Santa Clara County. The *Santa Clara County General Plan* is functionally organized by area, and includes separate sections for Countywide Issues and Policies, Rural Unincorporated Area Issues and Policies, Urban Unincorporated Area Issues and Policies, and the South County Joint Area Plan. Countywide Issues and Policies addresses issues within the County without regard to specific political boundaries, and contains the following eight elements: Growth and Development, Economic Well-Being, Social Well-Being, Housing, Transportation, Parks and Recreation, Resource Conservation (including Mineral Resources, Heritage Resources, Scenic Resources, Solid Waste Management, and Energy Resources), Health and Safety (including Natural Hazards, Aviation Safety, Health and Safety Facilities Planning, and Wastewater Disposal), and Governance.

The South County Joint Area Plan contains policies that have been jointly developed and adopted by the County and the Cities of Morgan Hill and Gilroy, and apply to both incorporated and unincorporated areas within the South County. The South County Joint Area Plan is a mutual statement of policies for community development and environmental management, intended to achieve harmony and cooperation among the three South County jurisdictions, and consistency between their adopted policies. The western portion of the West Flat Area falls within the San Martin Planning Area. The San Martin Planning Area is viewed as a distinct entity, containing unique rural characteristics (General Plan Land Use Policy R-LU 114).

The *Santa Clara County Revised Zoning Ordinance* was originally adopted in 1937, with the latest revision in 2003. The Santa Clara County Zoning Ordinance implements the *Santa Clara County General Plan* and manages the future growth of the unincorporated areas within the County of Santa Clara in accordance with that plan.

Regional Plans and Policies

*Coyote Lake Park Master Plan*

This Master Plan will supersede the 1992 draft Master Plan for development of Coyote Lake Park. The plan was developed by the County in 1992, but was never adopted pending completion of the *Santa Clara Valley Water District Comprehensive Reservoir Watershed Management Plan (February, 2002)*. Coyote Watershed Stream Stewardship Plan Santa Clara Valley Water District, (2002).
**Habitat Conservation and Natural Community Conservation Plans**

A Habitat Conservation Plan (HCP) is a land use plan that allows non-federal landowners to obtain an "incidental take permit" from U.S. Fish and Wildlife Service for species that are listed as threatened or endangered under the Federal Endangered Species Act in return for conservation commitments. Incidental take permits allow landowners to carry out specified economic activities on their land that destroy habitats or otherwise harm, or "take," threatened or endangered species. Prior to approval, a determination is made that the landowner's activities will not reduce the likelihood of species survival and recovery and that the adverse impacts of those activities will be mitigated to the maximum extent practicable. Additionally, the landowner needs to ensure that there will be adequate funding to carry out the HCP.

The Natural Community Conservation Plans (NCCP) program, administered by California Department of Fish and Game (CDFG), consists of regional or ecosystem-based conservation planning for the protection of biological diversity. Through partnerships with other agencies, municipalities and private landowners, an NCCP identifies and provides for the regional protection of plants, wildlife and their habitats, while allowing compatible and appropriate economic activity.

There are no habitat conservation plans HCPs or NCCPs that govern use of the project site or vicinity.

**Additional Laws, Regulations, Ordinances, and Policies**

Additional laws, regulations, ordinances, and policies are summarized in Appendix C.

**IMPACTS AND MITIGATION MEASURES**

**SIGNIFICANCE CRITERIA**

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant impact on the environment with regard to land use or agriculture resources if it will:

- conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.
- physically divide an established community;
- conflict with any habitat conservation plan or natural community plan;
- convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- conflict with existing zoning for agricultural use, or a Williamson Act contract; or
- involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.
A project would also be considered to have a significant impact on the environment if it would cause physical changes in the environment that would be substantially incompatible with existing land uses.

**Master Plan Consistency with Applicable Plans and Policies**

Conflicts with applicable plans and policies do not inherently result in a significant effect on the environment within the context of CEQA. As stated in Section 15358(b) of the CEQA Guidelines, "Effects analyzed under CEQA must be related to a physical change." Section 15125(d) states that EIRs shall discuss any inconsistencies between the proposed project and applicable general plans in the setting section of the document (not under the impacts section).

Further, Appendix G of the CEQA Guidelines (Environmental Checklist Form) makes explicit the focus on environmental policies and plans, asking whether the project would "conflict with any applicable land use plan, policy, or regulation... adopted for the purposes of avoiding or mitigating an environmental effect" (emphasis added). Even a response in the affirmative, however, does not necessarily indicate the project would have a significant effect, unless a physical change would occur. To the extent that physical impacts may result from such conflicts, such physical impacts are analyzed in the appropriate sections of this EIR.

The proposed Master Plan would be consistent with the policies and land use designations contained in the County General Plan, as described above. There is no Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) in place that applies to the Park. The proposed project would therefore not conflict with any applicable HCP or NCCP and would not result in a significant adverse impact under CEQA with respect to an HCP or NCCP.

**Land Use Compatibility**

No land use conflicts between the Park and adjacent lands are anticipated. Short-term construction related effects related to the development of facilities prescribed by the Master Plan are addressed in the Transportation and Circulation Section. The Master Plan would in no way physically divide nearby communities. Although portions of the Harvey Bear Ranch and Mendoza Ranch properties were preserved as Williamson Act lands, the proposed Master Plan would continue grazing for resource protection and to maintain the rural character and would be generally be consistent with the purposes of this Act.

**Summary**

Based on the CEQA criteria identified above, implementation of the Master Plan would not have a significant adverse land use impact.
REFERENCES – Land Use, Plans and Policies


California Department of Conservation, Santa Clara County Important Farmland Map.

NOISE

INTRODUCTION

This section evaluates the potential for operations under the Coyote Lake – Harvey Bear Ranch County Park Master Plan and related construction activities to expose adjacent and nearby residences to unacceptably high noise levels or to create an incompatible noise environment for existing uses. This analysis also considers the effect that project and cumulative increases in traffic would have on local roadside noise levels. In addition, this section considers the compatibility of the site for the proposed future uses under the Master Plan in the context of applicable noise/land use compatibility standards. This analysis reviews potential noise impacts of the Master Plan at the programmatic level, and also analyzes the noise impacts of the following components at the project-level: 1) installation of trails, gates, fencing, staging areas, and signage in the Western Flat and Mendoza Area; 2) campground improvements in the Lakeside Area; 3) establishment of hang-gliding launch and landing sites in the Slopes and Ridge Area; 4) establishment of equestrian camping at existing overflow parking in the West Flat Area; 5) installation of boat self-launch area for kayaks/non-motorized boats in the Lakeside Area; and 6) use of pond near Mendoza Ranch for annual Fishability Days event.

SETTING

NOISE PRINCIPLES

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise is defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. Sound pressure level is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear’s decreased sensitivity to low and extremely high frequencies instead of the frequency mid-range. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). A-weighting is typically applied to community noise measurements. Some representative noise sources and their corresponding noise levels (in dBA) are shown in Figure 3-8.
<table>
<thead>
<tr>
<th>PUBLIC REACTION</th>
<th>NOISE LEVEL (dBA, Leq)</th>
<th>COMMON INDOOR NOISE LEVELS</th>
<th>COMMON OUTDOOR NOISE LEVELS</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL COMMITTEE ACTIVITY WITH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>INFLUENTIAL OR LEGAL ACTION</td>
<td>4 Times As Loud</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LETTERS OF PROTEST</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COMPLAINTS LIKELY</td>
<td>Twice As Loud</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COMPLAINTS POSSIBLE</td>
<td>REFERENCE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COMPLAINTS RARE</td>
<td>1/2 As Loud</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ACCEPTANCE</td>
<td>1/4 As Loud</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>110 - Rock Band</td>
<td></td>
<td>Jet Flyover at 1000 Ft.</td>
</tr>
<tr>
<td></td>
<td>100 - Inside Subway Train (New York)</td>
<td>90 - Food Blender at 3 Ft.</td>
<td>Gas Lawn Mower at 3 Ft.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Diesel Truck at 50 Ft.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Noisy Urban Daytime</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>70 - Vacuum Cleaner at 10 Ft.</td>
<td>60 - Large Business Office</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>50 - Dishwasher Next Room</td>
<td></td>
<td>Quiet Urban Daytime</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>40 - Small Theater, Large Conference Room (Background) Library</td>
<td></td>
<td>Quiet Urban Nighttime</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Quiet Suburban Nighttime</td>
</tr>
<tr>
<td></td>
<td>30 - Concert Hall (Background)</td>
<td></td>
<td>Quiet Rural Nighttime</td>
</tr>
<tr>
<td></td>
<td>20 - Broadcast and Recording Studio</td>
<td>10 - Threshold of Hearing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10 - Threshold of Hearing</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SOURCE: Caltrans Transportation Laboratory Noise Manual, 1982; and Modification by Environmental Science Associates

Figure 3-8
Effects of Noise on People
Noise Exposure and Community Noise

An individual's noise exposure is a measure of the noise experienced by the individual over a period of time. A noise level is a measure of noise at a given instant in time. However, noise levels rarely persist consistently over a long period of time. Rather, community noise varies continuously with time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic and atmospheric conditions. What makes community noise constantly variable throughout a day, besides the slowly changing background noise, is the addition of short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual.

These successive additions of sound to the community noise environment vary the community noise level from instant to instant and, thus, illustrates the need for a measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. This time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are summarized below:

\[ L_{eq} \]: The equivalent sound level is used to describe noise over a specified period of time, typically one hour, in terms of a single numerical value. The \( L_{eq} \) is the average noise exposure level for the given time period.

\[ L_{max} \]: The instantaneous maximum noise level measured during the measurement period of interest.

\[ L_{dn} \]: The energy average of the A-weighted sound levels occurring during a 24-hour period, and which accounts for the greater sensitivity of most people to nighttime noise by weighting noise levels at night ("penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted (penalized) by adding 10 dBA to take into account the greater annoyance of nighttime noises. This measure is also referred to as DNL.

Effects of Noise on People

Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health. The effects of noise on people can be placed into three categories:

- subjective effects of annoyance, nuisance, dissatisfaction;
- interference with activities such as speech, sleep, learning; and
- physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants generally experience noise in the last category. There is no complete satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and
dissatisfaction. A wide variation exists in the individual thresholds of annoyance, and different tolerances to noise tend to develop based on an individual’s past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called “ambient noise” level. In general, the greater a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships occur:

- except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- a change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- a 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause adverse response

These relationships occur in part because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a non-linear fashion; hence the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

**Noise Attenuation**

Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (lessen) at a rate between 6 dBA for hard sites and 7.5 dBA for soft sites for each doubling of distance from the reference measurement. Hard sites are those with a reflective surface between the source and the receiver such as parking lots or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass or scattered bushes and trees. In addition to geometric spreading an, excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement (Caltrans 1998).

**LOCAL NOISE ENVIRONMENT**

**Sensitive Receptors**

Some land uses are considered more sensitive to ambient noise levels than others because of the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Residences, hotels, schools, and hospitals are generally
more sensitive to noise than commercial and industrial land uses. There are no sensitive receptors
to noise within the park; however, the residences located along access routes to the park are
considered sensitive receptors to noise, including single-family homes along E. San Martin Ave.,
Foothill Ave., New Ave., and Roop Road.

Noise Sources

The greatest noise sources in the park are motorized watercraft on Coyote Lake and vehicles
traveling on Coyote Lake Road. Sound levels are lower on recreational trails and in open spaces
away from Coyote Lake.

The primary sources of noise surrounding the park are motor vehicle traffic, planes flying
overhead, and natural sounds such as birds and trees rustling in the wind. Ambient noise levels in
the residential areas west of the park are primarily influenced by vehicle travel on local roadways
(e.g., E. San Martin, New, and Foothill Avenues, and Roop Road), especially during daytime.
Traffic activity generally produces an average sound level that remains fairly constant with time.

Short-term sound-level measurements were obtained on Friday, May 23 at four locations in the
vicinity of the park (just before Memorial Day weekend). Each measurement was taken in the
afternoon with a Metrosonic sound level meter (Model 308-b). Table 3-8 displays the average
sound level, maximum sound level, and location of each measurement.

In addition, a three-day measurement was taken near 2330 Roop Road to measure sound levels
generated by traffic on the park’s main access route during the holiday weekend. The sound level
meter was set up 25 feet from the centerline of Roop Road. Table 3-9 summarizes the data into
three 24-hour Ldn measurements and shows the attenuated noise levels at distances of 50 and
100 feet.

REGULATORY CONTEXT

Federal, state, and local agencies regulate different aspects of environmental noise. Federal and
state agencies generally set noise standards for mobile sources such as aircraft and motor
vehicles, while regulation of stationary sources is left to local agencies.

Local regulation of noise involves implementation of general plan policies and noise ordinance
standards. Local general plans identify general principles intended to guide and influence
development plans, and noise ordinances set forth the specific standards and procedures for
addressing particular noise sources and activities. General plans recognize that different types of
land uses have different sensitivities toward their noise environment. Local noise ordinances
typically set forth standards related to construction activities, nuisance-type noise sources, and
industrial property-line noise levels.
### Table 3-8
**Sound-Level Measurements in the Vicinity of Coyote Lake Harvey Bear Ranch County Park**

<table>
<thead>
<tr>
<th>Number</th>
<th>Location</th>
<th>Distance from nearby noise source</th>
<th>Time</th>
<th>Description of Sound / Noise Sources</th>
<th>Vehicles passing</th>
<th>Leq (^1) dBA</th>
<th>Lmax (^2) dBA</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Day Use/Picnic Area just North of Boat Launch at Coyote Lake</td>
<td>240 feet from Coyote Lake shoreline</td>
<td>12:00 noon</td>
<td>Jet skis, power boats, yelling, conversation, birds, planes overhead</td>
<td>Approx. 15 motorized water craft operating in water</td>
<td>53.9</td>
<td>63.6</td>
</tr>
<tr>
<td>2</td>
<td>1235 E. San Martin Ave. (north side of road)</td>
<td>50 feet from road centerline</td>
<td>1:05 pm</td>
<td>Traffic, birds, planes overhead, water sprinkler in distance</td>
<td>78 vehicles</td>
<td>65.8</td>
<td>80.7</td>
</tr>
<tr>
<td>3</td>
<td>13135 New Ave. (across street, on east side of road)</td>
<td>20 feet from road centerline</td>
<td>1:50 pm</td>
<td>Traffic, birds, grass in wind, planes overhead</td>
<td>14 vehicles</td>
<td>64.6</td>
<td>83.6</td>
</tr>
<tr>
<td>4</td>
<td>200 feet north of 13685 Foothill Ave. (on west side of road)</td>
<td>25 feet from road centerline</td>
<td>2:15 pm</td>
<td>Wind rusting grass, birds, traffic, planes overhead</td>
<td>20 vehicles</td>
<td>67.8</td>
<td>86.8</td>
</tr>
</tbody>
</table>

\(^1\) Average sound during a 10- or 15-minute duration  
\(^2\) Lmax = maximum sound level recorded during a noise event

Source: Environmental Science Associates.

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### Table 3-9
**Summary of Long-Term Noise Measurement on Roop Road Over Holiday Weekend**

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Ldn at 25 feet</th>
<th>Ldn at 50 feet (^1)</th>
<th>Ldn at 100 feet (^1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:00 pm Friday May 23 to 4:00 pm</td>
<td>68.2</td>
<td>63.7</td>
<td>59.2</td>
</tr>
<tr>
<td>Saturday May 24</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4:00 pm Saturday May 24 to 4:00 pm</td>
<td>67.4</td>
<td>62.9</td>
<td>58.4</td>
</tr>
<tr>
<td>Sunday May 25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4:00 pm Sunday May 25 to 4:00 pm</td>
<td>67.3</td>
<td>62.8</td>
<td>58.3</td>
</tr>
<tr>
<td>Monday May 26</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Ldn</td>
<td>67.6</td>
<td>63.1</td>
<td>58.6</td>
</tr>
</tbody>
</table>

\(^1\) An attenuation rate of 4.5 dBA was assumed because traffic is considered a line source and grass and other vegetation along Roop Road create a soft noise environment.

Source: Environmental Science Associates.
Santa Clara County General Plan

The Santa Clara County General Plan contains noise policies that establish acceptable noise levels for different land uses, as shown in Table 3-10, *Noise Compatibility Standards for Land Use in Santa Clara County.*

**TABLE 3-10**

**NOISE COMPATIBILITY STANDARDS FOR LAND USE IN SANTA CLARA COUNTY**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Exterior Noise Compatibility Standards (Noise Level – Ldn Value in Decibels)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Residential</td>
<td>less than 55</td>
</tr>
<tr>
<td>Commercial</td>
<td>less than 55</td>
</tr>
<tr>
<td>Hotel</td>
<td>less than 65</td>
</tr>
<tr>
<td>Other</td>
<td>less than 70</td>
</tr>
<tr>
<td>Industrial</td>
<td>less than 60</td>
</tr>
<tr>
<td>Public or Semi-Public Facilities</td>
<td>less than 60</td>
</tr>
<tr>
<td>Church, Hospital, and Nursing Homes</td>
<td>less than 60</td>
</tr>
<tr>
<td>Schools and Libraries</td>
<td>less than 60</td>
</tr>
<tr>
<td>Civic Buildings and Other</td>
<td>less than 60</td>
</tr>
<tr>
<td>Open Space(^b)</td>
<td>less than 65</td>
</tr>
<tr>
<td>Agriculture</td>
<td>less than 55</td>
</tr>
<tr>
<td>Parks, Open Space Reserves, Wildlife Refuges, etc.</td>
<td>less than 65</td>
</tr>
</tbody>
</table>

\(^a\) Levels of Acceptability are defined as follows:
- **Satisfactory** noise levels are those which pose no serious threat to the proposed land use. The ambient noise level at the site is compatible with the land use category of the proposed project and will not create annoyance and/or activity interference. Standard construction techniques will be adequate.
- **Cautionary** noise levels are those which could potentially pose a threat to the proposed land use. The ambient noise level is great enough to require study on the compatibility of the proposed project. Normal building methods may not be adequate to protect the use.
- **Critical** noise levels are those which probably pose a threat to the proposed land use. The ambient noise level is severe. The situation requires rigorous analysis of the compatibility of the proposed project with the ambient noise level at the site. This analysis should include both exterior and interior impacts. Simple solutions to noise attenuation may not be adequate and uses should be allowed only if they have been designed for noise reduction by a professional who is competent in sound reduction.

\(^b\) For open space use, there are no critical levels listed. Homes in agricultural areas are not subject to the “Residential” standards. Public buildings in parks and open space areas shall meet noise standards as listed under “Public or Semi-Public facilities.” For open space use, the maximum level of noise which a new land use may impose on neighboring open space shall be the upper limit of the “Satisfactory Noise Level.”

**SOURCE:** Santa Clara County, *Santa Clara County General Plan,* adopted 1994.

Noise levels below 55 Ldn are considered satisfactory for rural residential uses, including the residences near the western side of the expanded park along E. San Martin, New, and Foothill Avenues. This standard also applies to the residences along the western portion of Roop Road, which presently serves as the primary access route to the park.
According to Table 3-10, the satisfactory and cautionary noise thresholds for public buildings and facilities within Coyote Lake Harvey Bear Ranch County Park are 60 Ldn and 70 Ldn, respectively. For open space areas of the park, the satisfactory noise threshold is 55 Ldn, while there is no critical noise levels listed.

The Santa Clara County General Plan identifies specific noise policies for evaluating noise impacts on new development projects and noise impacts on existing development. Applicable noise strategies and policies include:

**Strategies:**
- **Strategy #1:** Prevent or minimize noise conflicts.
- **Strategy #2:** Provide adequate sound buffers.

**Policies and Implementation:**
- **C-HS 25:** Noise impacts from public and private projects should be mitigated.
- **C-HS(1) 23:** Project design review should assess noise impacts on surrounding land uses.
- **C-HS(1) 24:** Where necessary, construct sound walls or other noise mitigations.
- **C-HS(1) 25:** Prohibit construction in areas which exceed applicable interior and exterior standards, unless suitable mitigation measures can be implemented.
- **C-HS(1) 27:** Take noise compatibility impacts into account in developing local land use plans.
- **C-HS 26:** New development in areas of noise impact areas (areas subject to sound levels of 55 Ldn or greater) should be approved, denied, or conditioned so as to achieve a satisfactory noise level for those who will use or occupy the facility (as defined in Table 3-10 above).
- **C-HS(1) 28:** Take noise compatibility impacts into account in developing local land use plans. Incorporate acoustic site planning into the design of new development, particularly large scale, mixed use, or master planned development, through measures which may include separation of noise sensitive buildings from noise generating sources, use of natural topography and intervening structures to shield noise sensitive land uses, and adequate sound proofing within the receiving structure.

**Santa Clara County Noise and Vibration Ordinance**

The Santa Clara County Noise and Vibration Ordinance (Santa Clara County Ordinance Code Section B11-190-199) states maximum exterior sound levels for various receiving land uses regardless of zoning district. The maximum exterior sound level (not to be exceeded more than 30 minutes in an hour) for one- or two-family residential land use is 55 dBA during the hours of 7:00 a.m. to 10:00 p.m., and 45 dBA between 10:00 p.m. and 7:00 a.m. the next day. The ordinance also prohibits construction related noise between weekday and Saturday hours of 7:00 p.m. and 7:00 a.m., or at any time of Sundays or holidays, such that the sound creates a noise disturbance.
across a residential or commercial real property line. Moreover, the ordinance states that construction activities lasting 10 days or longer shall not cause noise levels to exceed 60 dBA between weekday and Saturday hours of 7:00 a.m. and 7:00 p.m., and 50 dBA between the hours of 7:00 p.m. and 7:00 a.m. and all day Sunday (Ord. No. NS-517.18, 9-22-81).

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA
Consistent with the CEQA Guidelines, the proposed project would result in a significant impact on the environment if it would:

- Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- 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, expose people residing or working in the project area to excessive noise levels; or
- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

Table 3-11 was developed by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from projects at airports. Their recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were developed for aircraft noise impacts, they are considered to be applicable to traffic noise level increases as well. For this analysis, impacts are significant if the cumulative noise level increases meet or exceed the significant impact standards set forth in Table 3-11. Peak-hour average noise levels (Leq), based on modeling results, will be used to estimate the Ldn. Peak-hour average noise levels (Leq) are typically within 2 dBA of the Ldn (Caltrans, 1998). The existing long-term noise measurement recorded higher peak-hour Leqs everyday, as compared to the Ldn.

Temporary impacts during construction are considered significant if they would be substantially greater than existing ambient noise levels, would substantially interfere with affected land uses, would continue for a substantial time period, or would affect noise-sensitive uses during the nighttime.
### TABLE 3-11
SIGNIFICANCE OF CHANGE IN CUMULATIVE NOISE EXPOSURE

<table>
<thead>
<tr>
<th>Ambient Noise Level without Project (Ldn)</th>
<th>Significant Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 60 dBA</td>
<td>+/- 5.0 dBA or more</td>
</tr>
<tr>
<td>60-65 dBA</td>
<td>+/- 3.0 dBA or more</td>
</tr>
<tr>
<td>65+ dBA</td>
<td>+/- 1.5 dBA or more</td>
</tr>
</tbody>
</table>

Ldn = day-night average noise level


None of the activities proposed under the Coyote Lake – Harvey Bear Ranch County Park Master Plan will generate groundborne vibration or groundborne noise as construction of park facilities will not involve pile driving.

No portions of Coyote Lake – Harvey Bear Ranch County Park are located within the land use referral boundary of nearby South County Airport as established by the Santa Clara County Airport Land Use Commission, and the park is not located within the vicinity of a private air strip. Thus, staff and visitors in the park will not be exposed to excessive noise related to airport activity.

Noise associated with operational activities (non-transportation) under implementation of the Master Plan would not substantially increase ambient noise levels at nearby sensitive receptors. The sensitive receptors closest to the park consist of the homes near the West Flat Area along Foothill, E. San Martin, and New Avenues. Activity at the bicycle park, dog off-leash area, golf course, events center, picnic site, fishing pond, turf area, equestrian campground, and agricultural/equestrian/education center may generate short spurts of noise. Such noise, however, is not expected to occur during nighttime hours when sleep disturbance may occur. Moreover, some of the facilities, such as the bicycle park, would be located away from the West Flat Area entrance and therefore considerably distant from nearby residences.

**IMPACT STATEMENTS AND MITIGATION MEASURES**

**Impact Noise-1:** Development of park facilities in the West Flat Area would result in temporary noise impacts during project construction. This would be a potentially significant noise impact.

Construction activity noise levels in the West Flat Area would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. Construction-related material haul trips would raise ambient noise levels along haul routes, depending on the number of haul trips made and types of vehicles used. In addition, certain types
of construction equipment generate impulsive noises (such as pile driving), which can be particularly annoying. Table 3-12 shows typical noise levels during different construction stages. Table 3-13 shows typical noise levels produced by various types of construction equipment.

**TABLE 3-12**
TYPICAL CONSTRUCTION NOISE LEVELS

<table>
<thead>
<tr>
<th>Construction Phase</th>
<th>Noise Level (dBA, Leq)a</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground Clearing</td>
<td>84</td>
</tr>
<tr>
<td>Excavation</td>
<td>89</td>
</tr>
<tr>
<td>Foundations</td>
<td>78</td>
</tr>
<tr>
<td>Erection</td>
<td>85</td>
</tr>
<tr>
<td>Finishing</td>
<td>89</td>
</tr>
</tbody>
</table>

a Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.


**TABLE 3-13**
TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT

<table>
<thead>
<tr>
<th>Construction Equipment</th>
<th>Noise Level (dBA, Leq at 50 feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dump Truck</td>
<td>88</td>
</tr>
<tr>
<td>Portable Air Compressor</td>
<td>81</td>
</tr>
<tr>
<td>Concrete Mixer (Truck)</td>
<td>85</td>
</tr>
<tr>
<td>Scraper</td>
<td>88</td>
</tr>
<tr>
<td>Jack Hammer</td>
<td>88</td>
</tr>
<tr>
<td>Dozer</td>
<td>87</td>
</tr>
<tr>
<td>Paver</td>
<td>89</td>
</tr>
<tr>
<td>Generator</td>
<td>76</td>
</tr>
<tr>
<td>Pile Driver</td>
<td>101</td>
</tr>
<tr>
<td>Backhoe</td>
<td>85</td>
</tr>
</tbody>
</table>


Construction of the facilities proposed under the Coyote Lake – Harvey Bear Ranch County Park Master Plan would generate significant amounts of noise corresponding to the appropriate phase of building construction and the noise generating equipment used during those phases. The closest sensitive receptors would be those described in the setting section. Residences that would be exposed to the highest noise levels during project construction due to their proximity to the
West Flat Area include the homes on E. San Martin Ave. east of Foothill Ave., houses on the north end of New Ave., and the homes along Foothill Ave. between Maple and E. San Martin Avenues. Other residences in the project vicinity would be exposed to construction noise at incrementally lower levels.

Noise from construction activities generally attenuates at a rate of 6 to 7.5 dBA per doubling of distance. The closest residence to the West Flat Area is at 13245 New Ave., near the intersection of E. San Martin Ave., and is approximately 50 feet from the new park boundary. Residences adjacent to Foothill Ave. could be as close as 100 feet from the new park boundary. The closest residences would experience noise levels of 89 Leq during excavation and finishing activities, the loudest of the non-impact construction phases that would occur within close proximity of residences, if excavation and finishing activities occur on the park boundary. No pile driving would be required for the proposed projects. Construction of park facilities in the West Flat Area would be phased over a 2- to 10-year period and construction noise would be intermittent over this period. Long-term exposure to construction noise by individual residences would be lessened over time as project buildings were constructed and provided shielding between on-going construction during the latter phases of development and nearby residences.

The Santa Clara County Noise and Vibration Ordinance prohibits construction related noise between weekday and Saturday hours of 7:00 p.m. and 7:00 a.m., or at any time of Sundays or holidays, such that the sound creates a noise disturbance across a residential or commercial real property line. Moreover, the ordinance states that construction activities lasting 10 days or longer shall not cause noise levels to exceed 60 dBA between weekday and Saturday hours of 7:00 a.m. and 7:00 p.m., and 50 dBA between the hours of 7:00 p.m. and 7:00 a.m. and all day Sunday. Since construction activities in the West Flat Area would substantially increase ambient noise levels at noise-sensitive locations, albeit temporarily, construction noise would still be considered substantially disruptive to nearby residences and therefore would be considered a significant impact.

The remainder of the construction sites is located within the Park (in the Lake Side Area, the Slopes and Ridge Area, and the Mendoza Area) are located at least a mile from the nearest sensitive receptors. Due to the distance of residences, and the intervening topography and vegetation, potential adverse noise effects on sensitive residential uses associated with development of the proposed facilities would be considered less than significant.

Mitigation Measure Noise-1a: The County will incorporate the following measures into contract specifications:

- Construction activities shall be limited to between 7:00 a.m. and 7:00 p.m. Monday through Saturday to be consistent with the Santa Clara County Noise and Vibration Ordinance and to avoid noise-sensitive hours of the day. Construction activities shall be prohibited on Sundays and holidays.
- Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturer’s specifications) and by shrouding or shielding impact tools.
• Construction contractors shall locate fixed construction equipment (such as compressors and generators) and construction staging areas as far as possible from adjacent residences.

Mitigation Measure Noise-1b: To further address the nuisance impact of project construction, construction contractors shall implement the following:

• Signs will be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a contact number with the Santa Clara County in the event of problems.

• An onsite complaint and enforcement manager will be posted to respond to and track complaints and questions related to noise.

Impact Significance After Mitigation: Less Than Significant.

Impact Noise-2: Traffic associated with operation of the park under the Master Plan would result in an increase in ambient noise levels on nearby roadways used to access the park. This would be less-than-significant noise impact.

Based on the traffic analysis prepared for this report, the proposed project would generate approximately 1,687 additional daily vehicle trips on an average weekend at full build out. These trips would be distributed over the local street network and would affect roadside noise levels.

To assess the impact of project traffic on roadside noise levels, noise level projections were made using the Federal Highway Administration’s (FHWA) Noise Prediction Model for those road segments that would experience the greatest increase in traffic volume (as determined in the traffic section of this report) and/or that would pass through areas where residential uses are located. The results of the modeling effort are shown in Table 3-14. For the modeling effort, average weekend peak-hour traffic volumes were used because the park is expected to experience the greatest increase in the number visitors on weekends. The traffic volumes used in the model peak-hour traffic volumes on an average weekend. Estimated noise levels shown in Table 3-14 correspond to a distance of approximately 50 feet from the centerline of applicable roadway segments.

As seen in Table 3-14, when the significance criteria from Table 3-11 are applied to the comparison of the “Existing” conditions to the “Existing Plus Phase 1” scenario, all roadway segments are less than significant. Moreover, when the significance criteria from Table 3-11 are applied to the comparison of the “Cumulative Plus Full Buildout” scenario to the “Cumulative without Park Build Out” scenario, all roadway segments are less than significant.

Mitigation: None required.

Impact Significance After Mitigation: Less Than Significant.
### TABLE 3-14
EXISTING AND PROJECTED WEEKEND PEAK-HOUR TRAFFIC NOISE LEVELS ALONG ROADWAYS IN THE PARK VICINITY

<table>
<thead>
<tr>
<th>Roadway Segment</th>
<th>Peak-Hour Noise Level, dBA, Leq&lt;sup&gt;a,b&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing</td>
</tr>
<tr>
<td>New Ave. north of Roop Rd. (at 45 mph)</td>
<td>61.6</td>
</tr>
<tr>
<td>New Ave. south of Roop Rd. (at 45 mph)</td>
<td>62.2</td>
</tr>
<tr>
<td>New Ave. north of Leavesley (at 45 mph)</td>
<td>62.5</td>
</tr>
<tr>
<td>Roop Rd. east of New Ave. (at 30 mph)</td>
<td>54.0</td>
</tr>
<tr>
<td>E. San Martin Ave. east of Hwy 101 Northbound (at 45 mph)</td>
<td>66.0</td>
</tr>
</tbody>
</table>

<sup>a</sup> Noise levels were calculated using the FHWA Traffic Noise Prediction Model for weekend peak-hour conditions.

<sup>b</sup> Noise levels were calculated at roughly 50 feet from the centerline of the roadway.

For each of the roadway segments, the analysis assumes the average vehicle speed to be 30 mph on Roop Rd. and 45 mph on other road segments, and a vehicle mix consisting of 98 percent automobiles and 2 percent medium trucks.


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REFERENCES – Noise


PUBLIC SERVICES

SETTING

This section describes the types and extent of public services and utilities relevant to the Park, including police protection, fire prevention and emergency medical services, water supply and distribution, sanitary sewer service, solid waste disposal, and electricity and natural gas. Potential impacts to storm drainage infrastructure are addressed in the Hydrology, Floodplains and Water Quality section of this EIR.

POLICE SERVICES

The Santa Clara County Sheriff’s Office (Sheriff’s Office) serves the unincorporated areas of the County (population of approximately 197,000 people) and includes the Park. Currently, the Sheriff’s Office has 635 full-time, sworn staff (e.g., Sheriffs or Deputy Sheriffs). In addition to the full-time sworn staff, the Sheriff’s Office has 65 Reserve Deputy Sheriffs. To support the entire operation, the Sheriff’s Office employs 223 non-sworn, civilian staff.

The Santa Clara County Department of Parks and Recreation maintains contracts with the County Sheriff’s Office for law enforcement services in all the county parks, including Coyote Lake-Harvey Bear Ranch Park. During peak season, six deputies are assigned to patrol the County parks and, during the off season, four deputies are assigned to patrol at all the county parks (Langley, 2003). The Sheriff station nearest the Park is located in San Martin. The Santa Clara County Department of Parks and Recreation recently provided all deputies of the Parks Division keys to all the gates to the ranch roads on the West Flat Area of the park (Langley, 2003).

Response times to emergency calls from the Park vary widely due to circumstances and access, and are not recorded by the Sheriff’s Office. Because it may take the nearest Sheriff Deputy 25-35 minutes to respond to a call if he or she is patrolling elsewhere, first response is determined by a “blanket broadcast” that informs the local fire and police departments as well as the Sheriff’s Office and the Park’s ranger staff. Often the Park ranger provides the first response to an emergency call.

FIRE PREVENTION AND EMERGENCY MEDICAL SERVICE

Fire protection and emergency medical response to the Park are provided by the California Department of Forestry and Fire Protection (CDF) Santa Clara Unit and the South Santa Clara County Fire Protection District (SSCCFPD). While both agencies are administered and staffed by CDF personnel, the County supplies the equipment for SSCCFPD.

CDF is primarily responsible for addressing wildfires in designated State Responsibility Areas (SRA) and SSCCFPD is equipped primarily to address fires in Local Responsibility Areas (LRAs). Both agencies, however, mutually assist each other in fire and medical emergencies. While most of the park lies in SRA, two portions are considered LRA: the west area of the West
Flat Area along Foothill Avenue and north of the intersection of New Avenue and San Martin Avenue, and the area north of the Coyote Lake Dam (Evans, 2003).

The CDF fire stations closest to the park are Coyote Fire Station and Masten Fire Station (Evans 2003). Coyote Fire Station is located east of the park at the intersection of Gilroy Hot Springs Road and Canada Road. The Coyote Fire Station is only open during wildfire season (roughly June through October) and consists of three personnel, one engine, and a basic life support system unit (BLS) (Evans 2003). During on-duty months, Coyote Fire Station crew are often addressing other instances far from the park, and therefore are not available to respond to emergency calls in the park (Evans 2003). Masten Fire Station, located on Masten Avenue off of Highway 101 in Gilroy, is open year-round and is staffed with three personnel, one engine, and an advanced life system (ALS). When available, first response to emergency calls in the Lakeside Area of the park would come from Coyote Fire Station, with a response time of approximately 10 minutes (Van Wormer 2003). When the Coyote Fire Station is not in operation during the off-season, emergency calls from all areas of the park are responded to by the Masten Fire Station and the SSCCFPD. The nearest SSCCFPD station is located in Morgan Hill and has a bulldozer and two fire engines.

Additional CDF backup can come from Pacheco and Almaden Fire Stations. CDF hand crews are based in 41 conservation camps throughout California but none are located in Santa Clara County. The nearest Conservation Camps are in Ben Lomand, Soledad (Gabilan), and Susquin City (Delta) and are staffed by the California Department of Corrections and the California Youth Authority (CDF 2003). The nearest air attack planes are located in Hollister and the nearest CDF helicopters are in Paicines (Bear Valley Helitack) (Van Wormer, 2003; Evans, 2003).

Currently, water supply for fire fighting in both the Harvey-Bear Ranch or Mendoza Ranch areas relies on vehicle transport, whether via water tenders, an engine shuttle, or air attack planes and/or helicopters. Helicopters could dip their buckets into Coyote Lake but are not capable of operating at night. Bulldozers would be dispatched for wildfires under medium and high burn conditions. For fires in the Lakeside Area, additional water could be drafted from Coyote Lake.

For medical emergencies, County Emergency Medical Services (EMS) fines CDF if its response time to a medical emergency call is inexcusably too long. A medical emergency call from Masten Fire Station, which has ALS, to the park entrance off of Roop Road must take less than 11 minutes and 59 seconds. This area is considered “rural area” by the EMS time limit system. The response time goal from the Masten Fire Station to the north side of the dam is 25 minutes; and area designated as a “hard-to-serve-area.”

Fire Hazard Potential
The fire season in California usually begins in May or June, when vegetation has dried out due to lack of rain, and extends through to the first seasonal rains, typically in November. The time of greatest danger is usually during the late summer and early fall, when heat, wind patterns, and very low relative humidity create conditions are ideal for the spread of wildfire. During this period, daily alerts or warnings of high fire danger may be issued, cautioning the public to curtail
activities which could cause damaging wildfires (General Plan Health & Safety Element, pp. P-19).

Most of the mountainous areas of the County are classified as high or extreme fire hazard areas (General Plan Health & Safety Element, pp. P-22). With over 80-150 tons of fuel per acre in portions of rural Santa Clara County, the natural fire hazard is substantial; however in areas where livestock grazing occurs, grazing can serve to control the amount of fuel available to wildfires that occur in grasslands areas (General Plan Health & Safety Element, p. P-27). The estimated fuel load of grassland areas in the Park is approximately 15 tons per acres; 18-22 tons per acre on mixed woodland areas, and 40 tons per acre on chaparral areas (Evans, 2003). The prescribed burning program included in the Natural Resources Management Plan is designed to enhance resource values while reducing fire hazard within the Park (see Chapter 2, Project Description).

The Lakeside Area is accessible to firefighting equipment using the existing paved road, and the lake provides a source of water. In addition, Park rangers routinely patrol the Lakeside public use areas, where there are approximately 40 charcoal grills in picnic grounds and 74 campfire rings in the campground (Kloster, 2003).

Access by firefighting equipment in other parts of the Park, particularly the Slopes and Ridge Area, is more limited by distance from paved roads. Many segments of the existing properties' ranch roads may be impassable to fire fighting equipment due to substandard surfaces, tight corners, steep grades, or bridges of inadequate structural integrity. Private ranch roads are less likely to meet County standards for road construction, and even if they are passable, response times are generally longer due to the lower average speeds possible (General Plan Health & Safety Element, p. P-24).

The County of Santa Clara follows a Fire Prevention Operational Procedure developed in cooperation with CDF (Santa Clara County, 2001). These procedures address use of internal combustion engines and other mechanical equipment in dry grassland, brushland and forested areas susceptible to high fire danger. County park staff observes and implements these procedures in the management of Coyote Bear-Harvey Bear County Park as a first defense against fire hazards. The procedures include installation of spark arrestors on vehicles used in vegetated areas, maintenance of fire fighting equipment, avoiding certain activities, such as flail mowing or grading, during periods of high fire danger, and conducting annual inspections of equipment.

WATER SUPPLY

The Santa Clara Valley Water District (SCVWD) is the primary water resources agency for Santa Clara County. It acts not only as the county's water wholesaler, but also as its flood protection agency and is the steward for its streams and creeks, underground aquifers, and district-built reservoirs. The SCVWD supplies water to local water retail agencies, which in turn provides it to their customers. Nearly half of SCVWD's water comes from local sources, such as underground aquifers, and more than half is imported from the Sierra Nevada through pumping stations in the Sacramento-San Joaquin River Delta. The SCVWD sells both imported water and groundwater.
3. ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

sold to the 13 water retail agencies that supply most of the communities in Santa Clara County. The existing water supply for the Park comes from wells and surface water, which are subject to SCVWD permits.

Information about the Park’s water supply system was obtained from Ted Kloster, Maintenance Lead for the park (Kloster, 2003). A well installed in June 1994 presently supplies all the water demand of the Lakeside area of the park. Located across the road from the boat launch parking lot, the well supplies all the restrooms, the picnic grounds, the campground, the park office, residence, and maintenance building via a network of 2-inch underground pipes. The network of 2-inch pipes is left over from when the park operated a water intake system that drew water from Coyote Lake. A four-inch pipeline was recently added to connect the water supply well to the Mendoza House and runs underground along Coyote Lake Road. Occasionally some of the water is used to irrigate the lawn around the park residence.

The well water is chlorinated and pumped to a 34,000 gallon above-ground storage tank located across Coyote Lake Road from the Fault Line Picnic Area. From that tank water is pumped to a 5,000 gallon above-ground pressure tank that pressurizes the water to 39-50 PSI. The well can produce 55 gallons per minute. This system provides sufficient and reliable water supply and water quality for the park, including peak summer weekends.

There is a separate well and old above-ground, 1,000-gallon water storage tank near the boat launch ramp that are no longer in use. Before connection to the well at Coyote Lake was established, Mendoza Ranch received its water supply from surface water because well drilling was very difficult on Mendoza Ranch due to high arsenic and mineral levels in the water. Mendoza Ranch also has a 10,000 gallon water tank (Kloster, 2003).

Harvey Bear Ranch presently receives its water supply from surface water and has an above ground storage tank. The nearest retail water main to Harvey Bear Ranch runs along San Martin Avenue, approximately one mile from the Harvey Bear House.

WASTEWATER

Information about the park’s wastewater system was obtained from the park’s Maintenance Lead (Kloster, 2003). The wastewater system in the park is made up of septic tanks and leach fields. Separate septic systems are connected to each bathroom and one lies between the park office and the maintenance building. Associated leach fields are located approximately 100 feet away from the septic tanks. The septic systems were installed in the 1970s, vary in size from 1,500 to 3,000 gallons, and continue to be reliable. The septic system at the bathroom near the boat launch consists of an underground holding tank near the bathroom from which wastewater is then pumped to a leach field across the road away from the lake. There are also septic systems at the Harvey Bear Ranch House and the Mendoza Ranch House. To accommodate peak visitor demand, the park places four Port-A-Potties for six months of the year near the dam area. There is no stormwater system in the park, except for drainages and culverts along Coyote Lake Road.
SOLID WASTE

The County contracts with South Valley Disposal and Recycling, Inc. to collect solid waste from the Park. The Park has one 20-cubic-yard drop box that is collected on a weekly basis during the summer and on an as-needed basis in winter. There are a few recycling bins in the Park and Park maintenance staff hauls away the materials on an as-needed basis (Kloster, 2003). The waste is hauled to the Pacheco Pass Landfill in Gilroy, which is owned and operated by Norcal Waste Systems. A Class III sanitary landfill, Pacheco Pass Landfill receives approximately 500 tons of solid waste per day (Norcal Waste Systems, 2003).

As of 1995, the projected remaining landfill capacity in Santa Clara County was 53 million tons and landfill capacity was projected to last through 2019 with 25% volume reduction in the waste stream, longer if mandated 50% reductions are obtained (Santa Clara County Planning Office, 1995). Progress towards meeting state-mandated reductions continues in the county as curbside recycling and other programs reach full implementation.

ENERGY

Information regarding energy consumption in the park was obtained from the park’s Maintenance Lead (Kloster, 2003). Electric services are provided by Pacific Gas & Electric Company. Overhead electric lines enter the park and the Mendoza Ranch House from Roop Road and run along Coyote Lake Road all the way to the dam. Transformers in the park are located at the entrance, the water well, and near the old water treatment plant. On Harvey Bear Ranch, overhead electric lines run from San Martin Avenue to the house and the barns.

Propane is used for heating at the park office, residence, and the maintenance building, and the dam. An above-ground, 495-gallon propane tank is located between the Park office and maintenance building. Smaller propane tanks are located at the Park residence and the Mendoza Ranch House. The tanks are refilled approximately four times per year.

The Park maintains a duel, underground fuel tank located near the maintenance building, that is approximately 10 years old. The tank holds 750 gallons of gasoline and 250 gallons of diesel fuel. The fuel is used for park vehicles, maintenance equipment, and a diesel tractor; it is and not used by park visitors.

REGULATORY FRAMEWORK

POLICE SERVICES

Proposed projects under the Master Plan would be required to comply with applicable provisions of the Uniform Building Code related to the incorporation of security features in standard building design plans.
FIRE PREVENTION AND EMERGENCY SERVICES

California Public Resources Code (PRC) Sections 4125-4298 regulate fire protection services and stipulate fire prevention measures. Decisions affecting the use of land in SRAs must result in land uses that protect life, property, and natural resources from unreasonable fire risks associated with wildfires (PRC Section 4128.5(a)). CDF classifies lands within SRAs into fire hazard severity zones and determines which areas are considered fire hazard areas (PRC Section 4201-4205). Regulations concerning fire prevention measures in building and facility design are stipulated by PRC Section 4291-4298.

WATER SUPPLY

Santa Clara Valley Water District Integrated Water Resources Plan

In 1997, the SCVWD prepared a 20-year planning document outlining potential strategies to meet water demand in the Santa Clara Valley to the year 2020. The document, titled Integrated Water Resources Plan, included maximizing water recycling within the County as a key component. The preferred strategy for County-wide water recycling called for a minimum of 6,000 acre-feet and up to 31,000 acre-feet of recycled water capacity, contingent upon potential partnerships with wastewater treatment agencies in the County. Non-potable water recycling projects currently in operation within the SCVWD service area include the San Jose/Santa Clara Recycling Project, Sunnyvale Recycling Water Project, Palo Alto Recycling Project, and the SCRWA Recycling Project in Gilroy.

In 1993, the SCVWD’s Board of Directors adopted a non-potable recycling policy which provides for the District’s financial participation to encourage the development of non-potable recycling projects in the County. The District will provide financial assistance equivalent to the avoided cost of new water supplies for non-potable recycled water produced.

Santa Clara County General Plan

The Santa Clara County General Plan requires new development to demonstrate that adequate water quantity and quality can be met before it can obtain approval (General Plan Resource Conservation Policy R-RC 9).

County Ordinance Code

The following water conservation measures are required in un-incorporated areas (Santa Clara County Department of Environmental Health, 2003):

- Avoid irrigation of landscaping during daylight hours.
- Avoid using water to clean sidewalks, driveways, patios, or other hard-surface areas.
- Do not allow water to be wasted by flooding or runoff onto sidewalks, streets, or gutters.
• Use the automatic shutdown valve on the outlet end of the hose when washing cars, boats, trailers, or other vehicles.

• Repair broken or defective plumbing—leaky faucets, toilets, sprinkler and irrigation systems.

**SOLID WASTE**

State Assembly Bill (AB) 939 requires cities, counties, and regional state agencies to implement new waste diversion and reporting requirements. AB 939, enacted in 1989 as the Integrated Waste Management Act, requires each county’s source reduction and recycling element to include an implementation schedule which shows both of the following: a 25 percent diversion of all solid waste from landfill disposal or transformation by January 1, 1995, through source reduction, recycling, and composting activities, followed by a 50 percent reduction to the waste stream by January 1, 2000. For the year 2001, the County achieved a 56% waste diversion rate for the unincorporated areas of the County (Rands 2003). Counties are required to adopt integrated waste management plans, implement programs to reduce the amount of waste they dispose, and have their waste diversion performance periodically reviewed by the Integrated Waste Management Board. Specifically, AB 939 obliges counties to develop and adopt an integrated waste management plan to meet solid waste diversion requirements.

The Recycling and Waste Reduction Commission of Santa Clara County serves as the AB 939 Local Task Force for Santa Clara County and addresses countywide solid waste planning issues and the Countywide Integrated Waste Management Plan, which was adopted in November of 1995.

The County’s General Plan contains goals, policies, and implementation measures that address solid waste and recycling. The County strives to reach the solid waste diversion requirements mandated by AB 939 (General Plan Resource Conservation Policy C-RC 63). A four-part hierarchy of strategies has been adopted by the County of Santa Clara and the cities as the principal means by which to manage solid wastes and achieve waste reduction goals established by AB 939 (Santa Clara County Planning Office 1995):

• Strategy #1: Encourage Source Reduction and Refuse
• Strategy #2: Facilitate Recycling and Promote Composting
• Strategy #3: Explore Transformation Opportunities (e.g., waste to energy projects)
• Strategy #4: Plan for Adequate Landfill Capacity

The County also acknowledges the need for long term disposal capacity and strives to maintain 20 to 30 years of ongoing collective disposal capacity (General Plan Resource Conservation Policy C-RC 73).
ENERGY

The National Energy Strategy

The National Energy Strategy (NES) was developed by the U.S. Department of Energy in July 1989. The NES seeks to offer a balanced program of greater energy efficiency, use of alternative fuels, and the environmentally responsible development of all U.S. energy resources. The NES, expressly recognizing the connection between energy sources and air pollution, calls for reducing energy-related emissions to achieve and maintain the National Ambient Air Quality Standards for carbon monoxide and ozone, and incorporating air quality concerns into policies for energy supply and use. With respect to transportation, the NES seeks to reduce the amount of energy used to move people and goods by improving the overall efficiency of the transportation system itself, through such policies as promoting mass transit and ride sharing, and by establishing higher Corporate Average Fuel Efficiency (CAFE) standards for motor cars.

California Energy Plan

The California Energy Plan, prepared by the California Energy Commission (CEC) and mostly recently adopted in 1998, identifies the emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. Due to the restructuring of California’s electricity market and subsequent energy crisis, the California Energy Plan emphasizes the new competition in electricity generation, in contrast to the discussion of the issues in the petroleum and natural gas sectors.

Building energy consumption is regulated in California under the California Code of Regulations Title 24 Building Energy Efficiency Standards. The efficiency standards apply to new construction of both residential and non-residential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting.

Transportation-related energy consumption is not subject to specific controls, although the federal government has mandated fuel economy standards for domestic passenger automobiles including production targets for zero-emission vehicles.

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

Based on CEQA criteria, a project may be considered to have a significant impact on the environment if it would result in substantial adverse physical impacts resulting from the need to construct new or physically altered government facilities to accommodate the project (i.e., in order to maintain acceptable service ratios, response times, or other performance objectives), for any of the following public services:

- Fire protection
- Police protection
- Schools
- Other public facilities
The County has not formally adopted significance standards for utilities and public services impacts. Increase in demand for utilities or public services associated with implementation of the Master Plan would not in itself be considered a significant physical environmental impact. However, if such demand were to result in the expansion of existing facilities or construction of new facilities, and if construction or operation of these expanded or new facilities were to result in a significant effect on the physical environment, implementation of the Master Plan would be considered to have a significant utilities or public services impact.

**IMPACTS AND MITIGATION MEASURES**

**Impact Public Services and Utilities-1**: Construction activities under the Park Master Plan have the potential to ignite fires. Less Than Significant.

**Project Components**

Implementation of the proposed Master Plan would result in the construction and renovation of new or expanded park facilities. Sparks from construction activities, such as welding, use of power tools, and operation of heavy-duty equipment could ignite dry brush and wood structures. If such a fire occurred and spread to adjacent areas, damage to park property and wildlife habitat, and public health and safety risk could occur. The County’s *Fire Prevention Operational Procedure* (Santa Clara County, 2001) establishes guidelines for allowable activities involving use of mechanical equipment in dry vegetation.

**Program-Level Components**

Specific information on program-level components would be developed as those facilities undergo planning, design, and subsequent environmental review. These facilities range from small improvements, such as picnic areas requiring limited grading and construction, to large-scale construction projects, including the golf course and events center. Plans would be reviewed at the time they are proposed for implementation to determine the potential for project-specific impacts and to identify appropriate mitigation measures. The County’s *Fire Prevention Operational Procedure* would continue to be implemented as County policy, and provides the appropriate level of review and prevention for construction-related fire risk.

**Mitigation Public Services and Utilities-1**: Continuing compliance with the County’s *Fire Prevention Operational Procedure*; no additional mitigation required.

**Impact Significance After Mitigation**: Less Than Significant.

**Impact Public Services and Utilities-2**: The expansion of the trail system throughout the park may increase the potential for incidents to which emergency fire and medical services may need to respond. Less Than Significant with Mitigation Measures.
Project and Program-Level Components

Management of project and program-level park facilities would be subject to the same prevention and response policies and procedures that are currently implemented by park staff, including:

- Posting of signs at trailheads, campgrounds and picnic areas prohibiting smoking, and warning of the dangers of wildland fires and the legal consequences of starting them;
- Limiting park access in remote areas to daylight hours;
- Patrolling the park and making frequent visitor contact;
- Exercising discretion to close trails under extreme fire danger conditions;
- Maintaining current communication and emergency reporting systems.

Currently, and following implementation of the project and program-level Master Plan components, emergency response vehicles are able to access remote areas from the West Flat Area of Harvey Bear Ranch on San Martin Avenue, from controlled access points off New Avenue, and from the Mendoza Ranch Area. Additional access is available from the Lakeside Area via existing routes off Coyote Lake Road. Access and response times from these locations will not be affected. Some parts of the park are only accessible by foot or helicopter, though medical rescue by helicopter and helicopter fire attack are not possible at night (Evans 2003). Emergency response procedures are in place through cooperative agreements between CDF and SSCFPD and designation of State Responsibility Areas and Local Responsibility Areas. These area designations are not proposed to change.

Increased access to park’s remote open space by larger numbers of visitors could result in an incremental increase in the number of medical emergencies and unintentional fires. This would be and adverse impact, but current procedures involving Park Ranger staff and the two designated emergency response agencies would remain in place to ensure that the risks to life and property or potential for catastrophic wildfire do not increase significantly. Additional coordination between the Park and the emergency response agencies may be determined to be necessary as program-level facilities begin to be developed. Implementation of Mitigation Measure Public Services and Utilities-2 would reduce this potential impact to a less than significant.

Mitigation Measure Public Services and Utilities-2: The County Department of Parks and Recreation, the County Fire Marshall, CDF, and SSCFPD shall review current policies and procedures as to how wildfires will be addressed on and near the Park as program-level components of the Master Plan are developed, and shall incorporate revisions or changes into subsequent environmental reviews that may be required for those developments.

Impact Significance After Mitigation: Less Than Significant.
Impact Public Services and Utilities-3: Facilities planned under the Park Master Plan may not include adequate fire prevention measures in their design, have adequate water supply and water flow for firefighting purposes, and accessibility for emergency response vehicles. Less Than Significant with Mitigation Measures.

With regard to the development of new facilities in the park, potential fire protection services impacts could occur if these facilities are not designed properly and proper access and water flow are not provided. Implementation of Mitigation Measures Public Services and Utilities-3, would reduce the potential impact to less than significant. For example, development of the Agricultural/Equestrian Education Center in the West Flat Area would require the establishment of additional water supply and water flow for fire fighting purposes. Because individual project information, such as locations of specific facilities and development of project-specific management plans, is not yet known, specific facilities and plans would be reviewed at the time they are proposed for implementation to determine the potential for project-specific impacts and to identify appropriate mitigation measures.

Mitigation Measure Public Services and Utilities-3: Potential fire protection services impacts should be reviewed at the project-level for specific facilities proposed under the Master Plan.

Mitigation measures considered will include, but not be limited to:

- Individual actions shall comply with all applicable State and local codes and ordinances. Requirements may relate to automatic fire extinguishing systems and smoke detectors.

- All building and facility design plans shall be reviewed by the County Fire Marshall.

- Roofs of new structures shall have a Class A rating to mitigate problems that may arise as a result of grassland-urban interface. For instance, fertilizer at the golf course should be stored in a concrete building with a roof made of metal or other flame-resistant material.

- Requirements for emergency vehicle access shall be incorporated into project design, including access to physical structures and fire hydrants or water supply tanks. Such requirements include road grade and lane width, paving of access roads, curb painting, emergency breakaway gates, vertical clearance, turning radii, turn-around areas, and signage.

- Adequate water supply for firefighting and water flow must be incorporated into the design of buildings and facilities in the park, and approved by the County Fire Marshall. Ensuring adequate water supply for firefighting purposes may entail the implementation of fire hydrants and/or installation of large pressurized water storage tanks. In the West Flat Area, the new fishing pond and ponds that are part of the golf course can be planned such that they can serve as the water supply for fire emergencies. The water supply system shall be in place prior to construction of any facilities.

- Emergency vehicle access shall be maintained at all times during construction phases.

- Access for fire fighting apparatus and personnel to and into all structures shall be required.
Implementation of the requirements described above would reduce the potential program-level fire protection services impacts associated with the implementation of the Park Master Plan. However, the Department would require examination of many specific facilities included in the Park Master Plan at the time they are proposed for implementation to determine if further environmental review at a more detailed project-specific and site-specific level were necessary.

**Impact Significance After Mitigation:** Less Than Significant.

**Impact Public Services and Utilities-4:** Implementation of the Master Plan may increase water demand. Less Than Significant with Mitigation Measures.

**Project-Level Components**

As part of the proposed improvements to the Lakeside Campground, the Master Plan proposes to add shower facilities, which would increase the demand for water in the Lakeside Area. Operation of the shower facility could result in the need for a new system or water supply.

Other than installing showers at the Lake Side Campground, all plans and projects proposed under Phase 1 of the Master Plan would not affect the water supply system. These projects include implementation of Phase 1 of the Trail Plan, the hang-gliding launch and emergency landing site, an overflow parking, the self-launch area for non-motorized boats at Coyote Lake, and use of the southern pond for an annual Fishability Days event. It is assumed that water supply facilities would not be included in these projects. Thus, use of these facilities does not directly result in increased water use. Although these projects may attract additional visitation to the Park, the associated increase in water demand is not expected to be substantial enough to exceed the Park’s existing water supply.

**Program-Level Components**

Many projects proposed under Phases 2 and 3 of the Master Plan would require additional water supply and have a significant impact on the Park’s existing water supply system. These projects include the golf course, events pavilion, the equestrian/agricultural events center, additional picnic areas in the Lake Side and Mendoza Ranch areas, the environmental education center, a new Lakeside campground, and the youth campground.

**Mitigation Measure Public Services and Utilities-4a:** The County shall ensure an adequate water supply for Phase 1 projects.

Mitigation measures should include, but not be limited to:

- Install low-flow shower heads.
- Enforce time limits on shower use.
• Conduct a study to quantify water demand during the peak camping season and evaluate whether the existing well and water supply system can adequately meet that demand. If additional water supply is needed, the park shall consider upgrades to the existing water supply system. The water supply to the shower facility need not necessarily be potable; however, if a nonpotable water source is used, signs shall be installed to notify visitors. The park could also consider redirecting the water supply from the bathroom toilets to the showers and then using grey water from the showers for toilet flushing.

Mitigation Measure Public Services and Utilities-4b: The County shall ensure an adequate water supply for Phase 2 and Phase 3 projects.

The County shall review all projects proposed under Phases 2 and 3 of the Master Plan at the project level to determine the degree to which they will increase the demand for water and their associated impact on water supply. The County shall also develop project-level mitigation measures to ensure adequate and efficient use of available water supply for these projects. Such measures may include, but are not limited to:

• Utilize native, drought-resistant plants in landscaping.
• Install low-flow faucets and toilets in all new park facilities and consider composting toilets in place of flush toilets.
• New wells and water treatment shall be installed only with the correct permits.
• Reestablish a water supply system that draws water from Coyote Lake, in concert with SCVWD.
• For developments in the West Flat Area, the park shall consider building a connection to the nearest water main that runs along San Martin Avenue.
• Facilities proposed at higher elevations could require higher elevation structures and fire hydrants with their required pressures and may include a booster station, a new storage tank within the park, a new hydropneumatic zone within the park to service the higher elevations, or new main extensions from the local water company.
• In order to establish an adequate supply of non-potable water for irrigation, the park shall explore the use of recycled water from the recycled water treatment facility in Gilroy with the South County Regional Water Authority (SCRWA). As a provider of recycled water in the County, SCRWA is currently involved in similar arrangements, and is pursuing expanded programs.
• Best Management Practices shall be applied to the operation and maintenance of the golf course. Measures specific to golf course maintenance include nighttime watering to reduce evaporation loss and the practice of “multiple cycling” to reduce irrigation runoff.

Impact Significance After Mitigation: Less Than Significant.
Impact Public Services and Utilities-5: Installation of showers as one of the campground improvements proposed at Lakeside Campground under Phase 1 of the Master Plan would increase wastewater flows to the park’s existing septic system in the Lakeside Area. This is a potentially significant impact. Less Than Significant with Mitigation Measures.

Project-Level Components

As part of the proposed improvements to the Lakeside Campground, the Mater Plan proposes to add a shower facility, which would increase wastewater flows generated in the Lakeside Area. Operation of the shower facility could result in the need for additional septic capacity.

Except for the installation of showers at the Lake Side Campground, all plans and projects proposed under Phase 1 of the Master Plan would have no affect on the park’s septic systems. These projects include implementation of Phase 1 of the Trail Plan, the hang-gliding launch and emergency landing site, an overflow parking area, the self-launch area for non-motorized boats at Coyote Lake, and use of the southern pond for an annual Fishability Days event. It is assumed that permanent bathrooms or other wastewater facilities will not be a part of these projects; therefore, operation of these facilities does not directly result in increased wastewater flows. Though these projects may attract additional visitation to the park, the associated increase in wastewater flows is not expected to exceed the capacity of the park’s existing septic systems.

Program-Level Components

Operation of many projects proposed under Phases 2 and 3 of the Master Plan will directly generate additional wastewater flows, and therefore could significantly impact the park’s existing water supply system; these projects include the golf course, the events pavilion, the equestrian/agricultural events center, additional picnic areas in the Lakeside and Mendoza Ranch areas, the environmental education center, a new Lakeside campground, and the youth campground. It is assumed that these facilities will have water supply and/or bathroom facilities.

Mitigation Measure Public Services and Utilities-5a: The County shall implement controls on the amount of wastewater generated by the shower facility proposed at the Lakeside Campground showers and ensure adequate septic capacity.

This shall include, but not be limited to, the following:

- Installation of low-flow shower heads.
- Enforcing time limits on shower use.
- Providing an additional septic system for wastewater flows from the shower facility, and/or direct wastewater flow from the showers to a non-potable use (e.g., toilet flushing).

Mitigation Measure Public Services and Utilities-5b: The County shall provide adequate capacity to handle peak wastewater flows for the following projects proposed under Phases 2 and 3 of the Master Plan. The County shall also develop project-level mitigation
measures to ensure adequate and efficient use of wastewater flow capacity for these projects.

Such measures shall include, but are not limited to:

- All faucets should be low-flow and have automatic shut off valves.
- Installation of additional septic systems for each facility.
- Consider composting toilets in place of flush toilets.
- For developments in the West Flat Area, the park shall consider building a connection to the nearest wastewater main.

Impact Significance After Mitigation: Less Than Significant.

Impact Public Services and Utilities-6: Operation of projects included in the Master Plan could generate additional solid waste. Less Than Significant with Mitigation Measures.

Project-Level Components

Projects part of Phase 1 of the Master Plan would result in increased use of the park that would generate additional solid waste but the increase is relatively small compared to total landfill capacity serving the County. These projects include some new trails, campground improvements, a hang-gliding launch and emergency landing site, an overflow parking/equestrian camping area in the West Flat Area, a boat launch for non-motorized boats at Coyote Lake, and use of the southern pond for an annual Fishability Days event. The campground improvements at Lakeview Campground would slightly reduce its capacity and therefore could result in less waste generation. Further, use of some of these facilities is not expected to occur year-round. Overall, landfills serving the local area would easily accommodate the park’s solid waste disposal needs after implementation of these Phase 1 projects.

Program-Level Components

Projects to be implemented under Master Plan Phases 2 and 3 are expected to generate additional solid waste, including the golf course, events pavilion, equestrian/agricultural events center, various picnic areas, and new campgrounds. Maintenance of the golf course, for instance, would generate substantial amounts of organic waste, as could activities at the equestrian/agricultural center. Additional waste would also be generated by events at the events pavilion and the equestrian/agricultural center, as well as use of the various new picnic grounds and campgrounds.

Because the design and use of these facilities is not fully planned, the amount of waste generated by them cannot be determined; therefore, each project should undergo individual project-level review.
Mitigation Measure Public Services and Utilities-6: Facilities and plans implemented under Phase 2 and Phase 3 of the Park Master Plan shall undergo further review with respect to their impact on solid waste services in the County at the project level.

Appropriate mitigation measures, as deemed necessary, shall be applied to the design or operation of each facility, including but not limited to:

- Organic wastes such as lawn cuttings, landscaping debris, straw, and horse manure shall be composted. Wood debris from landscaping shall be made available for campfires to visitors at the park’s campgrounds.

- All park facilities, landscaped areas, picnic areas, parking lots, buildings and other visitor-serving uses should be equipped with recycling and trash bins.

- Best Management Practices (BMP) to reduce and manage solid waste shall be implemented into the design and operation of the golf course proposed for the West Flat Area. For instance, “grass cycling” can be utilized to reduce waste from landscaping. The process of grass cycling involves more frequent mowing to produce shorter clippings that do not need to be bagged and hauled away. Another BMP would be to avoid using weed control products that later interfere with composting of landscaping debris.

- Onsite buildings will encourage recycling by providing facilities to accommodate park waste and recycling drop-off and pick-up programs. These facilities will include a space for a suitable number of containers for the separation of recyclable materials. Such containers will be designed to protect soils, water resources, biological resources, and other aspects of the environment.

- During construction, material waste will be minimized by utilization of standard dimensions and milling to length of repetitive dimensional lumber. In addition, a waste management plan will be incorporated into future construction documents. To the extent feasible, waste materials will be salvaged, reused, or recycled.

Impact Significance After Mitigation: Less Than Significant.

Impact Public Services and Utilities-7: Operation of the facilities to be implemented under the Master Plan could consume additional energy. Less Than Significant with Mitigation Measures.

Project-Level Components
Projects proposed under Phase 1 of the Park Master Plan that would not result in increased consumption of energy include some new trails, a hang-gliding launch and emergency landing site, an overflow parking/equestrian camping area in the West Flat Area, a boat launch for non-motorized boats at Coyote Lake, and use of the southern pond for an annual Fishability Days event. While the addition of these facilities to the park may increase the number of people who visit the park (and in private motor vehicles), it does not result in an increase in the local population effect overall energy consumption rates. Overall, the existing energy supply to the
park – electricity and propane – would easily accommodate the operation these new facilities and efficient use of these energy sources would continue.

Of the projects proposed under Phase 1 of the Master Plan, only the campground improvements in the Lakeside area could result in higher energy consumption. Increased energy consumption would result if the addition of showers includes the installation of hot water heaters heated either by electricity or by propane. Additional energy would also be consumed if electric hook ups are provided for recreational vehicle (RV) sites.

Program-Level Components

Projects that would consume additional energy include the golf course and clubhouse, the events pavilion, the equestrian/agricultural events center, and the environmental education center. Other proposed facilities that may consume additional electricity or propane fuel are the bicycle sports park, the youth campground, the new Lakeside campground, satellite ranger office, amphitheater, entrance kiosk, and water play area. The degree to which these facilities will rely on additional electricity and/or propane will depend on their design and should undergo further review at the project-level.

Mitigation Measure Public Services and Utilities-7: The County shall ensure energy efficiency in the operation of its campground facilities.

The development of facilities to be implemented under Phases 2 and 3 of the Master Plan should undergo project-level review to ensure they do not result in the wasteful, inefficient, and unnecessary consumption of energy. Design measures may include:

- If the hot water is provided in the showers, ensure that energy efficient water heaters are used and enforce time limits on shower use. Limit operation of the hot water heaters to when the campground is open and in use.
- If RV electric hookups are installed, encourage their use during non-peak hours.
- Employment of site plan design and building design mitigation measures that increase heating and cooling efficiency. This may include building orientation to the north for natural cooling, the use of energy efficient appliances and lights, increased insulation and window treatments, light-colored roof materials to reflect heat, shade trees to reduce building’s heat, and centralized water heating systems.
- Incorporation of alternative energy sources in facilities design, such as photovoltaic cells or wind turbines.
- Monitoring energy consumption of facilities throughout the park (both electricity and propane) to identify high energy consumers and facilities that could benefit from efficiency improvements.
- Designing the events pavilion as a cluster of individual indoor spaces could help limit unnecessary heating. For instance, a large space would not have to be heated for an event occurring in a small space.
Impact Significance After Mitigation: Less than Significant at the program level.

REFERENCES – Public Services and Utilities


Santa Clara County Department of Environmental Health website, http://www.sccgov.org/content/0.4745,ccid%253D121950,00.html, March 2003.


Smedlund, Ernie, Captain, Santa Clara County Sheriff's Office, personal communication, October 22, 2002.

Van Wormer, Rob, Battalion Chief, South Santa Clara County Fire Protection Department (SSCCFPD), Personal Communication. February 24, 2003.
RECREATION

SETTING

REGIONAL SETTING

Coyote Lake-Harvey Bear Ranch County Park is located adjacent to or near several park and publicly owned properties, including Henry Coe State Park, Lakeview Meadows Ranch (the Palassou Ridge property acquired by the Santa Clara County Open Space Authority and the Nature Conservancy), Anderson Lake County Park, and Gilroy Hot Springs, which was recently acquired by California Department of Parks and Recreation. These open space areas provide a large network of open space and park land in southern Santa Clara County. Coyote Lake-Harvey Bear Ranch County Park is also an important link in many regional trails as defined in the Countywide Trails Master Plan, including the Bay Area Ridge Trail, Anza Historic Trail, and San Martin area trails.

Regional Recreation Trends

Santa Clara County’s population is projected to increase from 1,603,340 in 1995 to 2,196,750 in 2020 (State of California, 1998). The County’s population in 2000 is estimated at 1,682,585 (Santa Clara County Planning Office, 2001). The forecasted population increase will result in increased recreational use of County parks.

Local communities have identified a deficit of parkland in the region based upon a recommended standard of 5 acres of parkland per thousand person population. The City of Morgan Hill, approximately 3 miles northwest of Coyote Lake-Harvey Bear Ranch County Park, identified a parkland deficit of approximately 74 acres (City of Morgan Hill, 2001). The City of Gilroy, which is located approximately 5 miles southwest of Coyote Lake-Harvey Bear Ranch County Park, identified a parkland deficit of approximately 89 acres. These parkland deficiencies are anticipated to grow as population increases (City of Gilroy, 1999).

Regional trends in the Santa Clara County park system include (Santa Clara County Parks and Recreation Department, 2001b):

- Resource regulations, particularly for listed threatened or endangered species, will affect the ability of parks to expand facilities and provide recreation services
- Trail use by hikers and bicyclists is expanding and equestrian use is declining
- Trail use is consistently heavy before and after work hours as well as on weekends. This indicates that parks are increasingly being used for exercise
- The buffer between urban areas and parks that were once remote is disappearing
- More trails are needed, and the distance traveled by trail users was limited by the length of the existing trails (Santa Clara County Parks and Recreation Department, 1995a)
Based on a public opinion survey of Santa Clara County residents, the majority of County residents are active and satisfied with their access to outdoor recreation activities. Walking and running are the most popular outdoor activities (58 percent), and picnicking is the second most popular activity (20 percent). Biking, hiking, swimming, playgrounds, and fishing are popular as well (10 percent). In terms of future park priorities, access to outdoor recreation, protection of open space, and preservation of natural resources are important to the majority of County residents (Santa Clara County Parks and Recreation Department, 2001a).

**PROJECT SETTING**

Coyote Lake-Harvey Bear Ranch County Park is a 4,448-acre public open space, and is the second largest park in the Santa Clara County Parks system. The original park comprises 760 acres, including Coyote Lake (636 acres) and lands contiguous to the lake (125 acres). In 1998, the park was expanded by 3,688 acres through the acquisition of the Harvey Bear and adjacent Mendoza Ranches. While the original park remains open to the public, the Bear and Mendoza properties do not yet have public access, pending completion of the new master plan for the expanded park. The Bear and Mendoza properties have extensive ranch roads, and ranch structures and barns, although these facilities are not accessible to the public.

Publicly accessible recreation facilities at Coyote Lake-Harvey Bear Ranch County Park include both day use and overnight facilities (Figure 3-9). Coyote Lake is the major attractant to the park. Park visitors enjoy boating, water skiing, and fishing at Coyote Lake, as well as hiking, horseback riding, sunbathing, picnicking, nature study, and camping in the park.

**Campground**

Coyote Lake-Harvey Bear Ranch County Park has one campground with 74 campsites. The Lakeview Campground is located adjacent to Coyote Lake, north of the Lakeview Picnic Area. The campground includes two public restroom buildings, 16 cold water spigots, and public telephones. Each campsite has a picnic table, fire ring, food storage locker, and paved parking platform. Campers need to securely store food to avoid providing human food sources for feral pigs and raccoons. A trail leads from the campground to the boat launch near the Sandy Beach Picnic Area. The campsites are located in close proximity to each other (generally within 20 feet), and there are few mature trees at the campground.

**Entrance Facilities**

A ranger station/visitor center and entrance kiosk/information booth is located at the entrance to the Park. These facilities provide park information for visitors, collect entrance fees, and regulate campground use. The ranger station provides resource protection, law enforcement, and interpretation/education services.

**Picnic Areas**

There are seven day use picnic areas at Coyote Lake-Harvey Bear Ranch County Park, including Lakeview, Sandy Beach, San Ysidro, Anglers Cove, Fault Line, Oak Flat, and Calveras picnic
areas. The picnic areas generally include picnic tables, public restrooms, and visitor parking. The picnic areas are located in areas that provide views of Coyote Lake. Cooking fires are permitted in fire rings at picnic areas located in the southern portion of the park, including at Lakeview, Sandy Beach, San Ysidro, Anglers Cove, and Fault Line picnic areas. In the northern part of the park, cooking fires are prohibited because the area is a wildlife sanctuary.

**Coyote Lake Access**

Boat launch facilities are located north of the Sandy Beach Picnic Area. The boat launch facility includes a large parking area (accommodating up to 85 boats and trailers or up to 160 automobiles), a public restroom, and a fish cleaning facility. Coyote Dam at the northern end of Coyote Lake is a popular viewing platform and fishing pier. Fishing activity is generally concentrated at the southern end and northern end of Coyote Lake, away from the boat use areas.

**Roads and Trails**

Coyote Reservoir Road is a two-lane paved road that traverses the length of Coyote Lake, beginning at the park entrance off Roop Road and terminating at Coyote Dam. An approximately one-mile equestrian and hiking trail is located at the southern end of the park between the park entrance and the entrance kiosk/information booth. A one-mile footpath is located between the Lakeview Campground and the Sandy Beach Picnic Area and boat launch. An approximately two-mile trail connects the boat launch facility and Coyote Dam. Trails in the publicly accessible areas of the park are discontinuous and do not connect some major park features. Some pedestrians access the park using Coyote Reservoir Road, which results in some pedestrian/vehicle conflicts.

**Park Visitation**

Annual visitation to the park is approximately 80,000 visitors per year (Santa Clara County Parks and Recreation Department, 2002). The park’s peak use occurs during the summer months between Memorial Day and Labor Day. During the summer period, the campground has 100 percent occupancy on weekends and approximately 30 percent occupancy on weekdays. Campground use is lower during the rest of the year (Lee, 2003).

Boating use is busiest during the summer season as well, although depending upon the weather, the busy boating season can extend into the shoulder season from April through October. Boating activity on Coyote Lake is limited to a maximum launch of 70 vessels per day due to Regional Water Quality Control Board efforts to improve water quality. In addition, the use of MTBE fuel is no longer allowed on the reservoir. In addition to the water quality restrictions, County Parks has an established safety limit of up to 75 vessels allowed on Coyote Lake at any one time during normal conditions, which is calculated based on the surface area of the lake. The water quality control is the more restrictive limiting factor, and drives the boating limitations for the park (Lee, 2003).
EXISTING PLANS AND POLICIES

Santa Clara County General Plan

The Santa Clara County General Plan provides county-wide guidance on regional parks and open space lands (Santa Clara County Planning Office, 1994). The County General Plan's vision for regional parks is a "necklace of parks" consisting of a series of major regional parks located in the foothills and mountains around the valley, similar to pearls on a necklace. Recreational trails and scenic highways were proposed to link these regional parks with one another as well as to provide access from the valley floor (Santa Clara County Planning Office, 1994). The County's regional parks and public open space lands policies include five major strategies, including:

- Developing parks and public open space lands
- Improving accessibility
- Balancing recreation and environmental objectives
- Facilitating inter-jurisdictional coordination
- Encouraging private sector and non-profit involvement

The General Plan also identifies six strategies for trails and pathways, including:

- Plan for trails, including identifying appropriate trail routes, providing trails offering a range of experiences and trip opportunities, and maintaining a trails master plan as the basis for the planning, coordination, and implementation of a Countywide trail system.
- Provide recreation, transportation, and other public trail needs in balance with environmental and land owner concerns.
- Implement the planned trails network.
- Adequately operate and maintain trails.
- Establish acquisition and development priorities for trails to provide maximum benefit given available public and private resources.
- Facilitate inter-jurisdictional coordination within the County as well as with adjacent jurisdictions (Santa Clara County Planning Office, 1994).

Santa Clara County Countywide Trails Master Plan Update

The Santa Clara County Countywide Trails Master Plan Update directs the County's trail implementation efforts. The Countywide Trails Master Plan includes six primary strategies, which mirror the Trails and Pathways strategies identified in the County General Plan (described above). The Countywide Trails Master Plan also provides design and management guidelines and Countywide trail priorities. For example in the vicinity of Coyote Lake-Harvey Bear Ranch County Park, the Countywide Trails Master Plan identifies the extension of a segment of the Bay Area Ridge Trail through the Bear and Mendoza ranches, connecting Anderson County Park, Coyote Lake, and Mount Madonna County Park. The plan also identifies the establishment of a
segment of the Juan Bautista de Anza National Historic Trail in the vicinity of Coyote Lake-Harvey Bear Ranch County Park from Henry Coe State Park, to the Southern Recreation Retracement Route located on the southern border of Coyote Lake, connecting to the Northern Recreation Retracement Route (Santa Clara County Parks and Recreation Department, 1995b).

As an agency action separate from this park master planning effort, Santa Clara County Parks and Recreation Department recently adopted a negative declaration for the development of portions of the Bay Area Ridge Trail in Coyote Lake-Harvey Bear Ranch County Park. This action is being conducted in accordance with the County Wide Trails Master Plan Update (Santa Clara County Parks and Recreation Department, 1995b). The project includes rehabilitation of approximately 1.6 miles of ranch roads for trails, construction of approximately 2.0 miles of new trails, and development of two staging areas in the vicinity of West Flat and Mendoza Ranch. The proposed trails would connect these two staging areas.

The Master Plan modifies the County Wide Trails Master Plan Update because the County plans to abandon the proposed location of an alignment of the San Martin Cross-Valley Trail (referred to as S8) in the vicinity of New and Church Avenues. The San Martin Cross-Valley Trail connection has another suggested alignment approximately 1.5 miles north in the vicinity of Foothill and San Martin Avenues (Santa Clara County Parks and Recreation, 2003) which will be retained and developed.

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

As stated in Appendix G of the CEQA Guidelines, a project would generally have a significant effect on the environment if it would:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or

- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (Governor’s Office of Planning and Research, 2002).

The following recreation analysis addresses these general criteria. The impact analysis is includes both project-level impacts and program-level impacts. As indicated in Chapter 2, subsequent environmental documentation is required for implementation of the program-level components.

IMPACTS AND MITIGATION MEASURES

Impact Recreation-1: Implementation of the project would result in short-term adverse recreation impacts associated with project construction. Less Than Significant with Mitigation Measures.
Project-Level Components

The implementation of Master Plan Phase 1, including constructing approximately 16 miles of trails, improving the campground area, establishing a hang-gliding launch and emergency landing site, and providing overflow parking and equestrian camping in the West Flat Area would result in construction activity that would have a short-term adverse impact on recreation activities. Construction activity would limit access for park visitors to the campground area and trails, interruption of service for renovated facilities, and diminishment of visitor experience as a result of temporary adverse noise, air quality, transportation, and visual resource impacts (see the following Sections Noise, Air Quality, Transportation, and Visual Resources, respectively, for discussions of potential construction-related effects). Visitor experience would be temporarily diminished during construction activities. The project’s best management practices (BMPs) for construction would ensure construction-related activities would not adversely affect the environment, and would reduce potential recreation impacts to less-than-significant levels.

Program-Level Components

As indicated in Chapter 2, subsequent environmental documentation is required for implementation of program-level components; they are here evaluated on a conceptual level. Construction of program-level components would result in recreation impacts, including limited access for park visitors in construction areas, interruption of service for renovated facilities, and diminishment of visitor experience as a result of temporary adverse noise, air quality, transportation, and visual resource impacts (see the following Sections Noise, Air Quality, Transportation, and Visual Resources, respectively, for discussions of potential construction-related effects).

As described in Chapter 2, development in the West Flat Area would include construction of an 18-hole golf course, events pavilion, an equestrian/agricultural education center, fishing pond, trails, Bicycle Park, hang-gliding area, and other site-specific use areas. Improvements outside of the West Flat Area include new trail construction, development of picnic and camping areas in the Lakeside Area, and development of an environmental education center and youth campground in the Mendoza Ranch Area. Development of the program-level components would occur over the course of 20 years, with an approximate timeframe of five years for development of the West Flat Area. The proposed construction activity would occur during brief intervals over the 10-year project implementation phase.

Construction activity in the West Flat Area would be quite intensive, and construction activity in the other park areas would be light to moderate. Visitor experience would be temporarily diminished during construction activities. The project’s best management practices (BMPs) for construction would ensure construction-related activities would not adversely affect the environment, and would reduce potential recreation impacts to less-than-significant levels.

Mitigation Measure Recreation-1: The County shall implement Noise, Air Quality, Transportation, and Visual Resources mitigation measures included in this EIR.
Impact Significance After Mitigation: Less Than Significant.

Impact Recreation-2: Implementation of the Coyote Lake-Harvey Bear Ranch County Park Master Plan would expand the publicly accessible open space of the park resulting in a beneficial recreation impact. Significant Beneficial Impact.

Project-Level and Program-Level Components
Implementation of the Coyote Lake-Harvey Bear Ranch County Park Master Plan would substantially increase the publicly accessible area of the park from 760 acres to 4,448 acres, making this park the second largest park in the Santa Clara County Parks system. Adoption of the master plan would considerably expand the available area in which the public can recreate. In addition, the expansion of the Coyote Lake-Harvey Bear Ranch County Park assists in alleviating the open space deficit identified in the City of Morgan Hill and City of Gilroy Master Plans (City of Morgan Hill, 2001 and City of Gilroy, 1999).

Mitigation Measure: None required.

Impact Significance After Mitigation: Significant Beneficial.

Impact Recreation-3. Implementation of the project would improve and expand the types of publicly accessible recreation facilities and trails in the park resulting in beneficial effects on the visitor experience. Significant Beneficial Impact.

Project-Level Components
As described in Chapter 2, implementation of Master Plan Phase 1 would include improving the Lakeview campground area to reduce campsite density, add shower facilities, and develop native grass green spaces in the Lakeside Area. In the West Flat Area, the project would include developing overflow parking/equestrian camping and a hang-gliding emergency landing, as well as utilizing a fishing pond for annual Fishability Days events. Approximately 16 miles of trails would be constructed in the park, substantially expanding and improving the park’s trail system. The proposed improvements would be designed to improve the range of visitor activities, access, and services at the park. The proposed facility improvements would moderately increase the types of visitor facilities at the park. The quality of the visitor experience would be improved due to the planned campground improvements, substantial expansion of the trail system, and provision of new facilities. The project would have a substantial, highly noticeable beneficial impact on recreation at the park.
Program-Level Components

Proposed new recreation facilities in the West Flat Area would include construction of an 18-hole golf course, an agricultural/equestrian/education center, an events pavilion, group picnic site, Bicycle Park, hang-gliding area, and dog off-leash area. In the Lakeside Area, recreation facility improvements include minor improvements to lakeside picnic areas and pedestrian trails; and development of two new campgrounds, a group picnic area, and water play area. At the Mendoza Ranch Area, a new environmental education center and youth campground are proposed, along with two hang-gliding landing sites and a staging area. Approximately 15 miles of trails would be constructed under this effort, nearly doubling the size of the park’s trail system. The proposed improvements would substantially increase the range of visitor activities, facilities, and services at the park. Access to the park would be considerably increase due to the trail expansion, and the planned recreation improvements in previously unutilized areas of the park, such as the golf course, events pavilion, equestrian center, and environmental education center. The quality of the visitor experience would be improved due to the planned picnic area and lakeside trail improvements, trail system expansion, and provision of new facilities. The project would have a substantial, highly noticeable beneficial impact on visitor experience at the park.

Mitigation Measure: None required.

Impact Significance After Mitigation: Significant Beneficial.

Impact Recreation-4. Implementation of the project would expand the trail system within the park and improve regional trail connectivity. Significant Beneficial Impact.

Project-Level Components

Proposed implementation of Master Plan Phase 1 would increase the linear miles of trails in the park from approximately 4 miles to approximately 16 miles of trails. The proposed trail system would substantially improve park access, utilizing ranch roads to access the Slopes and Ridge Area, West Flat Area, and Mendoza Ranch Area of the park. The County also plans to improve wayfinding and interpretive signs on the trail system.

The proposed trail expansion, particularly along the ridgeline, would create regional trail connections to the Bay Area Ridge Trail and the Juan Bautista de Anza National Historic Trail. The proposed new trails would connect the Coyote Lake-Harvey Bear Ranch County Park to other regional parks creating the “necklace of parks” envisioned in the County’s General Plan (Santa Clara County Planning Office, 1994) and the Countywide Trails Master Plan (Santa Clara County Parks and Recreation Department, 1995b). The trail system would connect Coyote Lake to Anderson County Park, Henry Coe State Park, Mount Madonna County Park, and other county, regional, and state parks. The proposed trail improvements would have a substantial and highly noticeable beneficial impact on the visitor experience.
Program-Level Components

Implementation of Master Plan Phases 2 and 3 would increase the linear miles of trails in the park from approximately 16 miles to approximately 30 miles of trails. The expanded trail system would double the length of trails in the park, and would improve access to the Lakeside Area, West Flat Area, and Mendoza Ranch Area. In addition, the proposed trails would provide gentler gradients, alternate routes and improved connectivity along ridgeline trails. Wayfinding and interpretive signs would augment the expanded trail system. The expanded trail system under this phase would marginally improve regional trail connectivity, particularly in the northern area of the park. Overall, the proposed trail improvements under Phases 2 and 3 would have a substantial and highly noticeable beneficial impact on the visitor experience.

Mitigation Measure: None required.

Impact Significance After Mitigation: Significant Beneficial.

REFERENCES – Recreation


Santa Clara County Parks and Recreation Department. Presentation of Survey Results. May 2001a.


TRAFFIC AND CIRCULATION

SETTING

The following describes the existing transportation system in the vicinity of Coyote Lake-Harvey Bear Ranch Park, including the roadway network, bicycle and pedestrian facilities, transit service, and roadway operating characteristics based on data collected by Environmental Science Associates (ESA) in September, 2001.

The existing roadway network and study area intersections within the Park are shown on Figure 3-10. Access to regional transportation facilities such as U.S. Highway 101 (US-101) and State Route 152 (SR-152) from the Park are provided by Leavesley Road. In addition, San Martin Avenue provides access to US-101 from the northern portion of the Park. However, there are no existing roadways that connect the Park directly to San Martin Avenue.

REGIONAL ROADWAY ACCESS

The following roadways provide regional access to the Park:

U.S. Highway 101

US-101 is a major north-south freeway originating in Los Angeles and extending north to the Canadian border. In the vicinity of the Park, US-101 provides two to three travel lanes in each direction. US-101 is located west of the Park. This facility is the primary regional access facility for the Park including the adjacent Cities of Gilroy and Morgan Hill. Access to US-101 from the Park is provided via interchanges at Leavesley Road and San Martin Avenue.

As reported on the Caltrans website (http://www.dot.gov/) the most current (2000) traffic volume counts on US-101 show that approximately 92,000 average daily trips (ADT) occur north of San Martin Avenue; 83,000 ADT occur between San Martin Avenue and Leavesley Road; and 75,000 ADT occur south of Leavesley Road.

State Route 152

SR-152 is also known as Leavesley Road west of US-101. This east-west State highway is a four-lane divided road adjacent to its interchange with US-101. SR-152 is a discontinuous highway within the Park. SR-152 shares the same route as US-101 between Leavesley Road and 10th Street. At the 10th Street/US-101 interchange, SR-152 continues to the east through the Pacheco Pass providing access to Interstate 5 (I-5). This portion of SR-152 is primarily a two-lane undivided road with four-lane divided segments in the Pacheco Pass area. SR-152 provides regional access from the Watsonville area to west; and central California from the east. According to Caltrans year 2002 data, SR-152 carries approximately 31,000 ADT on Leavesley Road (west of US-101).
Local Roadway Access

Figure 3-10 also presents a graphical summary of the local roadways that serve the Park. The main local roadways serving the Park include: Roop Road, New Avenue, San Martin Avenue and Leavesley Road. Each of these roadways is discussed below:

Roop Road

Roop Road is the sole access road to the existing Coyote Lake County Park. This east-west access road originates at New Avenue and primarily serves the local residents in the area and visitors to Coyote Lake. Roop Road is a rural two-lane undivided road. Due to the topographical features of the area, Roop Road contains several curved roadway sections with limited horizontal sight distance (i.e., blind curves). In addition, roadway lane width is constrained with maximum lane widths between nine and ten feet. Based on traffic counts collected by ESA in September, 2001, Roop Road, east of New Avenue carries approximately 1,300 ADT.

New Avenue

New Avenue is a north-south rural roadway that provides access to Roop Road from San Martin Avenue and Leavesley Road. This two-lane undivided roadway primarily serves the local residents in the area and provides access to Coyote Lake (via Roop Road). New Avenue has a posted speed limit of 45 miles per hour (mph) south of Church Avenue, and a 35 mph speed limit north of Church Avenue. A roadway “jog” exists at Fircrest Drive. A soft (dirt) shoulder exists on both sides of the roadway, and lane widths range between ten and eleven feet. Based on traffic counts collected by ESA in September, 2001, New Avenue, south of Roop Road, carries approximately 3,500 ADT.

San Martin Avenue

San Martin Avenue is located towards the northern portion of the Park, however there are no existing access roads from San Martin Avenue to Coyote Lake. San Martin Avenue has a diamond configuration interchange with US-101. Adjacent to the Park, San Martin Avenue is an east-west two-lane undivided roadway with soft (dirt) shoulders. San Martin Avenue has striped 11-foot lanes between US-101 and New Avenue. San Martin Avenue provides local access to residents from US-101 and has a posted speed limit of 45 mph. Based on traffic counts collected by ESA in September, 2001, San Martin Avenue, east of US-101, carries approximately 8,000 ADT.

Leavesley Road

Leavesley Road is located towards the southern portion of the Park, and provides direct access from US-101 to New Avenue (which provides access to Roop Road). Currently, Leavesley Road is the main regional access road to the Coyote Lake area since it provides direct access to US-101 and SR-152. West of US-101, Leavesley continues as SR-152 to the Watsonville area. Leavesley Road has a partial cloverleaf interchange with US-101. Near New Avenue, Leavesley Road is an east-west two-lane undivided roadway with soft (dirt) shoulders and a 50 mph speed
limit. Towards the US-101 interchange, Leavesley Road is a four lane divided roadway with signalized access to adjacent regional retail centers (i.e., Gilroy Outlet Malls). Based on traffic counts collected by ESA in September, 2001, Leavesley Road, east of US-101, carries approximately 7,900 ADT.

**PARK AREA INTERSECTIONS**

The following list outlines the study area intersections for the traffic analysis of the proposed Coyote Lake/Harvey Bear Ranch Master Plan EIR. These intersections would be potentially affected by vehicle traffic generated by the land uses of the Park. Data for all of the roadway segments and intersections in the Park were collected by ESA in September, 2001. The study area roadway and intersection geometrics, and traffic control are illustrated in Figure 3-11. A list of the study area intersections and their existing traffic control is provided in Table 3-15.

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Traffic Control</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Avenue/Roop Road</td>
<td>2-way stop control on Roop Road</td>
</tr>
<tr>
<td>New Avenue/Leavesley Road</td>
<td>1-way stop control on New Avenue</td>
</tr>
<tr>
<td>US-101 northbound ramps/Leavesley Road</td>
<td>Signalized intersection</td>
</tr>
<tr>
<td>US-101 southbound ramps/Leavesley Road</td>
<td>Signalized intersection</td>
</tr>
<tr>
<td>US-101 northbound ramps/San Martin Avenue</td>
<td>1-way stop control on NB off-ramp</td>
</tr>
<tr>
<td>US-101 southbound ramps/San Martin Avenue</td>
<td>1-way stop control on SB off-ramp</td>
</tr>
</tbody>
</table>

**BICYCLE AND PEDESTRIAN FACILITIES**

The data in this section are based primarily on information contained in the City of Gilroy and County of Santa Clara General Plans’ Circulation Elements supplemented with additional descriptions of existing bicycle and pedestrian facilities from site surveys conducted by ESA in September, 2001. Types of bikeways are described by Caltrans in the *Highway Design Manual* (HDM) as follows:

- **Class I Bikeway.** Referred to as a “bike path” or “multi-use trail”. Provides for bicycle travel on a paved right-of-way (ROW) completely separated from any street or highway.

- **Class II Bikeway.** Referred to as a “bike lane”. Provides a striped lane for one-way travel on a street or highway.

- **Class III Bikeway.** Referred to as a “bike route”. Provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing.
101/San Martin Avenue Interchange

101/Leavesley Road Interchange

New Avenue/Roopp Road

New Avenue/Leavesley Road

NOT TO SCALE

LEGEND
- Stop/Controlled Approach
- Signalized Intersection
- Intersection Geometrics
- 2U 2 Lane Undivided Roadway
- 4D 4 Lane Divided Roadway
- Posted Speed Limit

Coyote Lake - Harvey Bear Ranch County Park Master Plan EIR / 201017

Figure 3-11
Existing Roadway and Intersection Geometrics
PUBLIC TRANSPORTATION

Public transportation is currently provided to the vicinity of the Park, mainly in the City of Gilroy, via three Santa Clara Valley Transportation Authority (VTA) bus routes. Regional rail transit is provided via Caltrain service from the Gilroy Caltrain station located approximately five miles southwest of the Park.

Santa Clara Valley Transportation Authority

The VTA is the primary bus service provider in the southern portion of Santa Clara County, including the City of Gilroy. VTA Routes 521, 17 and 18 serve the Park. These routes provide 20 to 40 minute headways during weekdays, and 40 minute headways during the weekend. Route 521 does not run during the weekends as it is a weekday express commuter shuttle. Based on visual surveys conducted at the site, there are no existing bus stops in the Park.

Caltrain

Caltrain provides intercity passenger rail service throughout the San Francisco Peninsula, from Gilroy to the southern portion of downtown San Francisco. In the vicinity of the Park, Caltrain provides passenger rail service from the Gilroy Caltrain Station located approximately five miles southwest of the Park at Monterey Highway and 6th Street.

EXISTING ROADWAY OPERATING CHARACTERISTICS

Terminology and Methods of Analysis

The existing roadway operating characteristics in the Park were evaluated using a peak hour level of service (LOS) analysis. The LOS analysis calculates operating LOS of affected intersections based upon a number of values, including traffic volumes and roadway capacity. LOS is a qualitative assessment of motorists’ and passengers’ perceptions of traffic conditions. LOS generally reflects driving conditions such as travel time and speed, freedom to maneuver, and traffic interruptions, even though it uses quantifiable traffic measures such as vehicle control delay (in delay seconds per vehicle) to approximate driver satisfaction. LOS measures differ by roadway type because users’ perceptions and expectations vary by roadway type. An individual LOS is designated by letter: “A” for most favorable to “F” for least favorable, each representing a range of conditions. LOS A represents free flow conditions while LOS F indicates excessive delays and gridlocked conditions. Table 3-16 provides a description of the level of service grades.

For this analysis, the LOS was calculated for the a.m. and p.m. peak hours using the Highway Capacity Manual’s (HCM, 2000) intersection “operations” method for both signalized and unsignalized intersections. According to the VTA Congestion Management Program (CMP), LOS E is the minimum acceptable level of service threshold for intersections within the VTA’s jurisdiction. For facilities along the Leavesley Road corridor within the City of Gilroy, LOS D is the minimum acceptable level of service threshold.
### TABLE 3-16
LEVEL OF SERVICE DEFINITIONS

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Intersection Operations</th>
<th>Delay (Seconds/Veh)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Signalized Intersection Levels of Service</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Free flow conditions</td>
<td>≤ 10 sec.</td>
</tr>
<tr>
<td>B</td>
<td>Reasonable free flow, slight restriction to maneuverability</td>
<td>&gt; 10 to 20 sec.</td>
</tr>
<tr>
<td>C</td>
<td>Stable operations, restricted maneuverability</td>
<td>&gt; 20 to 35 sec.</td>
</tr>
<tr>
<td>D</td>
<td>Unstable operations, severely limited maneuverability</td>
<td>&gt; 35 to 55 sec.</td>
</tr>
<tr>
<td>E</td>
<td>Extremely unstable, approaching or at capacity</td>
<td>&gt; 55 to 80 sec.</td>
</tr>
<tr>
<td>F</td>
<td>Breakdown conditions, projected demand exceeds capacity</td>
<td>&gt; 80 sec.</td>
</tr>
<tr>
<td><strong>Unsignalized Intersection Levels of Service</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Little or no delay</td>
<td>≤ 10 sec.</td>
</tr>
<tr>
<td>B</td>
<td>Short traffic delays</td>
<td>&gt; 10 to 15 sec.</td>
</tr>
<tr>
<td>C</td>
<td>Average traffic delays</td>
<td>&gt; 15 to 25 sec.</td>
</tr>
<tr>
<td>D</td>
<td>Long traffic delays</td>
<td>&gt; 25 to 35 sec.</td>
</tr>
<tr>
<td>E</td>
<td>Very long traffic delays</td>
<td>&gt; 35 to 50 sec.</td>
</tr>
<tr>
<td>F</td>
<td>Extreme delays potentially affecting other traffic movements in the intersection</td>
<td>&gt; 50 sec.</td>
</tr>
</tbody>
</table>


### Existing Condition Levels of Service

To establish existing intersection LOS, weekday a.m. and p.m. peak hour, and weekend midday peak hour turning movement count data were obtained at the six existing study area intersections. Appendix D contains the raw traffic count worksheets. Figures 3-12, 3-13 and 3-14 illustrate the existing a.m., p.m. and weekend peak hour traffic volumes at the study area intersections, respectively. The existing LOS is summarized in Table 3-17. The table indicates that all of the study area intersections currently operate at LOS C or better during the weekday a.m. and p.m. peak hours, and the weekend midday peak hour. The existing LOS worksheets are on file with the County.

Although the existing levels of service are acceptable, the peak hour signal warrant is met at the San Martin Avenue/SB Highway 101 Ramps intersection. All-way stop control should be considered, which will result in LOS B. Traffic signals should only be considered after a comprehensive signal warrant analysis, not only from peak hour traffic.
### TABLE 3-17
EXISTING INTERSECTION LEVELS OF SERVICE

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Weekday Peak Hours</th>
<th>Saturday Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM Peak Hour</td>
<td>PM Peak Hour</td>
</tr>
<tr>
<td></td>
<td>Delay</td>
<td>LOS</td>
</tr>
<tr>
<td>1. New Avenue/Roop Road</td>
<td>2.4 sec</td>
<td>A</td>
</tr>
<tr>
<td>2. New Avenue/Leavesley Road</td>
<td>2.2 sec</td>
<td>A</td>
</tr>
<tr>
<td>3. US-101 NB Ramps/Leavesley Road</td>
<td>28.1 sec</td>
<td>C</td>
</tr>
<tr>
<td>4. US-101 SB Ramps/Leavesley Road</td>
<td>20.2 sec</td>
<td>C</td>
</tr>
<tr>
<td>5. US-101 NB Ramps/San Martin Avenue</td>
<td>6.6 sec</td>
<td>A</td>
</tr>
<tr>
<td>6. US-101 SB Ramps/San Martin Avenue</td>
<td>4.4 sec</td>
<td>A</td>
</tr>
</tbody>
</table>

### IMPACTS AND MITIGATION MEASURES

Three planning zones within the park have potential traffic and circulation issues: the Western Flat area, which has access via San Martin Avenue east of Foothill Avenue, the Mendoza Ranch area, which has access west of the existing Coyote Lake Road, which is the existing access road to the existing park, and the Lakeside area which is proposed to be developed within the existing park immediately adjacent to Coyote Lake. The fourth zone, the Slopes and Ridge area, is accessed from the other zones, and would not generate traffic independent of them. Each of the planning zones has distinct and separate access routes and will impact separate portions of the road network in the project vicinity. The Western Flat area will primarily impact the San Martin Avenue corridor. The Mendoza Ranch area and Lakeside area will both have access off of Roop Road and will impact the Roop Road – New Avenue – Leavesley Road corridor. For this reason, the traffic generation associated with components of the park for each of these three distinct areas is separated in the trip generation as well as the trip distribution and assignment.

The three phases of the project are expected to be developed within very distinct time frames. Phase 1 is expected to be developed within the next several years. Phase 2 is expected to be developed within the next 10 years. Phase 3 will not be completed for another 10 to 20 years. Because Phase 1 is the only proposed component of the project for immediate implementation, it is analyzed at a project level of detail. Project Phases 2 and 3 are long-term components of the Master Plan that have not been precisely defined in terms of specific project activity levels. The activity levels assumed in this analysis are based upon the best information available at this time. Phases 2 and 3 will be subject to more detailed environmental analysis when more detailed project descriptions and more imminent implementation is expected. Phases 2 and 3 are analyzed at a program level and are considered together as project buildout.
SIGNIFICANCE CRITERIA

A project would normally have a significant effect on the environment if it would cause a substantial increase in traffic in relation to the existing or future baseline traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity (v/c) ratio on roads, or congestion at intersections), or change the condition of an existing street (i.e., through street closure, or change to direction of travel) in a manner that would substantially affect access or traffic load and capacity of the street system. The following criteria are consistent with County and Caltrans guidelines for determination of significance.

- At a signalized (and all-way stop-controlled) study intersection the project would cause the existing or future baseline level of service to degrade by one or more level, i.e. an intersection operating at LOS C degrading to LOS D, E or F).

- At a signalized (and all-way stop-controlled) study intersection where the baseline level of service is LOS F, the project would cause (a) the total intersection average vehicle delay to increase by two or more seconds, (b) an increase in average delay for any of the critical movements of four or more seconds; or (c) an increase in the v/c ratio of more than 0.03 (if delay values cannot be measured accurately).

- At a signalized (and all-way stop-controlled) study intersection, the project’s contribution to cumulative impacts would be judged “considerable” (i.e., significant) if the project would contribute 5 percent or more of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions.

- At a side-street stop-controlled study intersection where the intersection currently does not satisfy traffic signal warrants, the project would cause one or more traffic signal warrants to be satisfied.

- At a side-street stop-controlled study intersection where the intersection currently does not satisfy traffic signal warrants, and where the project would not cause one or more traffic signal warrant to be satisfied but would cause the critical movement(s) at the intersection to degrade to worse than LOS D (or from LOS E to F, or to worsen within LOS F), and where the increase in minor street critical delay involves more than 30 peak-hour vehicles and is judged high enough to cause an unsafe condition to prevail.

IMPACTS AND MITIGATION MEASURES

Impact Transportation and Circulation-1: Implementation of the Master Plan has potential to adversely affect levels of service (LOS) at local intersections. Less than Significant.

Project-Level Components: Trip Generation and Level of Service

The first project development phase includes the development of staging areas in the Western Flat area and the Mendoza Ranch area. The Western Flat area is also proposed to include an equestrian camping area located where overflow parking will be provided in future phases of the project. The Western Flat staging area is proposed to include parking for 50 automobiles plus 25 autos with horse trailers. Additional miscellaneous traffic will be generated from maintenance, service and enforcement vehicles from the park. The Mendoza Ranch staging area
is proposed to include parking for 40 automobiles plus 10 autos with trailers. Again, some additional traffic is expected to be generated by park and service vehicles.

Table 3-18 tabulates anticipated activity associated with Project Phase 1 traffic generation and distribution in the Western Flat and Mendoza Ranch areas. This indicates that a total of one turnover of vehicles is expected during weekdays and off-season weekends, and three turnovers of vehicles are expected on summer weekends in the Western Flat staging area. The Mendoza Ranch staging area is expected to experience one full utilization of the parking supply on weekdays and off-season weekends, and two full utilizations of the parking supply on summer weekends.

The equestrian camping facility proposed for the Western Flat area will be able to accommodate about 150 automobiles with trailers. It is expected that this will only be utilized twice a year. This could be considered a special event that would not be considered as part of the baseline operations at the park. However, in order to evaluate a worst case condition, the full occupancy of the equestrian camping area is assumed as a part of the Phase 1 project description.

Table 3-20 provides trip generation estimates for worst case conditions, which is full occupancy of all proposed uses. In reality, on an annualized average basis, the typical daily trip generation will only be about 25% to 30% of the following estimates. This is true not only for Phase 1 but also for Project buildout. This must be kept in mind when reviewing the following analysis. Table 3-20 indicates that the Western Flat area will generate about 460 daily trips when the equestrian camping facility is fully occupied during weekdays, with about 10 peak hour trips during the morning peak hour and 46 PM peak hour trips. Weekends are expected to generate about 780 daily trips with 117 during the peak hour. The Western Flat area will generate about 160 trips on weekdays (when the equestrian camping facility is not utilized), and about 480 trips on weekend days.

Under full occupancy, the Mendoza Ranch area is expected to generate about 108 daily trips on weekdays with 3 during the morning peak hour and 11 during the PM peak hour. Weekend days are expected to include a total of about 216 daily trips with 32 during the peak hour. There is no proposed development in the Lakeside area for Phase 1. The Western Flat and Mendoza Ranch areas are expected to generate a total of about 468 daily trips on weekdays with 13 during the morning peak hour and 57 during the evening peak hour. Weekends are expected to experience a total of about 996 daily trips with about 149 during the peak hour.

Table 3-21 provides a trip generation estimate taking into consideration the additional impact on capacity represented by automobiles with horse trailers. Each automobile with a horse trailer is assumed to represent the equivalent of two passenger cars. This multiplier is known as the passenger car equivalent. When all of the automobiles with horse trailers are converted to passenger car equivalents, the Western Flat area is estimated to generate a total of about 810 passenger car equivalents during weekdays with 16 during the morning peak hour and 81 during the evening peak hour. Weekends are expected to generate a total of about 1,230 passenger car equivalents. Again, this assumes the full utilization of the equestrian camping facility, which will only occur several times a year. The Mendoza Ranch area will also generate automobiles with
### 3. ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

#### TABLE 3-12 - PROJECT ACTIVITY SUMMARY

<table>
<thead>
<tr>
<th>ACTIVITY CENTER</th>
<th>TURNOVER PER DAY</th>
<th>EVENTS PER YEAR</th>
<th>VEHICLES PER DAY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>WEEKDAY</td>
<td>WEEKDAYS</td>
<td>WEEKENDS</td>
</tr>
<tr>
<td></td>
<td>AUTOS</td>
<td>AUTOS</td>
<td>AUTOS</td>
</tr>
<tr>
<td></td>
<td>MEDIUM</td>
<td>LARGE</td>
<td>TURNED</td>
</tr>
<tr>
<td></td>
<td>WEEK</td>
<td>WEEK</td>
<td>DAY</td>
</tr>
<tr>
<td></td>
<td>ANNUAL</td>
<td>ATTEND.</td>
<td></td>
</tr>
<tr>
<td>A. WESTERN PLAT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Flat Area Staging</td>
<td>50</td>
<td>26</td>
<td>2 3 3</td>
</tr>
<tr>
<td>Automobiles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auto With Horse Trailers</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park and Service Vehicles (Allowance)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overflow Parking</td>
<td>150</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Event Parking (Auto w/horse trailers)</td>
<td>150</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 1 Subtotal</td>
<td>65</td>
<td>185</td>
<td></td>
</tr>
<tr>
<td>Phase 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Flat Area Staging</td>
<td>50</td>
<td>25</td>
<td>1 3 3</td>
</tr>
<tr>
<td>Automobiles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auto With Horse Trailers</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Golf Course</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Events Pavilion (see note 1)</td>
<td>74,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overflow Parking</td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equine Area (see note 2)</td>
<td>63</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking/Event (Either Trip or in other use)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Western Flat Group Picnic Area</td>
<td>25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dog Off-Leash Area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 2 Subtotal</td>
<td>87</td>
<td>185</td>
<td></td>
</tr>
<tr>
<td>Phase 3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Change from Phase 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mexico Flat Area</td>
<td>40</td>
<td>10</td>
<td>1 2 2</td>
</tr>
<tr>
<td>Automobiles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auto With Horse Trailers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 4 Subtotal</td>
<td>44</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Phase 5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mexico Flat Area Staging</td>
<td>40</td>
<td>10</td>
<td>1 2 2</td>
</tr>
<tr>
<td>Automobiles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auto With Horse Trailers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park and Service Vehicles (Allowance)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 5 Subtotal</td>
<td>72</td>
<td>10</td>
<td></td>
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<tr>
<td>Phase 6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mexico Flat Area Staging</td>
<td>40</td>
<td>10</td>
<td>1 2 2</td>
</tr>
<tr>
<td>Automobiles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auto With Horse Trailers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 6 Subtotal</td>
<td>100</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>C. LANDSCAPE AREA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lakeside Campground</td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lakeside Group Picnic Area</td>
<td>25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grade 1 Subtotal</td>
<td>100</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
1. Phase 2, Events Pavilion - This will be used during large Equine Area events.
2. Phase 2, Equine/Other - This overflow parking area can only be utilized by other use.
3. Phase 3, Phase 5

**B. GRAND TOTALS**

<table>
<thead>
<tr>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>285</td>
<td>349</td>
<td>1,517</td>
</tr>
<tr>
<td>95</td>
<td>95</td>
<td>95</td>
</tr>
</tbody>
</table>
### 3. ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

#### Table 3-19: Project Trip Generation Rates

Note: Project daily trip generation is based on activity levels determined by County Parks representatives and economic consultant. The peak hour rates below are based on the Transportation Engineer's "Trip Generation" data for the percentages.

<table>
<thead>
<tr>
<th>Trip Generation Rates (per Area)</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
<th>Weekend Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>In</td>
<td>Out</td>
<td>In</td>
</tr>
<tr>
<td>Park Uses Except Those Listed Below</td>
<td>912</td>
<td>2%</td>
<td>80%</td>
</tr>
<tr>
<td>Golf Course</td>
<td>450</td>
<td>7%</td>
<td>74%</td>
</tr>
<tr>
<td>BMK Park</td>
<td>94</td>
<td>2%</td>
<td>100%</td>
</tr>
<tr>
<td>Youth Campground</td>
<td>N/A</td>
<td>10%</td>
<td>70%</td>
</tr>
<tr>
<td>Lakeside Campground</td>
<td>416</td>
<td>5%</td>
<td>49%</td>
</tr>
<tr>
<td>Staff Parking</td>
<td>N/A</td>
<td>10%</td>
<td>70%</td>
</tr>
</tbody>
</table>

#### Estimation:

<table>
<thead>
<tr>
<th>Weekends</th>
<th>Daily</th>
<th>Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>In</td>
<td>Out</td>
<td>In</td>
</tr>
<tr>
<td>West Side</td>
<td>50%</td>
<td>35%</td>
</tr>
<tr>
<td>Park Uses Except Those Listed Below</td>
<td>912</td>
<td>2%</td>
</tr>
<tr>
<td>Golf Course</td>
<td>450</td>
<td>7%</td>
</tr>
<tr>
<td>BMK Park</td>
<td>94</td>
<td>2%</td>
</tr>
<tr>
<td>Youth Campground</td>
<td>N/A</td>
<td>10%</td>
</tr>
<tr>
<td>Lakeside Campground</td>
<td>416</td>
<td>5%</td>
</tr>
<tr>
<td>Staff Parking</td>
<td>N/A</td>
<td>10%</td>
</tr>
</tbody>
</table>

#### Exhibit - Project Trip Generation (Passenger Car Equivalents)

1. * - Because the Events Pavilion and Equestrian/Agricultural Events Center will not have separate activities during large Equestrian events, their respective trip generation is not included in the Phase 2 Subtotal.

2. ** - Picnic areas at Coyote Lake have historically averaged 25% usage throughout the year. 100% utilization (twice per weekend day at the Lakeside Picnic Area) is assumed for a worst-case condition.
### Table 3-20 - Project Trip Generation (Vehicles)

<table>
<thead>
<tr>
<th>TABLE 3-20 - PROJECT TRIP GENERATION (VEHICLES)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WEEKDAYS</strong></td>
</tr>
<tr>
<td>AM PEAK HOUR</td>
</tr>
<tr>
<td>TRIPS</td>
</tr>
<tr>
<td>IN</td>
</tr>
<tr>
<td>-----</td>
</tr>
<tr>
<td><strong>A. WESTERN PLAY</strong></td>
</tr>
<tr>
<td>West Flat Area Staging</td>
</tr>
<tr>
<td>Automobiles</td>
</tr>
<tr>
<td>100 2 2% 2 0 10 10% 4 6 300 45 15% 27 18</td>
</tr>
<tr>
<td>Auto With Horse Trailers</td>
</tr>
<tr>
<td>50 1 2% 1 0 5 10% 2 3 150 23 15% 13 9</td>
</tr>
<tr>
<td>Park and Service Vehicles (Allowance)</td>
</tr>
<tr>
<td>10 1 10% 1 0 1 10% 0 1 30 5 15% 3 2</td>
</tr>
<tr>
<td>Overhead Parking</td>
</tr>
<tr>
<td>Equestrian Camping (Auto With Horse Trailers)</td>
</tr>
<tr>
<td>300 6 2% 5 1 30 10% 12 18 300 45 15% 27 18</td>
</tr>
<tr>
<td>Phase 1 Subtotal</td>
</tr>
<tr>
<td>400 10 2% 8 2 45 10% 10 21 170 111 15% 68 48</td>
</tr>
<tr>
<td><strong>Phase 2</strong></td>
</tr>
<tr>
<td>West Flat Area Staging</td>
</tr>
<tr>
<td>Automobiles</td>
</tr>
<tr>
<td>100 2 2% 2 0 10 10% 4 6 300 45 15% 27 18</td>
</tr>
<tr>
<td>Auto With Horse Trailers</td>
</tr>
<tr>
<td>50 1 2% 1 0 6 10% 2 3 150 23 15% 10 8</td>
</tr>
<tr>
<td>Park and Service Vehicles (Allowance)</td>
</tr>
<tr>
<td>10 1 10% 1 0 1 10% 0 1 30 5 15% 3 2</td>
</tr>
<tr>
<td>Golf Course</td>
</tr>
<tr>
<td>370 20 7% 19 7 30 8% 13 17 1,110 122 11% 63 59</td>
</tr>
<tr>
<td>Events Pavilion</td>
</tr>
<tr>
<td>220 4 2% 4 1 22 10% 0 13 660 99 15% 58 41</td>
</tr>
<tr>
<td>Overflow Parking</td>
</tr>
<tr>
<td>Equestrian Agricultural Event Center</td>
</tr>
<tr>
<td>200 4 2% 3 1 20 10% 8 12 200 30 10% 18 12</td>
</tr>
<tr>
<td>Equestrian Camping</td>
</tr>
<tr>
<td>300 6 2% 5 1 30 10% 12 18 300 45 15% 27 18</td>
</tr>
<tr>
<td>Horseback Riding High School Groups</td>
</tr>
<tr>
<td>30 1 2% 0 0 3 10% 1 2 0 0 15% 0 0</td>
</tr>
<tr>
<td>Bike Park</td>
</tr>
<tr>
<td>44 1 2% 1 0 18 40% 14 4 132 40 30% 34 16</td>
</tr>
<tr>
<td>Fossil Pond (External Trips are Included in Other)</td>
</tr>
<tr>
<td>0 0 2% 0 0 0 10% 0 0 0 0 10% 0 0</td>
</tr>
<tr>
<td>Western Flat Group Picnic Area</td>
</tr>
<tr>
<td>220 4 2% 4 1 22 10% 9 13 220 33 15% 19 14</td>
</tr>
<tr>
<td>Dog Off-Leash Area</td>
</tr>
<tr>
<td>100 2 2% 2 0 10 10% 4 6 150 23 15% 13 9</td>
</tr>
<tr>
<td>Internal Lawn Play Areas (External Trips are Included in Other)</td>
</tr>
<tr>
<td>0 0 2% 0 0 0 10% 0 0 0 0 10% 0 0</td>
</tr>
<tr>
<td>Phase 2 Subtotal*</td>
</tr>
<tr>
<td>1,224 44 4% 34 10 128 10% 60 68 2,392 334 14% 189 140</td>
</tr>
<tr>
<td><strong>Phase 3</strong></td>
</tr>
<tr>
<td>No Change from Phase 2</td>
</tr>
<tr>
<td>1,224 44 4% 34 10 128 10% 60 68 2,392 334 14% 189 140</td>
</tr>
<tr>
<td><strong>B. MENDOCINO AREA</strong></td>
</tr>
<tr>
<td>Phase 1 Mendocino Staging Area</td>
</tr>
<tr>
<td>Automobiles</td>
</tr>
<tr>
<td>80 2 2% 1 0 8 10% 3 5 160 24 15% 14 10</td>
</tr>
<tr>
<td>Auto With Horse Trailers</td>
</tr>
<tr>
<td>20 0 2% 0 0 2 10% 1 1 40 6 15% 4 2</td>
</tr>
<tr>
<td>Park and Service Vehicles (Allowance)</td>
</tr>
<tr>
<td>8 1 10% 1 0 1 10% 0 0 16 2 15% 1 1</td>
</tr>
<tr>
<td>Phase 1 Subtotal</td>
</tr>
<tr>
<td>108 3 2% 2 1 11 10% 4 6 216 32 15% 19 13</td>
</tr>
<tr>
<td><strong>Phase 2</strong></td>
</tr>
<tr>
<td>Mendocino Staging Area</td>
</tr>
<tr>
<td>Automobiles</td>
</tr>
<tr>
<td>80 2 2% 1 0 8 10% 3 5 160 24 15% 14 10</td>
</tr>
<tr>
<td>Auto With Horse Trailers</td>
</tr>
<tr>
<td>20 0 2% 0 0 2 10% 1 1 40 6 15% 4 2</td>
</tr>
<tr>
<td>Park and Service Vehicles (Allowance)</td>
</tr>
<tr>
<td>8 1 10% 1 0 1 10% 0 0 16 2 15% 1 1</td>
</tr>
<tr>
<td>Family Picnic Site*</td>
</tr>
<tr>
<td>55 1 2% 1 0 6 10% 2 3 55 8 15% 5 3</td>
</tr>
<tr>
<td>Phase 2 Subtotal</td>
</tr>
<tr>
<td>163 4 2% 3 1 16 10% 7 10 271 41 15% 24 17</td>
</tr>
<tr>
<td><strong>Phase 3</strong></td>
</tr>
<tr>
<td>Mendocino Staging Area</td>
</tr>
<tr>
<td>Automobiles</td>
</tr>
<tr>
<td>80 2 2% 1 0 8 10% 3 5 160 24 15% 14 10</td>
</tr>
<tr>
<td>Auto With Horse Trailers</td>
</tr>
<tr>
<td>20 0 2% 0 0 2 10% 1 1 40 6 15% 4 2</td>
</tr>
<tr>
<td>Park and Service Vehicles (Allowance)</td>
</tr>
<tr>
<td>8 1 10% 1 0 1 10% 0 0 16 2 15% 1 1</td>
</tr>
<tr>
<td>Family Picnic Site*</td>
</tr>
<tr>
<td>55 1 2% 1 0 6 10% 2 3 55 8 15% 5 3</td>
</tr>
<tr>
<td>Youth Campground</td>
</tr>
<tr>
<td>88 9 10% 6 3 9 10% 3 6 440 132 30% 66 60</td>
</tr>
<tr>
<td>Staff Parking</td>
</tr>
<tr>
<td>80 8 10% 6 3 9 10% 3 6 90 14 15% 8 8</td>
</tr>
<tr>
<td>Phase 3 Subtotal</td>
</tr>
<tr>
<td>356 22 6% 18 6 38 10% 13 21 851 188 31% 98 88</td>
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<tr>
<td><strong>C. LAKESIDE AREA</strong></td>
</tr>
<tr>
<td>Phase 3 Lakeside Campground</td>
</tr>
<tr>
<td>200 18 9% 9 10 20 10% 9 11 200 24 15% 12 12</td>
</tr>
<tr>
<td>Lakeside Group Picnic Area*</td>
</tr>
<tr>
<td>100 2 2% 2 0 10 10% 4 6 100 15 15% 9 6</td>
</tr>
<tr>
<td>Phase 3 Subtotal</td>
</tr>
<tr>
<td>300 21 7% 11 10 30 10% 13 17 300 39 15% 20 19</td>
</tr>
<tr>
<td><strong>D. GRAND TOTALS</strong></td>
</tr>
<tr>
<td>Phase 1</td>
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<tr>
<td>569 13 2% 10 3 57 10% 23 34 569 149 15% 88 61</td>
</tr>
<tr>
<td>Phase 2</td>
</tr>
<tr>
<td>1,387 48 3% 37 11 145 10% 67 78 2,863 375 14% 213 162</td>
</tr>
<tr>
<td>Phase 3</td>
</tr>
<tr>
<td>1,680 87 5% 60 26 194 10% 86 108 3,483 559 16% 307 262</td>
</tr>
</tbody>
</table>

Notes: 1. * - Because the Events Pavilion and Equestrian/Agricultural Events Center will not have separate activities during large Equestrian Camping events, their respective trip generation is not included in the Phase 2 Subtotal.
2. ** - Picnic areas at Coyote Lake historically have averaged 25% usage throughout the year. 100% utilization (twice per weekend day at the Lakeside Picnic Area) is assumed for a worst case condition.
### Table 3-21 - Project Trip Generation (Passenger Car Equivalents)

<table>
<thead>
<tr>
<th>Weekdays</th>
<th>Weekends</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### A. Western Flat

- **Phase 1**
  - West Flat Area Staging
    - Automobiles: 100% 2% 2 0 0 0 10 10% 4 6 300 45 15% 27 19
  - Auto With Horse Trailers: 100% 2% 2 0 0 0 10 10% 4 6 300 45 15% 27 19
  - Park and Service Vehicles (Alliances): 10% 0% 2% 0 0 1 10% 0 1 30 5 15% 3 2
  - Overflow Parking
  - Equestrian Campground (Auto With Horse Trailers): 0 0 0 20 25 25 0 0 0 0 0 0
  
  **Phase 1 Subtotal**: 0 0 0 20 25 25 0 0 0 0 0 0

- **Phase 2**
  - West Flat Area Staging
    - Automobiles: 100% 2% 2 0 0 0 10 10% 4 6 300 45 15% 27 19
  - Auto With Horse Trailers: 100% 2% 2 0 0 0 10 10% 4 6 300 45 15% 27 19
  - Park and Service Vehicles (Alliances): 10% 0% 2% 0 0 1 10% 0 1 30 5 15% 3 2
  - Golf Course: 0 0 0 20 25 25 0 0 0 0 0 0
  - Events Pavilion: 0 0 0 20 25 25 0 0 0 0 0 0
  - Overflow Parking
  - Equestrian Agricultural Event Center: 0 0 0 20 25 25 0 0 0 0 0 0
  - Equestrian Campground (Auto With Horse Trailers): 0 0 0 20 25 25 0 0 0 0 0 0
  - Historic Interpretation School Groups: 30% 1% 2% 0 0 3 10% 1 2 0 0 0 0 0 0
  - Bike Park: 0 0 0 20 25 25 0 0 0 0 0 0
  - Fishing Pond (Extra Trips are Included in Other Uses): 0 0 0 20 25 25 0 0 0 0 0 0
  - Western Flat Group Picnic Area: 220 4% 2% 3 1 22 10% 9 13 220 33 15% 19 14
  - Dog Off-Leash Area: 0 0 0 20 25 25 0 0 0 0 0 0
  - Internal Lawn Play Areas (Extra Trips are Included in Other Uses): 0 0 0 20 25 25 0 0 0 0 0 0
  
  **Phase 2 Subtotal**: 1,374 50 3% 40 10 13 3% 62 73 2,842 402 14% 229 173

#### B. Mendocino Area

- **Phase 1**
  - Mendocino Staging Area
    - Automobiles: 100% 2% 2 0 0 0 8 10% 3 5 160 24 15% 14 10
  - Auto With Horse Trailers: 100% 2% 2 0 0 0 8 10% 3 5 160 24 15% 14 10
  - Park and Service Vehicles (Alliances): 0% 0% 2% 0 0 1 10% 0 0 16 2 15% 1 1
  
  **Phase 1 Subtotal**: 128 3% 3% 3 0 0 8 10% 5 6 236 28 15% 22 16

- **Phase 2**
  - Mendocino Staging Area
    - Automobiles: 100% 2% 2 0 0 0 8 10% 3 5 160 24 15% 14 10
  - Auto With Horse Trailers: 100% 2% 2 0 0 0 8 10% 3 5 160 24 15% 14 10
  - Park and Service Vehicles (Alliances): 0% 0% 2% 0 0 1 10% 0 0 16 2 15% 1 1
  - Family Picnic Site: 0% 0% 2% 0 0 1 10% 0 0 16 2 15% 1 1
  
  **Phase 2 Subtotal**: 183 4% 4% 4 0 0 8 10% 6 11 311 47 15% 28 19

- **Phase 3**
  - Mendocino Staging Area
    - Automobiles: 100% 2% 2 0 0 0 8 10% 3 5 160 24 15% 14 10
  - Auto With Horse Trailers: 100% 2% 2 0 0 0 8 10% 3 5 160 24 15% 14 10
  - Environmental Education Center: 0% 0% 2% 0 0 1 10% 0 0 16 2 15% 1 1
  - Youth Center: 0% 0% 2% 0 0 1 10% 0 0 16 2 15% 1 1
  - Student Parking: 0% 0% 2% 0 0 1 10% 0 0 16 2 15% 1 1
  
  **Phase 3 Subtotal**: 376 22 6% 16 0 38 10% 13 24 841 179 21% 94 85

#### C. Lakeview Area

- **Phase 1**
  - Lakeside Campground
    - Automobiles: 100% 2% 2 0 0 0 10 10% 4 6 300 45 15% 27 19
  - Auto With Horse Trailers: 100% 2% 2 0 0 0 10 10% 4 6 300 45 15% 27 19
  - Park and Service Vehicles (Alliances): 0% 0% 2% 0 0 1 10% 0 0 16 2 15% 1 1
  
  **Phase 1 Subtotal**: 300 21 7% 11 0 10 10% 13 17 510 55 15% 31 18

- **Phase 3**
  - Lakeside Campground
    - Automobiles: 100% 2% 2 0 0 0 10 10% 4 6 300 45 15% 27 19
    - Auto With Horse Trailers: 100% 2% 2 0 0 0 10 10% 4 6 300 45 15% 27 19
    - Park and Service Vehicles (Alliances): 0% 0% 2% 0 0 1 10% 0 0 16 2 15% 1 1
    
    **Phase 3 Subtotal**: 300 21 7% 11 0 10 10% 13 17 510 55 15% 31 18

#### D. Grand Totals

- **Phase 1**
  - Total: 938 16 2% 17 2 94 10% 38 96 1,486 323 15% 131 97

- **Phase 2**
  - Total: 1,757 54 3% 44 10 153 9% 70 83 3,153 448 14% 236 192

- **Phase 3**
  - Total: 2,130 64 4% 67 26 203 9% 88 114 3,883 619 16% 345 277

**Notes:**
1. " - Because the Events Pavilion and Equestrian Agricultural Event Center will not have separate activities during large Equestrian Camping events, their respective trip generation is not included in the Phase 2 Subtotal.
2. " - Picnic areas at Coyote Lake historically have averaged 25% usage throughout the year. 100% utilization (twice per weekend day at the Lakeside Picnic Area) is assumed for a worst case condition.
3. Passenger Car Equivalent: 1 horse trailer = 2 passenger cars

Coyote Lake Harvey Bear Ranch County Park Master Plan EIR

3-175

ESA/201017
horse trailers. It is expected to generate a total of about 128 passenger car equivalents on weekdays with 3 during the morning peak hour and 13 during the evening peak hour. Weekends are expected to generate a total of about 256 passenger car equivalents with 38 during the peak hour. The grand total traffic generation from Phase 1 of the Master Plan buildout is expected to include a total of about 938 passenger car equivalents on weekdays with 19 during the morning peak hour and 94 during the evening peak hour. Weekends are expected to include a total of 1,486 daily trips with 223 during the peak hour.

Figure 3-15 illustrates the assumed distribution of project traffic generated in the Western Flat area. Figure 3-16 illustrates traffic distribution assumptions for the Mendoza Ranch and Lakeside areas. These distributions are based upon the distribution of population in South Santa Clara County and northern San Benito County. Additional trip productions are expected from the San Jose area as well as Merced, Monterey and Santa Cruz Counties. However, it is expected that the market penetration in these outlying areas will be significantly less per capita than what occurs in South Santa Clara County.

Figures 3-17, 3-18 and 3-19 illustrate the existing plus project Phase 1 respective weekday and weekend traffic volumes from the addition of project Phase 1 traffic to existing traffic.

The resulting existing plus project Phase 1 LOS is summarized in Table 3-22. This table indicates that all study intersections will continue to operate at acceptable LOS C or better during the weekday AM and PM peak hours as well as the weekend midday peak hour. The only exception is the Leavesley Road/Southbound Highway 101 Ramp intersection which will operate at a D level of service. However, this is acceptable according to the level of service standards in the City of Gilroy General Plan. No project specific mitigation measures will be required to accommodate project Phase 1 off-site traffic impacts, even assuming the worst case full occupancy of all of the proposed uses.

**Program-Level Components: Trip Generation and Level of Service**

Program-level components of the Master Plan (Phases 2 and 3) are expected to be developed over the next 12 to 20 years. The precise scope of these phases has not been determined, although a general description of these phases has been developed as a part of the Master Plan. Because these phases will not occur for an extended period of time, background traffic conditions at that time are expected to be noticeably different than what is experienced at the present time. Because the buildout of the Coyote Lake-Harvey Bear Ranch Master Plan will occur at roughly the same time as the buildout of the Morgan Hill and Gilroy General Plans, the General Plan buildout forecasts from these General Plans is used as a background condition for evaluating the Master Plan buildout impacts. In addition, traffic growth is expected in the San Martin area. In recent discussions with Derek Farmer of the Santa Clara County Planning Office, unincorporated San Martin is expected to have an average annual growth rate of less than 1%. This is consistent with traffic growth trends on New Avenue over the past 10 years. New Avenue traffic volumes have been essentially unchanged during this time period.
Figure 3-15
Project Trip Distribution –
Western Flat Area
Figure 3-16
Project Trip Distribution –
Mendoza Ranch and Lakeside Areas
Figure 3-17
Existing + Project Phase 1
AM Traffic Volumes
TABLE 3-22
EXISTING + PROJECT-LEVEL COMPONENTS
INTERSECTION LEVELS OF SERVICE

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Weekday Peak Hours</th>
<th>Saturday Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM Peak Hour</td>
<td>PM Peak Hour</td>
</tr>
<tr>
<td></td>
<td>Delay   LOS</td>
<td>Delay   LOS</td>
</tr>
<tr>
<td>1. New Avenue/Roop Road</td>
<td>2.4 sec A</td>
<td>1.8 sec A</td>
</tr>
<tr>
<td>2. New Avenue/Leavesley Road</td>
<td>2.2 sec A</td>
<td>3.5 sec A</td>
</tr>
<tr>
<td>3. US-101 NB Ramps/Leavesley Road</td>
<td>28.1 sec C</td>
<td>33.3 sec C-</td>
</tr>
<tr>
<td></td>
<td>28.2 sec</td>
<td></td>
</tr>
<tr>
<td>4. US-101 SB Ramps/Leavesley Road</td>
<td>20.1 sec C+</td>
<td>26.3 sec C</td>
</tr>
<tr>
<td></td>
<td>21.9 sec</td>
<td></td>
</tr>
<tr>
<td>5. US-101 NB Ramps/San Martin Avenue</td>
<td>6.6 sec A</td>
<td>4.7 sec A</td>
</tr>
<tr>
<td>6. US-101 SB Ramps/San Martin Avenue</td>
<td>4.5 sec A</td>
<td>9.4 sec A</td>
</tr>
</tbody>
</table>

According to the Gilroy General Plan, which has the most influence on the study area, traffic volumes are expected to increase substantially along the Leavesley Road corridor at Gilroy General Plan buildout. Much of the increase in traffic growth along Leavesley Road in the vicinity of New Avenue will be related to the 660 acre industrial area east of the Gilroy Outlet Centers. Traffic volumes are expected to triple along Leavesley Road in the vicinity of New Avenue. The exact amount of increase along Leavesley Road in this area is subject to the ultimate method of upgrading the Highway 152 corridor southeast of the City of Gilroy. One alternative that has been given serious consideration in the past is to construct a new by-pass that is partially in San Benito County south of the existing alignment. This would divert traffic away from the existing Highway 152 corridor and, correspondingly from the Leavesley Road – Ferguson Road corridor near New Avenue. Consideration also has been given to methods of connection with the Highway 152 freeway that would substantially alter traffic patterns and resulting traffic volumes on Leavesley Road near New Avenue. However, the worst case assumption of traffic using Leavesley Road in this area is made for this analysis. The traffic volumes are depicted on Figures 3-20, 3-21 and 3-22 for the weekday morning, weekday evening and Saturday midday peak hours. Leavesley Road will require widening to a four lane arterial from east of New Avenue to the existing City of Gilroy city limit.

Traffic volumes are also expected to increase significantly along Leavesley Road in the vicinity of the Highway 101 interchange. The City of Gilroy General Plan includes the construction of a new interchange on Highway 101 at Buena Vista Avenue. This will divert traffic from Leavesley Road and result in a substantial amount of mitigation at this location. Nevertheless, the City of Gilroy is expecting a level of service D at most major intersections along the Leavesley Road corridor and has established level of service D as the acceptable standard for this roadway. LOS F will, however, be experienced at the Leavesley Road/Northbound Highway 101 off-ramp-
Figure 3-20
Cumulative (General Plan Buildout) Weekday AM Traffic Volumes
Figure 3-22
Cumulative (General Plan Buildout)
Weekend Traffic Volumes
San Ysidro Avenue intersection. The addition of a second northbound off-ramp though lane and second southbound San Ysidro Avenue left turn lane will be required to achieve LOS D. The Leavesley Road/New Avenue intersection is expected to operate at an overall B level of service with Leavesley Road widened to a four lane arterial. The Southbound New Avenue approach will operate at an F level of service. A traffic signal will be warranted at this intersection. The provision of separate left and right turn lanes will mitigate the level of service on the southbound New Avenue approach to an acceptable level of service.

The New Avenue/Roop Road intersection is expected to operate at an acceptable level of service and not require mitigation.

The San Martin Avenue intersections with the Southbound Highway 101 ramps and the Northbound Highway 101 ramps are expected to operate at overall LOS A and B. These intersections will warrant signalization. With traffic signals, these intersections will operate at LOS B San Martin Avenue left turn channelization may require lengthening at both Highway 101 ramp intersections. This will need to be verified in more detailed analysis in the future. Table 3-23 provides a summary of levels of service for the study intersections for cumulative conditions without the project. Table 3-24 provides a summary of the congestion management measures that may be in place under cumulative conditions without the project. The anticipated LOS with the measures recommended above are summarized in Table 3-25.

### TABLE 3-23
CUMULATIVE WITHOUT MASTER PLAN
LOS WITHOUT LOCAL CONGESTION MANAGEMENT MEASURES

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Weekday Peak Hours</th>
<th>Saturday Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM Peak Hour</td>
<td>PM Peak Hour</td>
</tr>
<tr>
<td></td>
<td>Delay LOS</td>
<td>Delay LOS</td>
</tr>
<tr>
<td>1. New Avenue/Roop Road</td>
<td>2.8 sec A</td>
<td>1.9 sec A</td>
</tr>
<tr>
<td>2. New Avenue/Leavesley Road</td>
<td>32.0 sec D</td>
<td>52.0 sec F</td>
</tr>
<tr>
<td>3. US-101 NB Ramps/Leavesley Road</td>
<td>44.3 sec D</td>
<td>87.4 sec F</td>
</tr>
<tr>
<td>4. US-101 SB Ramps/Leavesley Road</td>
<td>30.2 sec C</td>
<td>41.8 sec D</td>
</tr>
<tr>
<td>5. US-101 NB Ramps/San Martin Avenue</td>
<td>7.3 sec A</td>
<td>3.6 sec D</td>
</tr>
<tr>
<td>6. US-101 SB Ramps/San Martin Avenue</td>
<td>4.6 sec A</td>
<td>10.4 sec B</td>
</tr>
</tbody>
</table>

**Program-Level Components: Cumulative Conditions**

This section analyzes the buildout of the Master Plan, which includes phases 2 and 3. This is only required to be a program level document with respect to the Phase 2 and 3 impact evaluation. However, the buildout of these phases is also a component of the cumulative
### TABLE 3-24
CUMULATIVE WITHOUT MASTER PLAN
RECOMMENDED LOCAL CONGESTION MANAGEMENT MEASURES

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Recommended Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. New Avenue/Roop Road</td>
<td>None required</td>
</tr>
<tr>
<td>2. New Avenue/Leavesley Road</td>
<td>1. Widen Leavesley to 4 lanes</td>
</tr>
<tr>
<td></td>
<td>2. Add SB New Right Turn Lane</td>
</tr>
<tr>
<td></td>
<td>1. Construct Hwy. 101/Buena Vista Interchange</td>
</tr>
<tr>
<td></td>
<td>3. Add 2nd SB San Ysidro Left Lane</td>
</tr>
<tr>
<td>4. US-101 SB Ramps/Leavesley Road</td>
<td>None Required</td>
</tr>
<tr>
<td>5. US-101 NB Ramps/San Martin Avenue</td>
<td>1. Signalize Intersection</td>
</tr>
<tr>
<td></td>
<td>1. Signalize Intersection</td>
</tr>
<tr>
<td></td>
<td>2. Verify WB San Martin Left Turn Storage Adequacy</td>
</tr>
</tbody>
</table>

### TABLE 3-25
CUMULATIVE WITHOUT MASTER PLAN
LOS WITH LOCAL CONGESTION MANAGEMENT MEASURES

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Weekday Peak Hours</th>
<th>Saturday Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM Peak Hour</td>
<td>PM Peak Hour</td>
</tr>
<tr>
<td></td>
<td>Delay</td>
<td>Delay</td>
</tr>
<tr>
<td></td>
<td>LOS</td>
<td>LOS</td>
</tr>
<tr>
<td>1. New Avenue/Roop Road</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2. New Avenue/Leavesley Road</td>
<td>15.2 sec</td>
<td>15.6 sec</td>
</tr>
<tr>
<td></td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>3. US-101 NB Ramps/Leavesley Road</td>
<td>31.0 sec</td>
<td>41.7 sec</td>
</tr>
<tr>
<td></td>
<td>C</td>
<td>D</td>
</tr>
<tr>
<td>4. US-101 SB Ramps/Leavesley Road</td>
<td>17.1 sec</td>
<td>12.1 sec</td>
</tr>
<tr>
<td></td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>5. US-101 NB Ramps/San Martin Avenue</td>
<td>16.2 sec</td>
<td>17.7 sec</td>
</tr>
<tr>
<td>6. US-101 SB Ramps/San Martin Avenue</td>
<td>B</td>
<td>B</td>
</tr>
</tbody>
</table>

development scenario. It, therefore, also serves as the cumulative analysis for the phase 1 report because it includes the traffic impacts not only from the buildout of the Master Plan but also the cumulative development scenario for the surrounding community.
A number of components are included in Phases 2 and 3 of the Master Plan. These are located in the Western Flat area, Mendoza Ranch area and Lakeside area. The Western Flat area will include the Western Flat Staging area and equestrian camping in the overflow parking area as described in Phase 1. In addition, Phase 2 will include a golf course, an events pavilion, a bicycle park, a fishing pond, the Western Flat group picnic area, a dog off-leash area and informal lawn play areas.

The golf course is expected to serve about 74,000 rounds of golf as summarized on Table 3-10. This is based upon forecasts by the economic consultant for the Master Plan. The number of vehicles assumed for a weekday was determined by dividing the total number of rounds per year by 300 days, which implies that 65 days out of the year are unsuitable for playing golf. It is also assumed that two persons arrive per vehicle. A reasonable worst case average day is assumed to be about 50% greater than an average day.

Weekends are expected to generate significantly more traffic than weekdays. The weekday total is tripled to approximate weekend days, which would include more usage of the golf course club house facilities as well as the golf course itself. The rates assumed for the golf course could vary depending on the specific amenities provided with the golf course including club house, banquet facilities and utilization for special events such as weddings and receptions. This will not be determined until the type of concessionaire is determined and a specific project description is developed in the future.

The events pavilion is expected to have a maximum attendance of 200 people. It is expected to have one full capacity activity on a weekday and as many as three the weekend.

The overflow parking area that will accommodate the equestrian camping in Phase 1 will be available for use for equestrian and agricultural events in Phase 2. A maximum attendance of about 100 persons is expected for equestrian/agricultural events. Only about 4 full capacity activities are expected on a weekend for these types of events. They will not occur concurrently with equestrian camping. The equestrian camping activities are the worst case condition and are utilized in the traffic analysis.

The overflow parking area will also be used for historic interpretation school groups parking. Based upon the experience at the Chictactac Park at the intersection of Watsonville Road and Burchell Road, a total of about 2,650 elementary school students will visit the site per year. These will occur on weekdays. It is assumed that the maximum attendance on a given day will be 60 persons and they will arrive via carpool with four persons per vehicle, resulting in 15 vehicles per day.

The Bicycle Park is expected to have a maximum attendance of about 40 persons on a weekday. It is expected to have about 40 persons for three separate activities on a weekend. This is an allowance because occupancy and trip generation data does not exist for bicycle parks. Anecdotally, there is a similar type of Bicycle Park at Manzanita Park in Monterey County. Discussions with representatives of Manzanita Park indicate that its Bicycle Park generates traffic similar to a Little League baseball game.
The fishing pond is anticipated to generate activity from persons on-site for other uses. No additional traffic is expected to be generated by this use.

The Western Flat group picnic area is expected to have a maximum attendance of 200 people. One event could be scheduled on a weekday or a weekend. With vehicle occupancy of 2 persons per vehicle with some additional traffic associated with caterers, about 110 vehicles are expected to be generated on weekdays and weekends for this use.

The dog off-leash area will have parking provided for 25 vehicles. It is expected that there will be full utilization of the lot two times on weekdays and three times on weekends, resulting in 50 vehicles on weekdays and 75 vehicles on weekends.

The informal lawn play areas are ancillary to other uses proposed in the Western Flat area. No additional traffic is expected from this component of the project.

The Mendoza Ranch area is proposed to include a family picnic site in Phase 2 that will be an addition to the staging area described in Phase 1. The picnic site will have a capacity of 50 persons and is expected to have one utilization on a weekday and one utilization on a weekend day. With an average automobile occupancy of 2 persons per vehicle with some additional ancillary traffic, about 28 vehicles are expected on a weekday and weekend for this use.

The Lakeside area is not proposed to include any additional uses in Phase 2. No uses were proposed for Phase 1 as well. No additional traffic is expected to be generated in the Lakeside area due to expanded uses near Coyote Lake.

Using trip generation characteristics tabulated on Table 3-26, the anticipated traffic associated with Phase 2 is tabulated on Table 3-27. Again, it must be emphasized that these are worst case estimates assuming full utilization of all on-site facilities. The actual average conditions will be only about one-fourth of the estimated values in the following analysis. Under full occupancy, Phase 2 of the Western Flat area is expected to generate about 1,024 vehicle trips per weekday with 44 during the morning peak hour and 128 during the evening peak hour. Weekends are expected to experience about 2,392 daily trips with 334 during the weekend peak hour. Under full occupancy, the Mendoza Ranch area is expected to generate about 163 weekday trips for Phase 2 with 4 during the morning peak hour and 16 during the evening peak hour. Weekends are expected to experience about 271 daily trips with 41 during the peak hour. This results in a total of about 1,387 trips from the entire Master Plan for Phase 2 with 48 during the morning peak hour and 145 during the evening peak hour on weekdays. Weekends are expected to generate about 2,663 daily trips with 375 during the peak hour.

The conversion of automobiles with horse trailers to two passenger car equivalents results in the passenger car equivalent totals included in Table 3-21. Under full occupancy, the Western Flat area is expected to generate about 1,574 passenger car equivalents with 50 during the morning peak hour and 134 during the evening peak hour. Saturdays and Sundays are expected to experience about 2,842 daily trips with 402 passenger car equivalents on the weekend peak hour. Under full occupancy, the Mendoza Ranch area will generate about 183 daily passenger car equivalents.
### TABLE 3-26
CUMULATIVE PLUS MASTER PLAN BUILDOUT
LOS WITHOUT LOCAL CONGESTION MANAGEMENT MEASURES
AVERAGE DAILY CONDITIONS

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Weekday Peak Hours</th>
<th>Saturday Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM Peak Hour</td>
<td>PM Peak Hour</td>
</tr>
<tr>
<td></td>
<td>Delay</td>
<td>LOS</td>
</tr>
<tr>
<td>1. New Avenue/Roop Road</td>
<td>2.9 sec</td>
<td>A</td>
</tr>
<tr>
<td>2. New Avenue/Leavesley Road</td>
<td>33.6 sec</td>
<td>D</td>
</tr>
<tr>
<td>3. US-101 NB Ramps/Leavesley Road</td>
<td>44.4 sec</td>
<td>D</td>
</tr>
<tr>
<td>4. US-101 SB Ramps/Leavesley Road</td>
<td>30.3 sec</td>
<td>C</td>
</tr>
<tr>
<td>5. US-101 NB Ramps/San Martin Avenue</td>
<td>7.3 sec</td>
<td>A</td>
</tr>
<tr>
<td>6. US-101 SB Ramps/San Martin Avenue</td>
<td>4.7 sec</td>
<td>A</td>
</tr>
</tbody>
</table>

### TABLE 3-27
CUMULATIVE PLUS MASTER PLAN BUILDOUT
LOS WITH CONGESTION MANAGEMENT MEASURES

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Weekday Peak Hours</th>
<th>Saturday Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM Peak Hour</td>
<td>PM Peak Hour</td>
</tr>
<tr>
<td></td>
<td>Delay</td>
<td>LOS</td>
</tr>
<tr>
<td>1. New Avenue/Roop Road</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2. New Avenue/Leavesley Road</td>
<td>16.3 sec</td>
<td>B</td>
</tr>
<tr>
<td>3. US-101 NB Ramps/Leavesley Road</td>
<td>31.0 sec</td>
<td>C</td>
</tr>
<tr>
<td>4. US-101 SB Ramps/Leavesley Road</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>5. US-101 NB Ramps/San Martin Avenue</td>
<td>17.1 sec</td>
<td>B</td>
</tr>
<tr>
<td>6. US-101 SB Ramps/San Martin Avenue</td>
<td>16.2 sec</td>
<td>B</td>
</tr>
</tbody>
</table>

equivalents with 4 during the morning peak hour and 18 during the evening peak hour.
Weekends are expected to experience about 311 passenger car equivalents from the Mendoza Ranch staging area during Phase 2 with 47 during the peak hour. Total phase 2 passenger car equivalents include 1,757 weekday trips with 54 during the morning peak hour and 152 during the evening peak hour. A total of about 3,153 passenger car equivalents are expected to be generated on weekend days with 448 during the weekend peak hour.
Phase 3 of the project will result in additional activity at the Coyote Lake Park. The Western Flat area will experience no increase in activity from what is proposed in Phase 2. The Mendoza Ranch area will have additional development including an environmental education center, a youth campground and staff parking. The Lakeside area will include additional development including a lakeside campground and a lakeside group picnic area.

The Mendoza Ranch area family picnic site is expected to have a capacity of about 50 persons. Assuming two persons per vehicle with some additional ancillary traffic for service vehicles and park personnel, a total of 28 vehicles are expected. One maximum capacity activity is expected for this facility on both weekdays and weekends.

The environmental education center is expected to have similar traffic generation to the historic interpretation facility included in Phase 2 of the Western Flat area. The trip generation on a daily basis is expected to be one half that of the historic interpretation center due to a maximum attendance of 30 people.

The youth campground will have a maximum attendance of 100 persons. This will involve 4-H, YMCA and similar types of youth group camping activities as well as camp activities from municipal recreational programs. This is a different type of campground than a public campground with the random arrival and departure of individual and family campers. Assuming a week long camp, Saturdays and Sundays are the peak days where parents pick up and drop off campers. Assuming each camper arrives in an individual vehicle, a total of two trips would be expected per camper on a weekend day with additional traffic generated by camp staff. Arrivals and departures during the week are expected to be about 20% of the traffic generation during weekends.

The staff parking facility will have a capacity of 15 vehicles. It is expected that this will turnover three times on weekdays and weekend days due to the arrival and departure of staff members throughout the day. Visitor traffic may also be generated by the staff parking facility.

The Lakeside area campground will be a public campground that is expected to have 50 campsites. Each campsite can accommodate two vehicles. Assuming all campsites are occupied with two vehicles and one half arrive or depart on any individual day, a total of 100 vehicles will be generated by the Lakeside campground. The Lakeside group picnic area will have a parking capacity of 25 vehicles. It is expected to turnover twice on a weekday and twice on a weekend day, resulting in 50 vehicles on weekdays and 50 vehicles on weekend days. The activity levels are tabulated on Table 3-18 for Phase 3.

Under full occupancy, Phase 3 at the Mendoza Ranch area is expected to generate a total of 356 weekday daily trips with 22 during the morning peak hour and 36 during the evening peak hour as indicated on Table 3-20. Saturdays and Sundays are expected to experience about 801 daily trips with 173 during the peak hour.
3. ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Under full occupancy, the Lakeside area is expected to generate about 300 daily trips with 21 during the morning peak hour and 30 during the evening peak hour. Saturdays and Sundays are also expected to experience about 300 daily trips with 39 during the peak hour.

Table 3-21 provides a tabulation of project traffic generation based upon passenger car equivalents. Phase 3 of the Mendoza Ranch area is expected to generate about 376 passenger car equivalents with 22 during the morning peak hour and 38 during the evening peak hour. About 841 daily passenger car equivalents are expected on weekends with 179 during the peak hour.

The Lakeside area is expected to generate the same amount of passenger car equivalents as vehicle traffic because little or no trailers are expected in addition to what are already generated by lake activities due to the limitation of the number of boats that can utilize the lake, which is already at capacity.

The grand total trip generation for the buildout of the project is 1,880 daily vehicle trips with 87 during the morning peak hour and 194 during the evening peak hour. Weekends are expected to include a total of 3,493 daily trips with 546 during the peak hour. Converted to passenger car equivalents, project buildout will include a total of 2,250 passenger car equivalents during weekdays with 93 during the morning peak hour and 202 during the evening peak hour. Weekends are expected to include a maximum of about 3,983 daily passenger car equivalents with 619 during the peak hour.

The distribution and assignment of traffic from the Western Flat area under Phases 2 and 3 is expected to be similar to what is assumed for Phase 1. Similarly, the Mendoza Ranch and Lakeside areas are expected to have traffic distribution and assignment similar to what was described for Phase 1 of the Mendoza Ranch area.

The resulting cumulative plus project buildout traffic volumes at study intersections are illustrated on Figures 3-23, 3-24 and 3-25 for weekday morning, weekday evening, and weekend peak hours. Traffic increases along the Leavesley Road corridor including the Highway 101 Southbound ramps, Highway 101 Northbound ramps and New Avenue intersections will be very similar to what are expected under cumulative conditions without the project. Table 3-26 summarizes the resulting LOS at the study intersections with cumulative and buildout of the Master Plan under average daily conditions that would occur during most of the year, and shows that LOS does not change appreciably from cumulative conditions in the absence of the project. The anticipated LOS with the recommended local congestion management measures are summarized in Table 3-27.

The San Martin Avenue corridor will experience the largest percentage of project traffic growth of any location in the study area. The San Martin Avenue intersections with the Southbound Highway 101 and Northbound Highway 101 ramps are expected to warrant signalization under cumulative conditions without the project. This of course will be true of the cumulative plus Master Plan buildout development scenario. However, channelization improvements will be required to accommodate the increased left turn volumes from westbound San Martin Avenue onto the southbound Highway 101 ramps. This will need to be studied in the detailed project
Figure 3-24
Cumulative + Project Buildout
Weekday PM Traffic Volumes
level environmental analysis that will be conducted as a part of the implementation of Phases 2 and 3 of the Master Plan in the future. The project will add incrementally to the cumulative traffic conditions that will warrant signalization at the two San Martin Avenue/Highway 101 ramp intersections. The project may, therefore, be responsible for paying a pro-rata contribution towards these improvements. Similarly, the project should pay pro-rata contributions to the Leavesley Road/New Avenue signal that will be warranted under cumulative traffic conditions, although currently there is no program in place to implement these and other congestion management measures identified.

Mitigation: None required.

Impact Significance After Mitigation: Less than Significant.

Impact Transportation and Circulation-2: Implementation of the Master Plan could result in adverse effects on access and internal circulation within the park. Less than Significant with Mitigation

Project-Level Components

Access to Phase 1 project components include the use of a driveway from the north side of San Martin Avenue east of Foothill Avenue to serve the Western Flat area. The anticipated peak left turn volume into this driveway is expected to be about 104.

The entrance on San Martin Avenue for the Western Flat area will not require any major capacity improvements such as left turn or right turn channelization. This driveway should be designed, however, to accommodate turning movements for vehicles pulling horse trailers.

The proposed access to the Mendoza Ranch area will not require capacity improvements. Existing volumes on Roop Road are extremely low in this area and the volumes into and out of the Mendoza Ranch area are expected to be less than one vehicle very three minutes inbound or outbound during the weekend peak hour. Again, no capacity improvements will be required but the configuration of the driveway should be designed to accommodate vehicles pulling horse trailers.

Program-Level Components

Implementation of program-level Master Plan components will result in increased traffic at the project entrances. Left turn channelization on eastbound San Martin Avenue will be required at the Western Flat entrance. In addition, the location of the kiosk which will be used to collect park fees will need to be strategically located to ensure that vehicle stacking will occur on-site and not spill over onto San Martin Avenue. This will need to be designed during the detailed design development of Phase 2 of the Western Flat area.
It is expected that left turn channelization will not be warranted at the Mendoza Ranch Area entrance and existing Coyote Lake entrance on Roop Road. This is because the left turn volumes will be relatively low, especially considering the relatively low conflicting through traffic.

**Mitigation Measure Transportation and Circulation-2a:** Provide eastbound left turn channelization on San Martin Avenue on the Western Flat entrance.

**Mitigation Measure Transportation and Circulation-2b:** Design the Western Flat area entrance kiosk location to ensure adequate on-site storage is provided for vehicles entering the park.

**Impact Significance After Mitigation:** Less that Significant.

**Impact Transportation and Circulation-3:** Construction traffic could adversely impact local traffic conditions.

**Mitigation Measure Transportation and Circulation-3:** Construction traffic control plans shall be mitigated in accordance with the Caltrans Traffic Manual and subject to the approval of the Santa Clara County Department of Roads and Airports Department.

**Impact Significance After Mitigation:** Less that Significant.

REFERENCES – Transportation and Circulation


VISUAL RESOURCES

SETTING

This section examines existing scenic conditions in the vicinity of the Park and the potential for implementation of the proposed master plan to affect those conditions. The section focuses on views from nearby public areas, the scenic character of the Park and vicinity, and light and glare.

REGIONAL VISUAL ENVIRONMENT

Coyote Lake-Harvey Bear Ranch County Park is located in the western foothills of the Mt. Hamilton Range in southern Santa Clara County. The landscape of the Park typifies the California foothills, with varied topography that ranges from nearly flat on the western Santa Clara Valley floor to gently rolling hills, with several steep canyons and rugged escarpments.

The regional scenic environment is predominantly characterized by natural landscapes, open space, and agricultural fields, including nearby parks such as Anderson Lake County Park to the north and Lakeview Meadows Ranch, Timber Ridge, Sheep Ridge, Palassou Ridge, and Henry Coe State Park to the east. West of Coyote Lake-Harvey Bear Ranch County Park, urban features characterize the scenic landscape, including Highway 101 and the community of San Martin. Occasional aircraft are viewed overhead from the South County Airport in San Martin.

Highway 101 and Highway 152 provide long-range views of Coyote Lake-Harvey Bear Ranch County Park. The site topography and vegetation are the dominant features from these roadways. The rugged hills of the Park rise sharply from the Santa Clara Valley floor (see Photo 1). The hillscape is lined with trees along the drainages. Built features and tilled fields associated with residential and agricultural uses encroach upon the hills from the flat valley floor.

Residential development and other built features directly abut the Park property on Foothill Avenue and New Avenue west of the Park, and along Roop Road south of the Park. Views of the Park from these areas are generally characterized by views of open grasslands, foothill oak woodlands, and ranch structures.

Scenic Highways

There are no formally designated State Scenic Highways in the area of the Park. Two highways near the Park are proposed state scenic highways. Highway 152, the Pacheco Pass Highway, is one of the most dramatically scenic gateways into Santa Clara County. The highway is on the California Master Plan of State Highways Eligible for Official Scenic Highway Designation, but
has not been officially designated as a State Scenic Route. Highway 152 is located approximately 5 miles south of Coyote Lake-Harvey Bear Ranch County Park.

Highway 101, the South Valley Highway, is one of the major transportation arteries between northern and southern California, and passes through areas in Santa Clara County that remain primarily agricultural and rural residential uses. This highway is proposed by Santa Clara County to be added to the California Master Plan of State Highways Eligible for Official Scenic Highway Designation. Highway 101 is located approximately three miles west of Coyote Lake-Harvey Bear Ranch County Park. Medium to long-range views of the Park are visible from Highway 101.

**PARK VISUAL ENVIRONMENT**

The central portion of Coyote Lake-Harvey Bear Ranch County Park is dominated by a northwest-southeast trending ridgeline and divides the Park into major viewsheds. To the west is the Santa Clara Valley, which is visible in an unbroken sweep from many of the highest elevations, and which retains a rural appearance from these vantages (see Photo 2). To the east is Coyote Lake with Palassou Ridge rising sharply above it. Views of the lake from the central ridge are periodically broken by dense stands of foothill oak woodland, which follow narrow side canyons and draws down the slope toward the lake’s edge. Between the stands of oaks and other evergreen and deciduous trees are broad expanses of annual grassland, which also cloaks the entire western slope of the hills above the Santa Clara Valley floor. Through the seasons, these areas undergo the dramatic transformation that is the landscape’s expression of California’s Mediterranean climate, from the velvet green of winter and spring to the burnished brown and gold of summer and fall.

The existing area accessible to the public comprises 760 acres, which includes 635-acre Coyote Lake. The recently acquired Bear and Mendoza properties increased the size of the Park to 4,448 acres; however, approximately 3,688 acres are not yet open to the public.

Existing viewsheds within the Park are focused in areas with current public accessibility (see Photo 3), including from Coyote Reservoir Road, the seven Park picnic areas (Lakeview, Sandy Beach, and San Ysidro, Anglers Cove, Fault Line, Oak Flat, and Calveras), Coyote Lake-Lakeview
Campground, Coyote Dam, and from Coyote Lake itself due to the popularity of water activities at the Park. Viewsheds from the publicly accessible areas of the Park are dominated by Coyote Lake, due to the linear nature of the Park along the lake (see Photo 3). Grassy expanses and sandy terraces abut the western lake edge. Palassou Ridge rises dramatically on the eastern lake side. Coyote Dam at the northern end of the lake is a popular viewing platform (see Photo 4).

The visual landscape is predominantly comprised of natural features. There are limited built structures in the publicly accessible areas of the Park. There are two built structures at the southern end of Coyote Lake near the Park entrance, including the ranger station/visitor center and the entrance kiosk/information booth (see Photo 5). Other built structures include restroom facilities, picnic tables, and boat launch facilities.

Scenic features on the recently acquired 3,688-acre Bear and Mendoza properties are dominated by the natural landscape and topography. Foothill oak woodlands dominate the landscape (see Photo 6). Rolling grassy hills accentuated with lightly interspersed trees contribute to the bucolic character of the landscape. Built features are located in defined pockets on the landscape, including the Bear Ranch houses, barns, and associated farm buildings (see Photo 7), and the Mendoza Ranch house (see Photo 8). The Bear Ranch and Mendoza Ranch are isolated from one another, and the ranch buildings retain much of their rustic scenic appeal.

There are limited existing sources of light and glare at the Park. The ranger station, entrance kiosk, and Lakeview Campground and Picnic Area restrooms have nighttime security lighting. Campfires at the campground also contribute nominally to the ambient light at the Park. At Mendoza Ranch, a security light typically illuminates the porch. On the western side of the Park, sources of nighttime light include the City of San Martin and automobile traffic along Highway 101. Parking areas at the Park are sources of glare due to sunlight reflections on windshields, including parking lots at Lakeview Picnic Area, Lakeview Campground, and the boat launch facility.
EXISTING PLANS AND POLICIES

Santa Clara County General Plan

The Santa Clara County General Plan provides county-wide guidance for the protection of scenic resources (Santa Clara County, 1994). The County’s scenic resources policies include maintaining rural densities that help conserve scenic resources and limiting development impacts on highly significant scenic resources. The County protects the scenic quality of major south County entranceways to enhance residents and visitors appreciation of the area and its attractions. In particular, the County protects the scenic value of Highway 101 (from the San Jose City limits south to the San Benito County border) through proposed state scenic highway designation. In addition, the County protects and enhances scenic resources through the designation of scenic highways, protection of scenic highway corridors, and developing complementary recreation facilities along scenic highways (Santa Clara County, 1994).

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

As stated in Appendix G of the CEQA Guidelines, a project would generally have a significant effect on the scenic environment if it would:

- Have a substantial adverse effect on a scenic vista;

- Substantially degrade the existing scenic character or quality of the site and its surroundings;

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area; or

- Substantially damage scenic resources, including, but not limited to, trees, rocks outcroppings, and historic buildings within a state scenic highway (Governor’s Office of Planning and Research, 2002).

The following scenic analysis addresses the first three of these general criteria; the fourth is not discussed since there are no designated state scenic highways in the project area. The impacts analysis is divided into project-level impacts and program-level impacts. As indicated in
Chapter 2, subsequent environmental documentation is required for implementation of the program-level components; they are here evaluated on a conceptual level.

For purposes of this EIR, a project is considered to have the potential for significant adverse aesthetic effect if it would have a substantial, demonstrable negative impact on existing scenic resources, if it would affect a scenic vista or scenic highway, or if it would generate substantial new light and glare.

**IMPACTS AND MITIGATION MEASURES**


**Project-Level Components**

The implementation of project-level components of the Master Plan, including constructing 16 miles of trails, improving the campground area, establishing a hang-gliding launch and emergency landing site, and providing overflow parking and equestrian camping in the West Flat Area would result in construction activity that would have a short-term adverse impact on scenic resources. Construction activity would include use of construction equipment, ground disturbance associated with establishment of construction phasing areas, and temporary installation of construction safety fencing. These activities and equipment would have an adverse visual effect on the natural landscape. The construction activity, however, would be temporary in nature and localized in small areas within the project site. Implementation of Mitigation Measure Visual Resources-1 would reduce potential visual impacts to less-than-significant levels.

**Program-Level Components**

As indicated in Chapter 2, subsequent environmental documentation is required for implementation of program-level components; they are here evaluated on a conceptual level. Construction of program-level components would result in visual resource impacts, as the proposed facilities would require use of construction equipment, ground disturbance in the vicinity of construction staging areas, and temporary installation of construction safety fencing. Development in the West Flat Area would include construction of an 18-hole golf course, a fishing pond, trails, building and events center structures, Bicycle Park, and other site-specific use areas. Improvements outside of the West Flat Area include trail construction, development of picnic and camping areas in the Lakeside Area, and minor development in the Mendoza Area. Development of the program-level components would occur over the course of ten years, with an approximate timeframe of five years for development of the West Flat Area. The proposed construction activity would occur during brief intervals over the 10-year Master Plan implementation phase. Construction activity in the West Flat Area would be quite intensive, and construction activity in the other Park areas would be light to moderate. Implementation of Mitigation Measure Visual Resources-1 would reduce potential impacts would be reduced to less-than-significant levels.
Mitigation Measure Visual Resources-1: The following measures are included to minimize or reduce project impacts on existing scenic resources and visual quality during project construction:

- During construction of Park facilities construction staging shall be located in areas that are not visible from public vantage points, to the extent possible.
- Avoid damage to natural surroundings in and around the work limits.
- Provide temporary barriers to protect existing trees, plants, and root zones, if necessary.
- Construction activities shall be phased to minimize the appearance of disturbed areas within the Park.

**Impact Significance After Mitigation:** Less Than Significant.

Impact Visual Resources-2: The proposed Master Plan would alter and visually intrude upon the open, natural character of the Park in which new development is proposed. Less Than Significant with Mitigation Measures.

**Project-Level Components**

The implementation of project-level facilities of the Master Plan would result in minor developments in the West Flat area, including a hang-gliding launch and emergency landing site and overflow parking and equestrian camping. In the Lakeside area, campground improvements are proposed. New developments would have minimal adverse impacts on the visual landscape. The proposed new development would be low-scale, predominantly surface features, such as parking and camping areas. The proposed Master Plan would add native grass green spaces to the existing campground, which would increase the vegetated area at the campground compared to existing conditions. The surface of the overflow parking area would be grass, which would visually blend into the surrounding landscape.

**Views from Adjacent Streets**

Views of the West Flat Area from Foothill and San Martin Avenue would not change substantially from existing conditions. The overflow parking and equestrian camping area would appear as a grassy area from the public roads consistent with current appearance. The hang-gliding launch and emergency landing site would not be visible from the roadways due to site topography and vegetation and would appear as an area of somewhat shorter or less vegetation. No components of Phase 1 would be visible from Roop Road.

**Views from Highway 101 and Highway 152**

No components of Phase 1 would be visible from Highway 101 and Highway 152. Implementation of Mitigation Measure Visual Resources-2 would reduce potential visual impacts to less-than-significant levels.
Program-Level Components

The West Flat area would include extensive new development; converting an existing open grassland to a managed Park landscape. Prominent visual features include a new 18-hole golf course, including a club house and maintenance facility, a group picnic site accommodating up to 200 people, and agricultural/equestrian/education center, and events center, and Bicycle Park. The proposed golf course and the equestrian facility would be the most visually prominent features. These types of features are not new uses in the area. The Institute, a private 18-hole golf course, is located adjacent to the West Flat Area on Foothill Avenue near Maple Avenue. Equestrian centers are located on New Venue and Roop Road near the Park. Although these developments would be new to the Park, similar types of uses are located nearby within the visual landscape.

In the Lakeside Area, the Master Plan proposes to develop two new campgrounds, a group picnic and staging area, a water play area, a satellite ranger office, and an expanded maintenance facility. The proposed new uses would increase the developed landscape of the Park. Proposed new developments, however, are compatible with the existing visual character of the site. Areas of dense new development would utilize native vegetative screening to minimize visual impacts.

In the Mendoza Ranch Area, the project would include development of a youth campground, staging area, and two hang-gliding landing sites, and expansion or conversion of the Mendoza Ranch house to an environmental education center. The proposed developments would moderately increase the developed character of this area. In the vicinity of the proposed campground and staging area, existing grass rangelands would be modified to packed earth, decomposed granite, or asphalt surfaces. The architecture of proposed new facilities would enhance the existing rustic ranchland character. Vegetative plantings would be used to screen views from public vantage points.

Views from Adjacent Streets

Views of the West Flat Area from Foothill and San Martin Avenue would be modified from a fenced, open grassland to a managed Park site. The most visually prominent features in the West Flat Area would be the proposed golf course and the equestrian facility. Although these developments would be new to the Park, similar types of uses are located nearby within the visual landscape. Vegetative screening would be utilized to block views of development from the roadway. The Mendoza Ranch Area, which is visible from Roop Road, would appear more developed with the proposed campground and staging area uses. The topography of the site would somewhat block views of the proposed campground from the roadway.

Views from Highway 101 and Highway 152

Due to the long-range views of the Park from these roadways, and the intervening topography, vegetation, and development, the proposed project features would not be visible from Highway 101 or Highway 152. Implementation of Mitigation Measure Visual Resources-2 would reduce potential visual impacts to less-than-significant levels.
Mitigation Measure Visual Resources-2: The following measures are included to minimize or reduce project impacts on existing scenic resources and visual quality:

- Minimize development footprints.
- Choose building materials that are visually compatible or do not compete with the landscape.
- In the West Flat and Mendoza areas, architecture of new facilities shall enhance the existing rustic ranchland character.
- In the West Flat area, existing barns shall remain the dominant structures, with no other structure exceeding the barns in height.
- New structures shall include arbors, porches, and patios to blend indoor and outdoor spaces.
- New architectural features in the Lakeside area shall blend with the existing architectural styles.
- Staging areas shall be paved with asphalt or be unpaved with road base material.
- Overflow parking areas shall be grass that can be mowed seasonally.
- Provide native vegetative screening to block views of new developed areas at the Park from public view corridors. Select tree and vegetation species that enhance the ranchland character theme.

Impact Significance After Mitigation: Less Than Significant.

Impact Visual Resources-3: The proposed Master Plan would introduce new publicly accessible trails on the site providing new opportunities for scenic views. Significant Beneficial Impact.

Project-Level and Program-Level Components
The proposed Master Plan would develop over 30 miles of new trails in the Park over three construction phases. The proposed trails would provide new opportunities for public views of the Park and surrounding region, particularly along the northwest-southeast trending ridgeline. New trails would provide views of the foothill oak woodlands, Palassou Ridge, and distant views of Santa Clara Valley, Mount Madonna, and the Coastal Range.

Mitigation Measure: None required. This would be a significant beneficial impact for visual resources.

Impact Significance After Mitigation: Significant Beneficial.

Project-Level and Program-Level Components

The proposed Master Plan would introduce limited new sources of light at the Park, including low-level security lighting at the equestrian center, golf course/events pavilion, Park entrances along the main roads, and at restroom facilities. New campgrounds would also provide new sources of light at the Park due to the use of campfires. New sources of night lighting would nominally increase the ambient light at the Park. Most areas proposed for nighttime security lighting would be directly adjacent to developed residential areas in San Martin where ambient light levels are somewhat elevated, and night sky viewing is compromised. The nominal increase in nighttime lighting in the project area would have a less than significant impact with implementation of Mitigation Measure Visual Resources-3.

Proposed new parking, staging, and campground areas would introduce new sources of glare, predominantly due to sunlight reflections on windshields and reflective automotive fixtures. The new sources of glare would detract from the existing natural ranchland character of the visual landscape. These areas would be concentrated near existing developed areas to reduce the overall site impacts. Implementation of Mitigation Measure Visual Resources-3 would reduce the visual impacts associated with glare to a less than significant level.

Mitigation Measure Visual Resources-3: The following mitigation measures are recommended to minimize project impacts of light and glare:

- Exterior lighting shall use fixtures with low-level lighting, focused beams, and directional hoods to minimize light visible from other properties and reduce night sky impacts.
- Vegetative screening and islands shall be utilized in parking, staging, and camping areas to reduce reflective glare.
- Non-reflective asphalt surfaces shall be utilized to reduce glare.

Impact Significance After Mitigation: Less than Significant.

REFERENCES – Visual Resources
