INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

GRANADA COMMUNITY PARK AND RECREATION CENTER

MAY 2024

PREPARED FOR:

Granada Community Services District
P.O. Box 335
El Granada, CA 94018
(650) 726-7093

PREPARED BY:

Montrose Environmental Solutions
1 Kaiser Plaza, Suite 340
Oakland, CA 94612
www.montrose-env.com

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Acronyms and Abbreviations

§

µg/m3	micrograms per cubic meter

A

AB	Assembly Bill
af	acre-foot
ALUCP	Airport Land Use Compatibility Plan
amsl	above mean sea level

B

BAAQMD	Bay Area Air Quality Management District
Basin Plan	Water Quality Control Plan
bgs	below ground surface
BMP	best management practice

C

CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Cal EMA	California Emergency Management Agency
Cal EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
Caltrans	California Department of Transportation
CBC	California Building Code
CCAG	City/County Association of Governments
CCAP	Community Climate Action Plan
CCWD	Coastside County Water District
CDFW	California Department of Fish and Wildlife
CDP	Coastal development permit
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	CaliforniaEndangered Species Act
CGP	Construction General Permit
CGS	California Geological Survey
CNEL	community noise equivalent level
CRHR	California Register of Historical Resources
CWA	Clean Water Act
CY	cubic yard

D

dB	decibel
dBA	A-weighted decibel
dbh	diameter at breast height

DDT	dichloro-diphenyl-trichloroethane
DTSC	[California] Department of Toxic Substances Control
E	
ESA	Endangered Species Act
F	
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	FIRE HAZARD SEVERITY ZONE
FTA	Federal Transit Administration
G	
GHG	greenhouse gas
GSA	groundwater sustainability agency
GWP	Global warming potential
H	
HSC	California Health and Safety Code
Hz	Hertz
I	
ICBO	International Conference of Building Officials
IS/MND	Initial Study/Mitigated Negative Declaration
K	
KBTU	KILO BRITISH THERMAL UNITS
L	
LCP	Local Coastal Program
Ldn	Day-night sound level
Leq	equivalent sound level
LF	linear feet
LID	Low Impact Development
Lmax	maximum sound level
Lmin	minimum sound level
LRA	local responsibility area
Lxx	percentile-exceeded sound level
M	
MLD	Most Likely Descendant
MS4s	municipal separate storm sewer systems
MWSD	Montara Water and Sanitary District
N	
NAHC	Native American Heritage Commission
NHTSA	National Highway Traffic Safety Administration

NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NWP	Nationwide Permit
O	
OSHA	OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
P	
Project or Proposed Project	Granada Community Park and Recreation Center Project
PM	particulate matter
PM_{10}	particulate matter with aerodynamic radius of 10 micrometers or less
$PM_{2.5}$	particulate matter with aerodynamic radius of 2.5 micrometers or less
PPV	peak particle velocity
R	
RCRA	Resource Conservation and Recovery Act
RWQCB	Regional Water Quality Control Board
S	
SB	Senate Bill
SGMA	Sustainable Groundwater Management Act
SHPO	State Historic Preservation Officer
SWPPP	Stormwater Pollution Prevention Plan
T	
TCR	tribal cultural resource
TDM	transportation demand management
TIAMP	traffic impact analysis and mitigation plan
TMDL	total maximum daily load
U	
UBC	Uniform Building Code
U.S.	United States of America
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
V	
VdB	vibration velocity in decibels
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
W	
WB	westbound
WQO	Water quality objective
Z	
ZEV	zero-emission vehicles

Chapter 1
INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with California Environmental Quality Act (CEQA), under which the proposed Project is evaluated at a project level (CEQA Guidelines § 15378). The Granada Community Services District (District) as the lead agency under CEQA, will consider the proposed Project's potential environmental impacts when considering whether to approve the Project. This IS/MND is an informational document to be used in the planning and decision-making process for the proposed Project and does not recommend approval or denial of the proposed Project.

The site plans for the proposed Project included in this IS/MND are conceptual. The District anticipates that the final design for the proposed Project would include some modifications to these conceptual plans, and the environmental analysis has been developed with conservative assumptions to accommodate some level of modification.

This IS/MND describes the proposed Project; its environmental setting, including existing conditions and regulatory setting, as necessary; and the potential environmental impacts of the proposed Project on or with regard to the following topics:

- Aesthetics
- Agriculture/Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology, Soils, and Seismicity
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

1.1 Public Involvement Process

Public disclosure and dialogue are priorities under CEQA. CEQA Guidelines Section 15073 and Section 15105(b) require that the lead agency designate a period during the IS/MND process when the public and other agencies can provide comments on the potential impacts of the proposed Project. Accordingly, please send comments to the following contact:

Hope Atmore, Assistant General Manager
Granada Community Services District
PO Box 335
El Granada, CA 94018
Email: hatmore@granada.ca.gov

During its deliberations on whether to approve the proposed Project, the District will consider all comments received before 5:00 p.m. on June 17, 2024 for closure of the public comment period.

1.2 Organization of this Document

This IS/MND contains the following components:

Chapter 1, *Introduction*, provides a brief description of the intent and scope of this IS/MND, the public involvement process under CEQA, and the organization of and terminology used in this IS/MND.

Chapter 2, *Project Description*, describes the proposed Project including its purpose and goals, the site where the proposed Project would be constructed, the construction approach and activities, operation-related activities, and related permits and approvals.

Chapter 3, *Environmental Checklist*, presents the checklist used to assess the proposed Project's potential environmental effects, which is based on the model provided in Appendix G of the CEQA Guidelines. This chapter also includes a brief environmental setting description for each resource topic and identifies the proposed Project's anticipated environmental impacts, as well as any mitigation measures that would be required to reduce potentially significant impacts to a less-than-significant level.

Chapter 4, *References*, provides a bibliography of printed references, websites, and personal communications used in preparing this IS/MND.

Appendices

Appendix A: Site Plans

Appendix B: Air Quality Analysis

Appendix C: Biological Resources Report

Appendix D: Cultural Resources Inventory [Confidential]

Appendix E: Geotechnical Investigation

Appendix F: Noise Memorandum

1.3 Impact Terminology and Use of Language in CEQA

This IS/MND uses the following terminology to describe the environmental effects of the proposed Project:

- A finding of *no impact* is made when the analysis concludes that the proposed Project would not affect the particular environmental resource or issue.
- An impact is considered *less than significant* if the analysis concludes that no substantial adverse change in the environment would result and that no mitigation is needed.
- An impact is considered *less than significant with mitigation* if the analysis concludes that no substantial adverse change in the environment would result with the inclusion of the mitigation measures described.
- An impact is considered *significant or potentially significant* if the analysis concludes that a substantial adverse effect on the environment could result.
- *Mitigation* refers to specific measures or activities that would be adopted by the lead agency to avoid, minimize, rectify, reduce, eliminate, or compensate for an otherwise significant impact.
- A *cumulative impact* refers to one that can result when a change in the environment would result from the incremental impacts of a project along with other related past, present, or reasonably foreseeable future projects. Significant cumulative impacts might result from impacts that are individually minor but collectively significant. The cumulative impact analysis in this IS/MND focuses on whether the proposed Project's incremental contribution to significant cumulative impacts caused by the project in combination with past, present, or probable future projects is cumulatively considerable.
- Because the term "significant" has a specific usage in evaluating the impacts under CEQA, it is used to describe only the significance of impacts and is not used in other contexts within this document. Synonyms such as "substantial" are used when not discussing the significance of an environmental impact.

Chapter 2
Project Description

2.1 Overview

The Granada Community Services District (District) is responsible for parks and recreation, solid waste and recycling services, and the operation and maintenance of the sewer collection system and sewer services in the unincorporated areas of El Granada, Princeton-by-the-Sea, Miramar, and the northern portion of Half Moon Bay.

The District proposes a new community park on a collection of parcels known locally as the Burnham Strip. The existing site is undeveloped except for a ±3,000 square foot building currently leased to the Picasso Preschool, a ±17,200 square foot (0.39 acre) 400,000-gallon passive underground sewer wet weather storage facility retention basin (Wet Weather Flow Management System), and a skateboard ramp on an informal dirt lot. The Granada Community Park and Recreation Center Project (Project) would develop the site for recreational uses, which would include active and passive recreational zones, walking paths, fitness stations, park restrooms, outdoor showers, a dog park, small and large group picnic areas, kids' play structures, skate ramp and related skate feature, parking areas, and a renovated and expanded community recreation center. The site would be accessed via Obispo Road. The proposed walking trails would direct pedestrians to the existing crosswalk at the intersection of Coronado Street and Highway 1, providing access to San Mateo County's Midcoast Multi-Modal Trail (Highway 1 Parallel Trail) to the south and to Surfer's Beach and the California Coastal Trail to the west. The Project includes interpretive, wayfinding, informational, and monument signage. The Project would also improve and enhance two existing onsite drainage channels to create a natural area and expand and improve onsite vegetation.

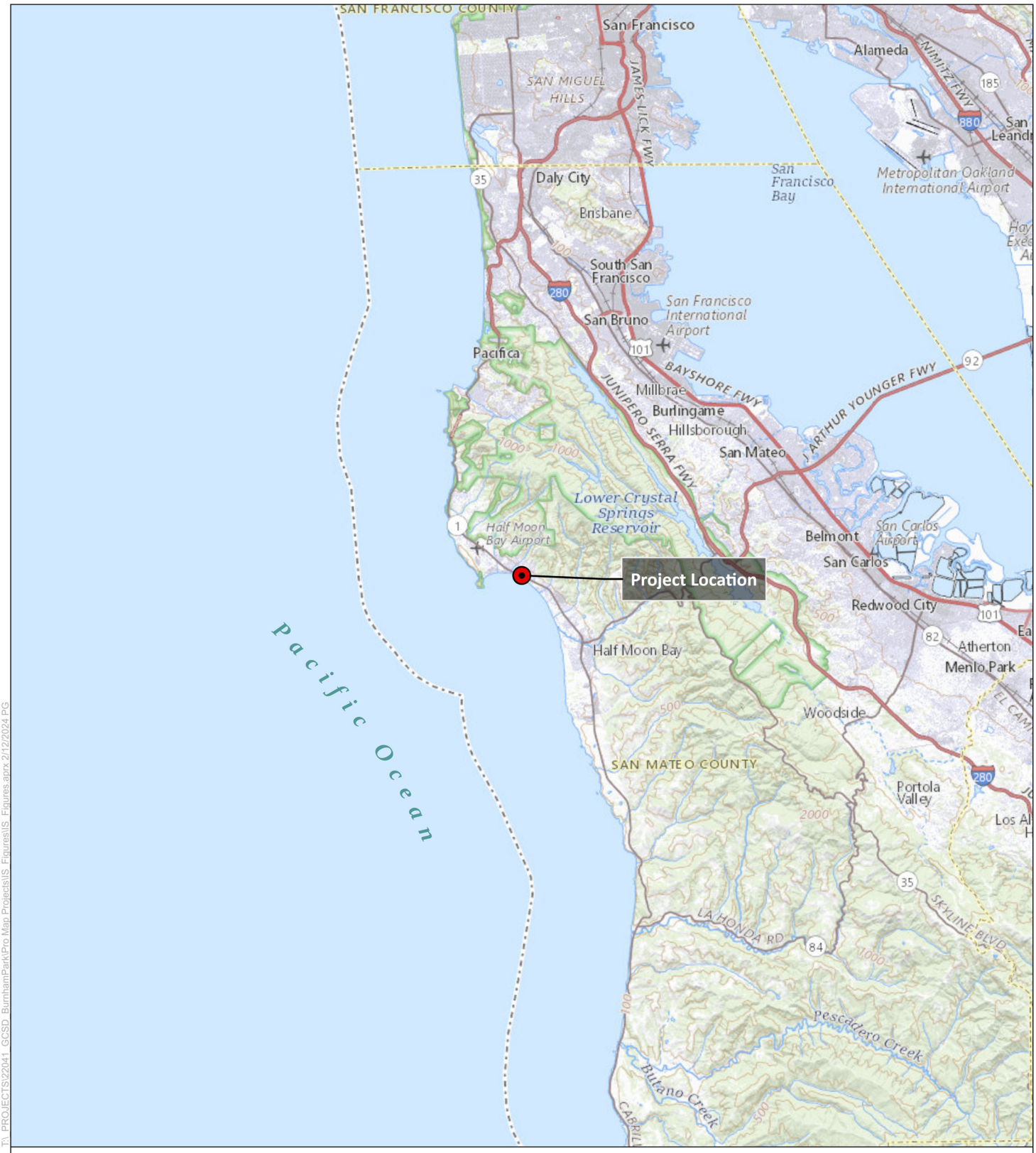

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Figure 2-1
Regional Location

MONTROSE ENVIRONMENTAL

Granada Community Park
and Recreation Center Project

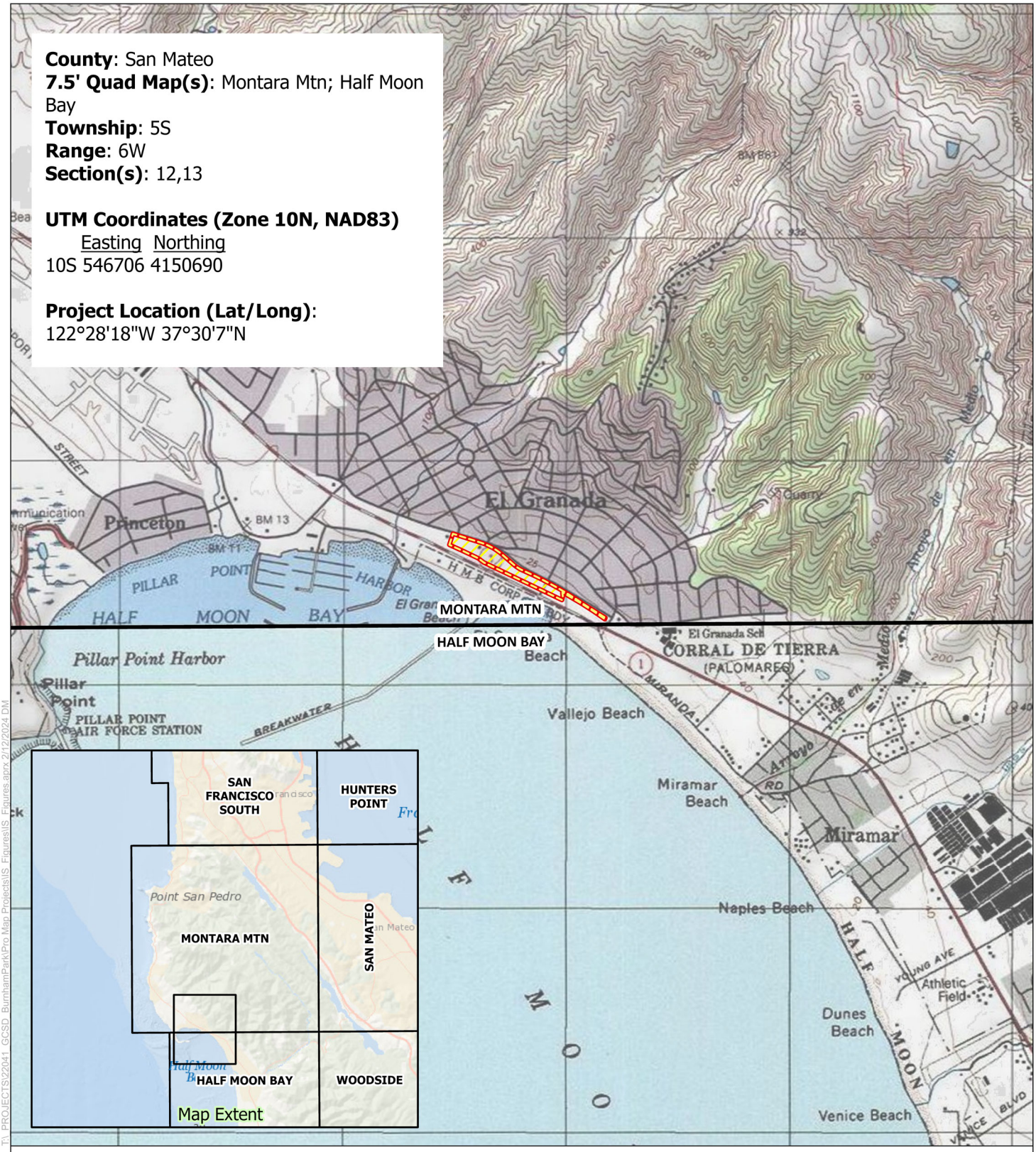

Figure 2-2
Site Location and Vicinity

MONTROSE ENVIRONMENTAL

Granada Community Park and Recreation Center Project

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2.2 Proposed Project Location and Setting

The new 7.72-acre Granada Community Park and Recreation Center would be located northeast of Highway 1 (Cabrillo Highway) in the unincorporated community of El Granada in San Mateo County, as shown on Figures 2-1 and Figure 2-2. The Project site is identified as San Mateo County Assessor's Parcel Numbers 047-262-010, 047-251-100, and 047-251-110. The site is located in Township 5 South, Range 6 West of the U.S. Geological Survey (USGS) Mount Diablo 7.5-minute quadrangle. The approximate center of the Project site corresponds to 37.501592 north latitude and 122.470932 west longitude.

- San Mateo County:
    - Land Use Designation: Open Space with Park Overlay
    - Zoning: El Granada Gateway/Design Review/Coastal Development (EG/DR/CD) Zoning District

Project Site Characteristics

Site topography in the project area is relatively flat, with a slight slope upwards towards the northeast. Site elevations range from 15 to 36 feet above mean sea level. Current land use is informal day-use recreation with a skateboard ramp and dirt lot that has been unofficially used as a parking lot in the central portion of the study area. The site is bounded by Obispo Road and other surface streets. Urban development, including residential, recreational, and commercial uses, occupy lands north, east, and west of the Project site. The project site is currently comprised of open space with three distinct drainage features. The dominant hydrological feature on the project site is Burnham Creek, which is a 4.2-mile-long creek and riparian area that meanders through El Granada and enters to the southeastern end of the project site and leaves the project site and enters into Surfer's Beach through an underground road culvert under Highway 1. The other hydrological features are two unnamed drainages which receive stormwater runoff from the upslope residential area to the north of the study area. Unnamed drainage # 1 encompasses approximately a 37.22-acre drainage area and unnamed drainage #2 encompasses a 60.02-acre drainage area. There are approximately 850 linear feet of intermittent drainages and 250 linear feet of ephemeral drainages on the site that are anticipated to meet criteria to be considered jurisdictional aquatic resources subject to state agency regulation. The drainages are shown in Appendix A. The two unnamed drainages discharge to the Pacific Ocean through underground road culverts beneath Highway 1. Burnham Creek and unnamed drainages are ephemeral water features that stop flowing during the dry season. Habitats on the Project site consists of intermittent drainage, ephemeral drainage, arroyo willow thicket, non-native grassland/ruderal, and developed.

Surrounding Land Uses

Residential and commercial land uses are immediately northeast of the Project site. Highway 1 and Surfer's Beach are located southwest of the site. Wilkinson School and the Coastside Fire

Protection District station are located to the southeast. Land to the northwest is mainly undeveloped with the exception of a single residence. Further to the northwest, land uses consist of a mixture of commercial and single-family residential. Half Moon Bay Airport (Eddie Andreini Sr. Airfield) is located approximately 4,000 feet to the northwest.

2.3 Project Components

The new park would consist of three areas: the Burnham Creek Riparian Zone, an Active Recreation Zone, and a Community Recreation Center and Passive Recreation Zone. The park plan, available as Appendix A, was approved by the District board in April 2023 and includes the following features and amenities:

- Burnham Creek Riparian Zone (±1.0 acre)

  In the southeastern most section of the proposed park, the District would maintain the existing densely vegetated area. No work is proposed within the limits of existing riparian vegetation within the Burnham Creek Riparian Zone. The District proposes to install a permeable trail extending from the Coronado Street crosswalk to Obispo Road, and along the Obispo Road shoulder until it meets the central portion of the site. It is important to note that there are no sidewalks on the southwest side of the roadway along this portion of Obispo Road and the trail would serve to safely direct pedestrians to the existing dedicated pedestrian Highway 1 crossing.

- Active Recreation Zone (±3.5 acres)

  In the southeastern portion of this central area, the District proposes a "Village Green" passive lawn and adjacent paved plaza to serve as a central gathering area, providing opportunities for small groups to meet, community events to be held, and provide a scenic overlook for the adjacent renovated drainage improvements (described below). Ten new permeable parking spaces would be located along Obispo Road immediately to the north of the Village Green. Further to the northwest, the project includes a 25-space parking lot with permeable parking stalls. Another ±60 informal street parking stalls are available along Obispo Road. Adjacent to the new parking lot, the District proposes a small restroom facility, with potential exterior showers for beachgoers. This structure would be screened by adjacent planting areas. The existing skate ramp would be moved to this location, with additional low-impact facilities, such as an all-ages skate area, located nearby. Informational and park wayfinding signage would be located near the Village Green plaza and in the parking lot plaza by the restroom facility.

  Further to the northwest, the District proposes a family and large group picnic area with age-specific playgrounds, a half-court basketball court, a potential bocce court, and a large active play lawn. At the northernmost end of the Active Recreation Zone would be an enclosed dog park, with separate areas for small and large dogs, featuring water stations, pet waste facilities, benches, and a community bulletin board. All of the above

active areas are buffered on all sides by new planting areas to screen and provide a sense of enclosure to the play spaces.

Two existing drainage channels within the Active Recreation Zone would be widened and realigned to increase sinuosity, thus allowing for additional water percolation and filtration, and improving the site by supporting a more robust and dynamic vegetation zone, with opportunities for interpretive and educational signage. Each channel would be crossed by a new pedestrian foot-bridge. These foot-bridges may be site-built or pre-fabricated, and would be ten to twelve (10-12) feet wide to accommodate multi-modal traffic.

The entire Active Recreation Zone would be surrounded by a "primary" ten (10) foot wide pervious multi-modal trail with seating areas and five (5) exercise facilities along the route, connecting this area to those to the northwest and southeast. Occasional interpretive signs would be incorporated along the trail and where appropriate in adjacent areas.

- Community Recreation Center and Passive Recreation Zone (±3.25 acre)

  This area maintains most of the existing ruderal grassland, which is to be enhanced via a robust vegetation management program to eliminate invasive and noxious weeds and restore native perennial grasses and forbs, enhancing habitat and forage for native wildlife. These "passive grassland" areas would be encircled by mounded landforms covered with a mixture of the native grasses and low-growing shrubs commonly found in local Coastal Scrub habitat.

  A ten (10) foot wide multi-modal trail continues the loop from the Active Recreation Zone to the southeast with seating areas and three (3) additional fitness stations along the path. Narrower five (5) foot wide secondary pathways provide alternate loops through and around the passive grassland or spur off the primary pathway and lead to individual picnic areas sheltered from wind by low gabion walls that retain the adjacent berms. All proposed pathways are ADA-accessible. Occasional interpretive signs would be incorporated along both primary and secondary pathways.

  In the northwestern most section of the proposed park, the District proposes to renovate and expand upon the existing ±3,000 square foot preschool building, located near the intersection of Avenue Alhambra, San Luis Avenue, Coronado Street and Obispo Road, to develop a new Community Recreation Center. The building was acquired by the District in July 2021 and is leased to the preschool until August 2025.

  The proposed Community Recreation Center would include two buildings: (1) the existing preschool building that would be renovated for classroom and staff offices and (2) a new ±3,000 square foot building that would house a community room and associated spaces. The renovated building would include a central lobby from the entry though the building, with a staff service point. The lobby would lead to a central outdoor "community living

room" for both informal and formal programming. Public restrooms would be located directly adjacent to the lobby. The renovated building would also house two classroom spaces accessible from the central outdoor space: a fitness classroom for health and wellness, dance, and exercise programming; and an activity room for multi-purpose uses, including arts and crafts, trainings, classes, workshops, seminars, and use by local clubs and organizations. The fitness classroom and activity room would each have a dedicated patio directly adjacent to the indoor room that expands the programmable space to the outdoors via glass roll up doors. The renovated building would also include a small conference room that can be used by the public or by staff. The new building will house a ±1,800 square foot community room, with an adjacent pantry or kitchen for food service for events and related storage; this new building would be connected by trellis to the existing building. Additional restrooms would be housed within the new building, accessible from the outdoors. A dedicated community room courtyard would be located adjacent to the indoor space, with sliding glass doors for indoor-outdoor programming.

Site improvements at the front of the building would include a relocated vehicular entrance, resurfacing of the existing parking lot and expansion to provide 20 stalls. Improvements around the sides and rear of the building would include hardscaped patio and courtyard areas, pathways to the community park, and landscaping, including native and climate-appropriate trees, shrubs, grasses and groundcovers.

Adjacent to the renovated parking lot would be a "Library Outpost", a self-service vending machine kiosk managed and operated by the San Mateo County Libraries. This kiosk would be able to provide access to a variety of library materials, including books, media, and library holds and would provide free public Wi-Fi service enabling patrons to download audio and eBooks and browse the library catalog. The goal of the Library Outpost is to bring library materials closer to the homes and workplaces of community members that are historically or currently underserved, challenged by geographic isolation from their nearest library in the City of Half Moon Bay, or limited in public transportation options.

Access and Parking

The site would be accessed from Obispo Road which currently runs the length of the north/northeastern property border. The project would add a paved and painted 25-space permeable parking lot and would provide an additional ten (10) angled permeable street parking stalls north of the proposed "Village Green". In addition, twenty (20) new permeable parking stalls would be installed in front of the renovated Community Recreation Center, and approximately fifty-seven (57) street parking spaces would remain along Obispo Road adjacent to the project site. Pedestrian access between the beach, the California Coastal Trail, the San Mateo County Multi-Modal Highway 1 Parallel Trail, and the park would be via the existing high visibility crosswalk at Highway 1 and Coronado Street that would connect to the pedestrian trail along Obispo Road.

Lighting and Security

No lighting is planned along the pathways or in the active or passive recreation spaces of the park. For safety and security purposes, low-level lighting would be provided in the parking lot of the Community Recreation Center and as required for circulation in and around the adjacent patios and walkways. Lighting would be down-shielded to minimize glare and illumination outside the intended area, and would be operated with occupancy sensors, motion detectors, photosensors, or timers to only function during nighttime hours. In addition, security cameras may be located in several locations around the Community Recreation Center. Signs identifying operating hours would be posted as a deterrent to unauthorized use of the park.

Utility Line Relocation

The Project proposes the removal of three utility poles located at the intersection of Obispo Road and Ave Portola. The existing telephone lines would be relocated onto existing poles on the northeastern side of Obispo Road. The poles would be removed and the holes would be graded along with the rest of the site. The exposed soil would be seeded with native grass mix.

Park & Community Recreation Center Operations

Park. Hours of operation for the park would be daily from dawn to dusk. The restrooms would be closed each evening by District staff or contracted security and opened each morning. The dog park would be open daily from dawn to dusk to match operations of the park overall and would be closed intermittently for regularly scheduled and/or special maintenance activities as necessary. The Village Green area may occasionally hold special events with amplified sound, such as small concerts, craft markets, etc. Permits for these events would require District approval. Special events would typically occur no more than 2 times per month, with increased frequency in the summer, up to 3 or 4 times per month.

Community Recreation Center. The Community Recreation Center, parking lot, and adjacent patio areas would be open during normal business hours, typically 8am to 5pm, for District operations, public gatherings, and use of the classrooms and patios for District programming.

After-hours and weekend activities would occur at the Community Recreation Center for both private rentals and public events, potentially including events such as book readings, receptions, or community meetings. The District anticipates after hours use to be as follows:

- Monday-Thursday: 5:00pm–11:00pm for government or community use. Frequency is anticipated to be 2-3x/week.
- Friday: 5:00pm-11:00pm for special events, community meetings, rentals, and District use. Frequency is anticipated to be up to 3-4x/month. All amplified sound shall be required to stop by 10:00pm.
- Saturday: 8:00am-11:00pm for special events, community meetings, rentals, and District use. Frequency is anticipated to be up to 3-4x/month. All amplified sound shall be required to stop by 10:00pm.

- Sunday: 9:00am-9:00pm for special events, community meetings, rentals, and District use. Frequency is anticipated to be 2-3x/month. All amplified sound shall be required to stop by 9:00pm.

Green Infrastructure (for hydrologic and water quality benefits)

The Project would install Green Infrastructure to promote on-site infiltration and improve water quality pursuant to the Municipal Regional Stormwater NPDES Permit for Phase I municipalities and agencies in the San Francisco Bay Area (Order R2-2022-0018) (MRP). The District is proposing to incorporate green infrastructure in the form of self-treating landscaped areas, self-retaining landscape areas adjacent to impervious hardscape, pervious pavement and bioretention areas. The proposed Project would include permeable parking stalls in the parking areas, as encouraged by the San Mateo County Green Infrastructure Design Guide, which provides comprehensive guidance for the implementation of infiltration and runoff reduction projects under the MRP. The County maintains similar green infrastructure facilities nearby at the Fitzgerald Marine Reserve under the County's Routine Maintenance Program, managed by the County's Department of Public Works and Parks Department.

2.3.1 Construction Hours

Construction hours would generally be scheduled between 7:00 am to 6:00 pm Monday through Friday and between 9:00 am to 5:00 pm on Saturdays and would be consistent with Municipal Code Chapter 4.88.360.

2.3.2 Grading and Paving

The Project design minimizes overall grading required by retaining large natural areas of the relatively flat site. Grading would primarily be required for the parking area, central active recreational area, expanded community center, the renovated drainage ditches, and surrounding developed amenities, and minor grading would be required for walking paths. It is estimated that grading would occur over approximately 5.4 acres of the Project site and grading quantities would be 3,640 cubic yards of cut and 4,790 cubic yards of fill. Approximately 0.2 acres (8,900 square feet) of the site would be paved with asphalt, exclusively the drive aisles and driveway approaches within the two parking lots, and total area of concrete for sidewalks, shelters, structures, and restroom amount to approximately 0.41 acres (17,900 square feet). The Project would result in an increase of 0.61 acres of impervious surface onsite. Pervious hardscape materials, including the gravel pathways and pervious concrete parking stalls, total approximately 0.99 acres (43,100 square feet).

Construction Activities and Methods

- Construction activities would be performed during normal daylight hours over a period of approximately 36 months and may be completed in several phases at different period intervals. Construction activities and methodology would consist of the following:
- Demolition of existing hardscape (asphalt and/or concrete) and removal of minor structures;

- Clearing and grubbing of shrubs. Cleared and grubbed vegetation would be chipped and spread onsite or removed and disposed of off-site at an approved location;
- Vegetation management and invasive species eradication in areas to remain ungraded in proposed Passive Grassland (±29,000 square foot) and Rain Garden (±3,900 square foot) areas;
- Trenching of utilities to support proposed restrooms, dog park area, and Community Recreation Center;
- Renovation and construction of Community Recreation Center buildings;
- Grading and revegetation for the two existing drainage channel improvements;
- Grading and paving of the proposed access drive and walking paths and paved areas;
- Installation/replacement of fencing along a portion of the western edge of the site and proposed dog park;
- Installation of site furnishings, including tables, benches, play structures, and fitness stations, and relocating the skate ramp;
- Planting and irrigation.

Materials and Equipment Staging and Storage

Temporary construction staging and materials storage areas would be located within the Project boundary within areas proposed for grading. It is anticipated that staging would primarily occur along the access drive alignment and in the vicinity of the proposed active recreation portion of the Project. Following construction, any materials not used or reused in the Project would be hauled off-site and reused or disposed of in a permitted landfill or recycled at a permitted recycling facility.

Onsite Drainage and Erosion Control

The Project would be required to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) permit and Stormwater Pollution Prevention Plan (SWPPP) during and following construction activities. The NPDES permit would require implementation of the SWPPP during construction and would ensure that construction best management practices for stormwater management and erosion control, such as fiber wattles, silt fencing, covering exposed soil piles, and site stabilization by mulching disturbed areas during construction and revegetating disturbed areas post-construction, are implemented. The Project would be designed and constructed in accordance with the San Mateo Countywide Water Pollution Prevention Program, which requires implementation of Green Infrastructure/Low Impact Development (GI/LID) design strategies to manage and treat stormwater.

2.3.3 Construction Timing and Schedule

Construction for the Project is anticipated to be approximately 36 months and may be completed in several phases at different time intervals. Construction of the Project is anticipated to begin in Summer 2025 and be completed by Summer 2028.

2.3.4 Construction Equipment

Construction (from mobilization to demobilization) for the Project is anticipated to require the use of the following heavy-duty construction equipment:

- Excavators,
- Backhoes,
- Loaders,
- Compactors,
- Dump trucks
- Delivery trucks.

2.4 Permits and Approvals

The District began community outreach in 2018 and the District Board approved the Park Plan in April 2023. Implementation of the plan would require the following approvals:

- District Board of Directors
  - Approval of the final CEQA-compliant environmental document
  - Approval and adoption of project-associated mitigation measures (if necessary)
- San Mateo County
  - Coastal Development Permit
  - Use Permit
  - Design Review
  - Grading Permit
  - Stormwater Permit
  - Encroachment Permit
  - Building Permit
- Telecom
  - AT&T
  - Comcast
- Regional Water Quality Control Board, Central Coast Region (Region 3)
  - NPDES Construction General Permit
- US Army Corps of Engineers
  - Section 401 Permit
  - Section 404 Permit
- California Department of Fish & Wildlife
  - Streambed Alteration Agreement

Chapter 3
ENVIRONMENTAL CHECKLIST

This chapter of the Initial Study/Mitigated Negative Declaration (IS/MND) assesses the environmental impacts of the Granada Community Park and Recreation Center Project (proposed Project) based on the environmental checklist provided in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. The environmental resources and potential environmental impacts of the proposed Project are described in the individual subsections below. Each section includes a discussion of the rationale used to determine the significance level of the proposed Project's environmental impact for each checklist question. For environmental impacts that have the potential to be significant, mitigation measures are identified that would reduce the severity of the impact to a less-than-significant level.

1.	**Project Title**	Granada Community Park and Recreation Center Project
2.	**Lead Agency Name and Address**	Granada Community Services District 504 Avenue Alhambra, Third Floor, El Granada, CA 94018
3.	**Contact Person, Phone Number and Email**	Hope Atmore, Assistant General Manager Granada Community Services District PO Box 335 El Granada, CA 94018 650-726-7093 Email: hatmore@granada.ca.gov
4.	**Project Location and Assessor's parcel number (APN)**	Project site is located between State Route 1 and Obispo Road in El Granada (unincorporated San Mateo County). The approximate center of the Project site corresponds to 37.501592 north latitude and 122.470932 west longitude. APNs 047-262-010, 047-251-100, and 047-251-110
5.	**Property Owner(s)**	Granada Community Services District
6.	**General Plan Designation**	Open Space with Park Overlay
7.	**Zoning**	El Granada Gateway/Design Review/Coastal Development (EG/DR/CD) Zoning District

8.	**Description of Project**	The District proposes a new 7.72-acre community park on a collection of parcels known locally as the Burnham Strip. The Granada Community Park and Recreation Center Project (Project) would develop the site for recreational uses, which would include active and passive recreational zones, walking paths, fitness stations, park restrooms, outdoor showers, a dog park, small and large group picnic areas, kids' play structures, skate ramp and related skate feature, parking areas, and a renovated and expanded community recreation center. The site would be accessed via Obispo Road. The proposed walking trails would direct pedestrians to the existing crosswalk at the intersection of Coronado Street and Highway 1, providing access to San Mateo County's Midcoast Multi-Modal Trail (Highway 1 Parallel Trail) to the south and to Surfer's Beach and the California Coastal Trail to the west. The Project includes interpretive, wayfinding, informational, and monument signage. The Project would also renovate and enhance two existing onsite drainage channels and expand and improve onsite vegetation.
9.	**Surrounding Land Uses and Setting**	Residential and commercial land uses are immediately northeast of the Project site. Highway 1 and Surfer's Beach are located southwest of the site. Land to the west is mainly undeveloped with the exception of a single residence. Further west, land uses consist of a mixture of commercial and single-family residential. Half Moon Bay Airport (Eddie Andreini Sr. Airfield) is located approximately 4,000 feet to the west.
10.	**Other Public Agencies whose Approval or Input May Be Needed**	San Mateo County, Regional Water Quality Control Board, Central Coast Region (Region 3), US Army Corps of Engineers, and California Department of Fish & Wildlife.
11.	**Hazards or Hazardous Materials**	The project site is not located on the lists enumerated under Section 65962.5 of the Government Code, including, but not limited to, lists of hazardous waste facilities.
12.	**Native American Consultation**	Details provided below in Section 3.18, "Tribal Cultural Resources".

This chapter of the IS/MND assesses the environmental impacts of the proposed Project based on the environmental checklist provided in Appendix G of the CEQA Guidelines. The environmental resources and potential environmental impacts of the proposed Project are described in the individual subsections below. Each section (3.1 through 3.20) provides a brief overview of regulations and regulatory agencies that address the resource and describes the existing environmental conditions for that resource to help the reader understand the conditions that could be affected by the proposed Project. In addition, each section includes a discussion of the rationale used to determine the significance level of the proposed Project's environmental impact for each checklist question. For environmental impacts that have the potential to be significant, mitigation measures are identified that would reduce the severity of the impact to a less-than-significant level.

Environmental Factors Potentially Affected

The environmental factors checked below would potentially be affected by the proposed Project, as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☒ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☒ Geology/Soils
- ☐ Greenhouse Gas Emissions
- ☒ Hazards and Hazardous Materials
- ☒ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☒ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☒ Transportation
- ☒ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance

Determination

The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. They are based on a review of sources of information cited in this document, and the comments received, conversations with knowledgeable individuals; the preparer's personal knowledge of the area; and, where necessary, a visit to the site.

On the basis of this initial evaluation:

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

☒ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been

made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.

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

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

Signature _____ Date _____

Name: Chuck Duffy, General Manager
Granada Community Services District

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3.1 AESTHETICS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Regulatory Setting

Federal Laws, Regulations, and Policies

No federal or state regulations related to aesthetics would apply to the Project.

State Laws, Regulations, and Policies

California Scenic Highway Program

In 1963, the California State Legislature established the California Scenic Highway Program, a provision of the Streets and Highways Code, to preserve and enhance the natural beauty of California (California Department of Transportation [Caltrans], 2023). The state highway system includes designated scenic highways and those that are eligible for designation as scenic highways.

Local Laws, Regulations, and Policies

San Mateo County General Plan

- Policy 4.15 Appearance of New Development:
    - a. Regulate development to promote and enhance good design, site relationships and other aesthetic considerations.
    - b. Regulate land divisions to promote visually attractive development.
- Policy 4.16 Supplemental Design Guidelines for Communities: Encourage the preparation of supplemental site and architectural design guidelines for communities that include, but are not limited to, criteria that reflect local conditions, characteristics and design objectives and are flexible enough to allow individual creativity.
- Policy 4.17 Protections for Coastal Features: Regulate coastal development to protect and enhance natural landscape features and visual quality through measures that ensure the basic integrity of sand dunes, cliffs, bluffs and wetlands.
- Policy 4.22 Scenic Corridors: Protect and enhance the visual quality of scenic corridors by managing the location and appearance of structural development.
- Policy 4.36 Urban Area Design Concept:
    - a. Maintain and, where possible, improve upon the appearance and visual character of development in urban areas.
    - b. Ensure that new development in urban areas is designed and constructed to contribute to the orderly and harmonious development of the locality.
- Policy 4.40 Scenic Roads: Give special recognition and protection to travel routes in rural and unincorporated urban areas which provide outstanding views of scenic vistas, natural landscape features, historical sites and attractive urban development.
- Policy 4.59 Views: To the extent practicable, locate development in scenic corridors so it does not obstruct views from scenic roads or disrupt the visual harmony of the natural landscape.
- Policy 4.60 Outdoor Lighting: Minimize exterior lighting in scenic corridors and, where used, employ warm colors rather than cool tones and shield the scenic corridor from glare.

<u>San Mateo County Local Coastal Program</u>

- Policy 8.5 Location of Development. On rural lands and urban parcels larger than 20,000 sq. ft.:
    a. Require that new development be located on a portion of a parcel where the development: (1) is least visible from State and County Scenic Roads; (2) is least likely to significantly impact views from public viewpoints; and (3) is consistent with all other LCP requirements, best preserves the visual and

open space qualities of the parcel overall. Where conflicts in complying with this requirement occur, resolve them in a manner which, on balance, most protects significant coastal resources on the parcel, consistent with Coastal Act Section 30007.5.

Public viewpoints include, but are not limited to, coastal roads, roadside rests and vista points, recreation areas, trails, coastal accessways, and beaches.

This provision does not apply to enlargement of existing structures, provided that the size of the structure after enlargement does not exceed 150% of the pre-existing floor area, or 2,000 sq. ft., whichever is greater.

This provision does not apply to agricultural development to the extent that application of the provision would impair any agricultural use or operation on the parcel. In such cases, agricultural development shall use appropriate building materials, colors, landscaping and screening to eliminate or minimize the visual impact of the development.

b. Require, including by clustering if necessary, that new parcels have building sites that are not visible from State and County Scenic Roads and will not significantly impact views from other public viewpoints. If the entire property being subdivided is visible from State and County Scenic Roads or other public viewpoints, then require that new parcels have building sites that minimize visibility from those roads and other public viewpoints.

- Policy 8.10 Vegetative Cover (with the exception of crops grown for commercial purposes). Replace vegetation removed during construction with plant materials (trees, shrubs, ground cover) which are compatible with surrounding vegetation and is suitable to the climate, soil, and ecological characteristics of the area

- Policy 8.12 General Regulations.

  a. Apply the Design Review (DR) Zoning District to urban areas of the Coastal Zone

  (1) For one- and two-family developments in the Midcoast, apply the design standards contained in Section 6565.20.

  (2) For all other development, apply the design standards contained in Section 6565.17 and the design criteria set forth in the Community Design Manual.

  b. Locate and design new development and landscaping so that ocean views are not blocked from public viewing points such as public roads and publicly-owned lands.

- Policy 8.13 Special Design Guidelines for Coastal Communities.

  a. Montara-Moss Beach-El Granada-Miramar

(1) Design structures that fit the topography of the site and do not require extensive cutting, grading, or filling for construction.

(2) Employ the use of natural materials and colors that blend with the vegetative cover of the site.

(3) Use pitched roofs that are surfaced with non-reflective materials except for the employment of solar energy devices. The limited use of flat roofs may be allowed if necessary to reduce view impacts or to accommodate varying architectural styles that are compatible with the character of the surrounding area.

(4) Design structures that are in scale with the character of their setting and blend rather than dominate or distract from the overall view of the urbanscape.

(5) To the extent feasible, design development to minimize the blocking of views to or along the ocean shoreline from Highway 1 and other public viewpoints between Highway 1 and the sea. Public viewpoints include coastal roads, roadside rests and vista points, recreation areas, trails, coastal accessways, and beaches. This provision shall not apply in areas west of Denniston Creek zoned either Coastside Commercial Recreation or Waterfront.

(6) In areas east of Denniston Creek zoned Coastside Commercial Recreation, the height of development may not exceed 28 feet from the natural or finished grade, whichever is lower.

- Policy 8.16 Landscaping.

    a. Use plant materials to integrate the man-made and natural environments and to soften the visual impact of new development

    b. Protect existing desirable vegetation. Encourage, where feasible, that new planting be common to the area.

- Policy 8.18 Development Design.

    a. Require that development (1) blend with and be subordinate to the environment and the character of the area where located, and (2) be as unobtrusive as possible and not detract from the natural, open space or visual qualities of the area including, but not limited to, siting, design, layout, size, height, shape, materials, colors, access and landscaping.

    The colors of exterior materials shall harmonize with the predominant earth and vegetative colors of the site. Materials and colors shall absorb light and minimize reflection. Exterior lighting shall be limited to the minimum necessary for safety. All lighting, exterior and interior, must be placed, designed and shielded so as to confine direct rays to the parcel where the lighting is located.

Except for the requirement to minimize reflection, agricultural development shall be exempt from this provision. Greenhouse development shall be designed to minimize visual obtrusiveness and avoid detracting from the natural characteristics of the site.

b. Require screening to minimize the visibility of development from scenic roads and other public viewpoints. Screening shall be by vegetation or other materials which are native to the area or blend with the natural environment and character of the site.

c. Require that all non-agricultural development minimize noise, light, dust, odors and other interference with persons and property off the development site.

- Policy 8.19 Colors and Materials

  a. Employ colors and materials in new development which blend, rather than contrast, with the surrounding physical conditions of the site.

  b. Prohibit highly reflective surfaces and colors except those of solar energy devices.

- Policy 8.20 Scale. Relate structures in size and scale to adjacent buildings and landforms.

- Policy 8.22 Utilities in State Scenic Corridors.

  a. Install new distribution lines underground.

  b. Install existing overhead distribution lines underground where they are required to be relocated in conjunction with street improvements, new utility construction, etc.

  c. Exceptions to a. and b. may be approved by the Planning Commission where it is not physically practicable due to topographic features; however, utilities shall not be substantially visible from any public road or developed public trails.

- Policy 8.31 Regulation of Scenic Corridors in Rural Areas

  a. Apply the policies of the Scenic Road Element of the County General Plan.

  b. Apply Section 6325.1 (Primary Scenic Resources Areas Criteria) of the Resource Management (RM) Zoning District as specific regulations protecting scenic corridors in the Coastal Zone.

  c. Apply the Rural Design Policies of the LCP.

  d. Apply the Policies for Landforms and Vegetative Forms of the LCP.

e. Require a minimum setback of 100 feet from the right-of-way line, and greater where possible; however, permit a 50-foot setback when sufficient screening is provided to shield the structure from public view.

f. Continue applying special regulations for the Skyline Boulevard and Cabrillo Highway State Scenic Corridors.

g. Enforce specific regulations of the Timber Harvest Ordinance which prohibits the removal of more than 50% of timber volume in scenic corridors.

- Policy 8.32 Regulation of Scenic Corridors in Urban Areas

  a. Apply the regulations of the Design Review (DR) Zoning Ordinance.

  b. Apply the design criteria of the Community Design Manual.

  c. Apply specific design guidelines for Montara, Moss Beach, El Granada, Princeton-by-the-Sea, Miramar, San Gregorio, and Pescadero as set forth in Urban Design Policies of the LCP.

3.1.2 Environmental Setting

The Project site is located in San Mateo County in the unincorporated community of El Granada within an area of existing urban development. The Project site is bounded by Obispo Road, Avenue Alhambra, and other surface streets. Urban development, including residential, recreational, and commercial uses occupy lands north, east, and west of the Project site. The Project site is undeveloped except for an existing single-story structure that is currently leased to a preschool on an expiring lease. There are five land cover types in the study area: intermittent drainage, ephemeral drainage, arroyo willow thicket (riparian), non-native grassland/ruderal, and developed. From Obispo Road and Avenue Alhambra, the views of the site are generally characterized by the existing single-story structure, skate ramp, and informal dirt parking area. No formally designated scenic vistas occur in the vicinity of the Project site and the site is not visible from any designated state scenic highway. The Project site is adjacent to State Route 1 (SR-1), which is an eligible state scenic highway.

3.1.3 Discussion of Checklist Responses

a. Adverse effects on scenic vistas

A scenic vista is generally considered a view of an area that has remarkable scenery or a natural or cultural resource that is indigenous to the area. The County of San Mateo identifies scenic corridors within the County (County of San Mateo, 2024). The County designates the underlying parcels of SR-1 in the vicinity of the Project as a scenic corridor. The limits of the scenic corridor extend from the highway to Obispo Road. The Project is designed where the outermost perimeter of the site would be landscaped with native shrubs. The inclusion of taller native shrubland would shield the majority of the development from the view of passing motorists on SR-1. The Project would retain and renovate the existing single-story building and construct additional single-story

structures in the form of a community room, play structures, and public restrooms. Additionally, the Project would construct a new 3,000 square foot connected via trellis to the existing structure. The addition of these structures to the viewshed would be visually consistent with other single-story structures in the area. The addition of the structures would not impede or block views of the ridgeline in the east from passing motorists. Thus, the Project would have a **less than significant impact** on scenic vistas.

b. Damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway

The Project site would be visible from SR-1; the portion of SR-1 near the Project site is considered eligible for designation as a state scenic highway. The Project would not require the removal of trees, rock outcroppings, or historic buildings. The Project would retain and renovate the existing single-story building and construct additional single-story structures in the form of a community room, play structures, and public restrooms. The addition of these structures to the viewshed would be visually consistent with other single-story structures in the area. Thus, the Project would have a **less than significant impact** on damage to scenic resources within a state scenic highway.

c. Conflict with applicable zoning and other regulations governing scenic quality

The Project site is within an area of existing urban development. Proposed park uses would be consistent with the existing zoning. Further, the Project would be subject to review by San Mateo County to obtain approval of a coastal development permit, use permit, grading permit, design review, building permit, and encroachment permit to allow for the proposed Project components.

Project construction could temporarily degrade the existing visual character of the site and immediate surroundings as a result of disturbance associated with grading and construction activities. Construction equipment and materials could also contribute to temporary impacts to the visual quality of the site during construction, particularly from surrounding areas to the north and east. However, this would be temporary during construction. After construction, the visual character of the site would be altered due the construction of the proposed park amenities, including the expanded single-story recreation center, bathrooms, pedestrian bridges, dog park, basketball court, and lawn. The park and recreational uses would be visually consistent with the urban development in the surrounding area and would complement the existing park overlay zoning. The Project would be subject to the policies described in the LCP. The table below describes how the Project would be consistent with the LCP policies.

Table 3.1-1. LCP Policy Aesthetics Consistency

Policy	Project consistency
Policy 8.5 Location of Development	The Project would construct a new 3,000 square foot building as well as accessory park structures (bathroom and showers). The existing structure onsite is 3,000 square feet and thus the

	Project would not increase the amount of square feet onsite by more than 150%.
Policy 8.10 Vegetative Cover	The Project includes substantial revegetation efforts within the open space, greens and drainage areas.
Policy 8.12 General Regulations.	The Project would leave the majority of the site developed as open space/ park features. The Project does not include structures taller than one story.
Policy 8.13 Special Design Guidelines for Coastal Communities	The Project site is relatively flat and would not require substantial grading. The materials used would be consistent with all applicable policies, would be subject to design review, and would not be taller than 28 feet. The Project would use flat roofs, consistent with the existing structure and would result in a reduced visual impact for adjacent land users as compared to the use of a pitched roof.
Policy 8.16 Landscaping	The Project would incorporate substantial landscaping efforts, as shown in Appendix A, site plans.
Policy 8.18 Development Design	The colors and materials used would be consistent with all applicable policies, would be subject to design review, and would not be taller than 28 feet. The Project would use flat roofs, consistent with the existing structure and would result in a reduced visual impact for adjacent land users as compared to the use of a pitched roof. All lighting would be down-shielding.
Policy 8.19 Colors and Materials	The colors and materials used would be consistent with all applicable policies and would be subject to design review.
Policy 8.20 Scale.	The scale of structures would be consistent with existing and adjacent structures, would be consistent with all applicable policies and would be subject to design review.
Policy 8.22 Utilities in State Scenic Corridors	The Project does not incorporate new overhead utilities.

Policy 8.31 Regulation of Scenic Corridors in Rural Areas	The Project would be consistent to these referenced policies and would be subject to County review and approval during permit applications.
Policy 8.32 Regulation of Scenic Corridors in Urban Areas	The Project would be consistent to these referenced policies and would be subject to County review and approval during permit applications.

The Project would not substantially degrade the existing visual character of the site and its surroundings, would be consistent with existing zoning and San Mateo County land use regulations, and impacts during construction would be temporary. Therefore, impacts from degrading the visual character or quality of the site and its surroundings would be **less than significant**.

d. New sources of substantial light or glare

Project implementation would not introduce new sources of substantial light or light that would adversely affect nighttime views in the area. The Project does not include land uses that typically cause glare and the park does not propose light sources that would impede nighttime views. The new structure proposed as part of the community center would include windows that would be similar to the windows included in the existing structure onsite. As discussed above, the new structures and recreational facilities would be consistent with the surrounding residential and commercial land uses as it would be a single-story building and the materials used would be similar to the existing structure onsite. Additionally, only low-level security lighting would be installed, which would be consistent with lighting in the surrounding developed areas. Lighting would be down-shielded to minimize glare and illumination outside the intended area, and would be operated with occupancy sensors, motion detectors, photosensors, or timers to only function during nighttime hours. Thus, this impact would be **less than significant**.

3.2 AGRICULTURE AND FORESTRY RESOURCES

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

3.2.1 Regulatory Setting

No federal, state, or local regulations are applicable to agricultural or forestry resources in relation to the proposed Project.

3.2.2 Environmental Setting

The Project site is located on land designated by the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) as "Other Land" and is not designated as prime farmland, unique farmland or Farmland of Statewide Importance (CDC 2024). The site has the land use designation of Open Space- Park Overlay and is zoned El Granada Gateway Zoning District. Both allow for park uses with approval of a use permit from San Mateo County. The site does not support agricultural or timber operations and does not carry a zoning specific to forest land or timberland and is not within a Timber Production zone.

3.2.3 Discussion of Checklist Responses

a, e. Convert farmland to non-agriculture use, or result in conflicts with or loss of agricultural or forest lands

The Project site is located on land designated by the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) as "Other Land" and do not include any prime farmland, unique farmland or Farmland of Statewide Importance (CDC 2024). Therefore, Project would result in no impact to designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project site and surrounding areas do not support active agricultural or farmland uses and the site is surrounded by existing urban development. The site is not zoned as forestland and does not support timber uses. Therefore, the Project would have **no impact** with regards to the conversion of forestland or Farmland to non-agricultural uses.

b-c. Conflict with existing zoning for agriculture use, Williamson Act Contract, or forest land or timber land

The Project site does not include land subject to a Williamson Act contract. The Project site is zoned El Granada Gateway Zoning District and designated as Open Space by San Mateo County. Park uses are identified by the zoning ordinance as allowable within the El Granada Gateway Zoning District with approval of a use permit. The Project site is located within an existing urban area. Currently, the Project site does not support agricultural uses and would not require substantial tree removal for construction of the Project. Therefore, the Project would have **no impact** resulting from any conflict with existing agricultural zoning or Williamson Act contracts.

The Project site within an existing urban area, which does not include forest or timberland land use or zoning designations. The Project would not conflict with zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production land. The Project would result in **no impact** to forest land or timberland.

d. Result in the loss of forest land or conversion of forest land to non-forest use

The Project would not result in the loss of forest land or conversion of forest land to non-forest use. The Project would involve the construction of a new public park facility on land owned by the District. **No impact** related to the loss or conversion of forest land would occur with implementation of the Project.

3.3 AIR QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
When available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Regulatory Setting

Federal Laws, Regulations, and Policies

The federal Clean Air Act (CAA) is implemented by USEPA and sets ambient air limits, known as the National Ambient Air Quality Standards (NAAQS), for six criteria pollutants: carbon monoxide (CO), lead, nitrogen dioxide (NO2), ground-level ozone (O3), sulfur dioxide (SO2), and particulate pollution. Two types of particulate pollution are regulated: particulate matter of aerodynamic radius of 10 micrometers or less (PM10) and particulate matter of aerodynamic radius of 2.5 micrometers or less (PM2.5). Of these six criteria pollutants, particulate matter and ground-level ozone pose the greatest threats to human health. The USEPA also regulates transportation-related emission sources, such as aircraft, ships, and certain types of locomotives, under the exclusive authority of the federal government. The U.S. EPA also establishes vehicular emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by the California Air Resources Board (CARB). The USEPA has regulations involving performance standards for specific sources that may release toxic air contaminants (TACs), also known as hazardous air pollutants (HAPs) at the federal level.

State Laws, Regulations, and Policies

The California Air Resources Board (CARB) sets standards for criteria pollutants that are more stringent than NAAQS, and includes the following additional contaminants: visibility reducing particles, sulfates, and vinyl chloride. The Project Area is located within the San Francisco Bay Area Air Basin (SFBAAB), which includes all or portions of the nine-county Bay Area. The Bay Area Air Quality Management District (BAAQMD) manages air quality within the SFBAAB for attainment and permitting purposes. Table 3.3-1 shows the current Bay Area attainment status for the state and federal ambient air quality standards.

The SFBAAB is currently in non-attainment of the state and federal ozone standard, state PM10 standards, and state and federal PM2.5 standards. The SFBAAB is in attainment or unclassified for all other pollutants. The CAA and the California Clean Air Act require areas that are designated nonattainment to reduce emissions until federal and state standards are met.

CARB has several regulations that regulate offroad vehicles emissions and limits to fleets of equipment and vehicles as well as other mobile sources. This includes recent regulatory updates to the In-use Off-Road Diesel-Fueled Regulation, Small Off-Road Engine Regulation, Portable Equipment Registration Program, Advanced Clean Fleets Regulation, Advanced Clean Trucks Regulation, and Advanced Clean Cars II Regulation. The latest revisions to the regulations for construction equipment require starting in 2024 the use of renewable diesel and verification by the lead agency that equipment used for their projects are in compliance with the applicable fleet regulations.

CARB regulates TACs by requiring implementation of various Airborne Toxic Control Measures (ATCMs), which are intended to reduce emissions associated with toxic substances. The following ATCMS may be relevant to the proposed Project.

- ATCM to Limit Diesel-fueled Commercial Motor Vehicle Idling
- ATCM for Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater
- ATCM for Stationary Compression Ignition Engines
- ATCM to Reduce Particulate Emissions from Diesel-Fueled Engines – Standards for nonvehicular Diesel Fuel.
- Asbestos ATCM for Construction, Grading, Quarrying and Surface Mining Operations
- Asbestos ATCM for Surfacing Applications

Table 3.3-1. Attainment Status of the State and Federal Ambient Air Quality Standards

Contaminant	Averaging Time	Concentration	State Standards Attainment Status[1]	Federal Standards Attainment Status[2]
Ozone (O3)	1-hour	0.09 ppm	N (Severe)	See footnote 3
	8-hour	0.070 ppm	N	N (Marginal)
Carbon Monoxide (CO)	1-hour	20 ppm	U/A	
		35 ppm		U/A
	8-hour	9.0 ppm	U/A	U/A
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm	A	
		0.100 ppm[5]		U/A
	Annual arithmetic mean	0.030 ppm	A	
		0.053 ppm		U/A
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm	A	
		0.075 ppm		U/A
	24-hour	0.04 ppm	A	
		0.14 ppm		U/A
	Annual arithmetic mean	0.030 ppm		U/A
Particulate Matter (PM10)	24-hour	50 µg/m^3	N	
	24-hour	150 µg/m^3		U/A
	Annual arithmetic mean	20 µg/m^3	N	
Fine Particulate Matter (PM2.5)	24-hour	35 µg/m^3		N (Moderate)[7]
	Annual arithmetic mean	12 µg/m^3	N	U/A
Sulfates	24-hour	25 µg/m^3	A	
Lead (Pb)[6]	30-day average	1.5 µg/m^3	A	
	Calendar Quarter	1.5 µg/m^3		
	Rolling 3-month Average	0.15 µg/m^3		

Contaminant	Averaging Time	Concentration	State Standards Attainment Status[1]	Federal Standards Attainment Status[2]
Hydrogen Sulfide (H2S)	1-hour	0.03 ppm	U	
Vinyl Chloride[6] (chloroethene)	24-hour	0.010 ppm	A	
Visibility-Reducing Particles	8-hour (10:00 to 18:00 PST)	See footnote 4	U	

1 A – attainment
2 N – non-attainment
3 U – unclassified
4 ppm – parts per million
5 µg/m^3 – micrograms per cubic meter
6 PST – pacific standard time

Notes:

1. California standards for ozone, carbon monoxide, sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM_{10}, and visibility-reducing particles are values that are not to be exceeded. The standards for sulfates, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour, or 24-hour average (i.e., all standards except for lead and the PM_{10} annual standard), then some measurements may be excluded. In particular, measurements that are excluded include those that the CARB determines would occur less than once per year on average.
2. National standards shown are the "primary standards" designed to protect public health. National air quality standards are set by USEPA at levels determined to be protective of public health with an adequate margin of safety. National standards other than for ozone, particulates, and those based on annual averages are not to be exceeded more than once per year. The 1-hour ozone standard is attained if, during the most recent 3-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour ozone standard is attained when the 3-year average of the 4th highest daily concentrations is 0.075 ppm (75 parts per billion) or less. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m^3. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m^3. Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM_{10} is met if the 3-year average falls below the standard at every site. The annual $PM_{2.5}$ standard is met by spatially averaging annual averages across officially designated clusters of sites and then determining if the 3-year average of these annual averages falls below the standard.
3. The national 1-hour ozone standard was revoked by USEPA on June 15, 2005. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 ppm to 0.070 ppm. An area meets the standard if the fourth-highest maximum daily 8-hour ozone concentration per year, averaged over three years, is equal to or less than 0.070 ppm. This table provides the attainment statuses for the 2015 standard of 0.070 ppm.
4. Statewide Visibility-Reducing Particle Standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per kilometer when the relative humidity is less than 70 percent. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.
5. To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average of nitrogen dioxide at each monitoring station within an area must not exceed 0.100 ppm (effective January 22, 2010).

6. CARB has identified lead and vinyl chloride as toxic air contaminants with no threshold level of exposure below which there are no adverse health effects determined.
7. On January 9, 2013, USEPA issued a final rule, determining that SFBAAB has attained the 24-hour $PM_{2.5}$ national standard. This rule suspends key SIP requirements as long as monitoring data continue to show that SFBAAB attains the standard. Despite this USEPA action, SFBAAB will continue to be designated as "nonattainment" for the national 24-hour $PM_{2.5}$ standard until BAAQMD submits a "redesignation request" and a "maintenance plan" to USEPA, and USEPA approves the proposed redesignation.

Source: BAAQMD 2017a, USEPA 2023

Local Laws, Regulations, and Policies

The BAAQMD has also developed thresholds of significance for criteria air pollutants, which were published in the BAAQMD's California Environmental Quality Act Air Quality Guidelines (2023). Table 3.3-2 provides the BAAQMD's recommended significance criteria for analysis of air quality impacts, including cumulative impacts. The term "sensitive receptor" is used by the BAAQMD to refer to facilities or land uses that include members of the population particularly sensitive to the effects of air pollutants, such as children, the elderly and people with illnesses. Sensitive receptors in the vicinity of the proposed project include rural single-family residences and recreational areas.

The BAAQMD's Final 2017 Clean Air Plan (BAAQMD 2017b) establishes a goal of protecting air quality and health at the regional and local scale and prioritizes reducing emissions of criteria air pollutants and toxic air contaminants. The Clean Air Plan contains numerous control measures to help achieve these goals and priorities.

Table 3.3-2: BAAQMD CEQA Thresholds of Significance for Criteria Air Pollutants

Criteria Air Pollutants and Precursors (Regional)	Construction-Related Thresholds	Operational Thresholds	
	Average Daily Emissions (lb/day)	Average Daily Emissions (lb/day)	Maximum Annual Emissions (tpy)
Reactive Organic Gases (ROG)	54	54	10
Nitrogen oxides (NOx)	54	54	10
Particulate Matter (PM10)	82 (exhaust)	82	15
Particulate Matter (PM2.5)	54 (exhaust)	54	10
PM10/PM2.5 (fugitive dust)	Best Management Practices	None	
Local Carbon Monoxide (CO)	None	9.0 ppm (8-hour average), 20.0 ppm (1-hour average)	
Odors	None	Five confirmed complaints per year averaged over 3 years	

tpy – tons per year; lb/day – pounds per day; ppm – parts per million

Source: BAAQMD 2023

3.3.2 Environmental Setting

The Project site is located in the SFBAAB in San Mateo County along inland creeks that flow into the San Francisco Bay. The Santa Cruz Mountains run up the center of the peninsula, with elevations exceeding 2,000 feet at the southern end, decreasing to 500 feet in South San Francisco. Coastal towns experience a high incidence of cool, foggy weather in the summer. In coastal areas the mean maximum summer temperatures are in the mid-60's and mean minimum temperatures in the winter months in the low 40's. Annual average wind speeds range from 5 to 10 mph throughout the peninsula, with higher wind speeds usually found along the coast. The prevailing winds along the peninsula's coast are from the west, although individual sites can show significant differences. Ozone and fine particle pollution, or PM2.5, are the major regional air pollutants of concern in the San Francisco Bay Area. Ozone is primarily a problem in the summer, and fine particle pollution is a problem in the winter.

The Project site location is located in a semi-rural area, northeast of Highway 1 (Cabrillo Highway) in the unincorporated community of El Granada in San Mateo County. Currently land use is informal day-use recreation with a skateboard ramp and informal parking area that has been unofficially used as a parking lot in the central portion of the project site. The Project site is bounded by Obispo Road and other surface streets. As shown in Figure 2-2, Single-family residences and commercial land uses are immediately northeast of the Project site. Highway 1 and Surfer's Beach are located southwest of the site. Wilkinson School and the Coastside Fire Protection District station are located to the southeast. Land to the west is mainly undeveloped with the exception of a single residence. Further northwest, land uses consist of a mixture of commercial and single-family residential. Half Moon Bay Airport (Eddie Andreini Sr. Airfield) is located approximately 4,000 feet to the northwest.

3.3.3 Discussion of Checklist Responses

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

A project is deemed inconsistent with air quality plans if it would result in population and/or employment growth that exceeds growth estimates included in the applicable air quality plan, which, in turn, would generate emissions not accounted for in the applicable air quality plan emissions budget. Therefore, projects need to be evaluated to determine whether they would generate population and employment growth and, if so, whether that growth would exceed the growth rates included in the relevant air quality plans.

BAAQMD CEQA Guidelines say that if a project's emissions are above any of its significance thresholds, then it is in conflict with their air quality plans. As discussed in part b and c below, the project's emissions are below these significance thresholds and therefore the Project does not conflict or obstruct implementation of the 2017 Clean Air Plan. As discussed in **Appendix B**, San Mateo County unincorporated areas are covered under the San Mateo County General Plan which includes general guidance to reduce air pollution and/or be consistent with BAAQMD Plans. Since the Project is consistent with BAAQMD thresholds and Plans, it also does not conflict with the San Mateo County General Plan.

The proposed Project would implement BMPs for fugitive dust and comply with the 2017 Clean Air Plan policies. Thus, the proposed Project would not conflict with or impair implementation of applicable air quality plans established by the BAAQMD or local general plans. Because the proposed Project would not generate growth or conflict with the applicable policies from the BAAQMD air quality plan (BAAQMD, 2017a), the impact related to inconsistency with air quality planning would be **less than significant**.

b. Cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area

During construction of the Project, the combustion of fossil fuels for operation of construction equipment, sediment/material hauling, and worker trips would result in construction-related emissions of criteria air pollutants. In addition, construction activities would generate fugitive dust from grading and excavation activities. The proposed Project's criteria air pollutant emissions during construction were modeled using conservative assumptions for equipment use, scheduling, and haul routes, as detailed in **Appendix B,** ***Air Quality and Greenhouse Gas Emission Calculations*****.** Emissions were estimated using the California Emission Estimator Model (CalEEMod) version 2022.1.1.21 based on the information included in Chapter 2, Project Description and anticipated equipment needs and schedule. Modeling inputs assumed construction would start in 2025 and complete by 2028 and that projects would be done concurrently. Modeled emissions are shown in Table 3.3-3

The BAAQMD has established mass emission thresholds and rules regarding emissions of pollutants. The BAAQMD considers that, if the emissions from a project do not exceed its air quality emission thresholds, the project's emissions are not cumulatively considerable. As shown in **Error! Reference source not found.**, the estimated construction-related emissions associated with the proposed Project would be less than these mass emissions significance thresholds for all pollutants. Construction emissions, in particular fugitive dust (PM10 and PM2.5) emissions, would be controlled by implementation of BMPs which are specified as a mitigation measure, Mitigation Measure AQ-1, and would meet the BAAQMD requirements for fugitive dust BMPs. Therefore, the impact of criteria pollutant emissions during construction would be **less than significant with mitigation.** The proposed Project would not contribute substantially to an air quality violation and Project-related emissions would not be cumulatively considerable.

Table 3.3-3: Estimated Criteria Pollutant Emissions for the Initial Construction of the Proposed Project

	Pollutant						
	ROG	**NO_X**	**CO**	**PM10 Exhaust**	**PM10 Fugitive**	**PM2.5 Exhaust**	**PM2.5 Fugitive**
Unmitigated Construction (lb/day)							
Unmitigated Project Construction Average Daily Emissions (lbs/day)	2.27	21.7	20.9	0.92	23.8	0.85	4.49

	Pollutant						
	ROG	**NO_X**	**CO**	**PM10 Exhaust**	**PM10 Fugitive**	**PM2.5 Exhaust**	**PM2.5 Fugitive**
BAAQMD Daily Emissions Threshold (lbs/day)	54	54	None	82	BMPs*	54	BMPs*
Exceed Threshold?	N	N	N	N	N	N	N

Note: lb/day = pounds per day.

* BMPs indicates that no calculation is required because compliance with BMPs is considered by BAAQMD to reduce the emission to below the threshold.

Operational criteria air pollutant emissions would be generated by periodic landscape and other building maintenance-related vehicle trips to the site. In addition, the community building would have natural gas emissions, consumer products, and architectural coatings emissions. To conservatively estimate the operational criteria air pollutant emissions, a city park was modeled for the projected activity, and the energy use from a daycare center to represent the building emissions using CalEEMod version 2022.1.1.21 similar to the construction emissions with an operation year of 2028. Landscape maintenance equipment was included assuming 8 hours once a week for most maintenance equipment. Modeled emissions associated with Project operation care shown in Table 3.3-4. As shown in Table 3.3-4 the estimated operation-related emissions associated with the proposed Project would be less than these mass emissions significance thresholds for all pollutants. Therefore, the impact of criteria pollutant emissions during operation would be **less than significant.** The proposed Project would not contribute substantially to an air quality violation and Project-related emissions would not be cumulatively considerable. As an additional note, the future direction of the State of California is to ban and eventually phase out such gas-powered landscape maintenance equipment. As such, the evaluation presented here is conservative in nature as it assumes gas powered equipment for the landscape maintenance equipment, but in time it is expected that such maintenance equipment will transition to electric-powered equipment.

Table 3.3-4: Estimated Criteria Pollutant Emissions for Operation of the Proposed Project

	Pollutant						
	ROG	**NO_X**	**CO**	**PM10 Exhaust**	**PM10 Fugitive**	**PM2.5 Exhaust**	**PM2.5 Fugitive**
Project Operation (lb/day)							
Project Operation Average Daily Emissions (lbs/day)	0.53	0.24	0.40	0.02	0.07	0.02	0.02
BAAQMD Daily Emissions Threshold (lb/day)	54	54	None	82		54	

	Pollutant						
	ROG	**NO_X**	**CO**	**PM10 Exhaust**	**PM10 Fugitive**	**PM2.5 Exhaust**	**PM2.5 Fugitive**
Exceed Threshold?	N	N	N	N		N	
Project Operation (tons per year)							
Project Operation Emissions (tons/year)	0.1	0.04	0.07	<0.005	<0.005	<0.005	<0.005
BAAQMD Annual Emissions Threshold (tons/year)	10	10	None	15	None	10	None
Exceed Threshold?	N	N	N	N	N	N	N

Note: lb/day = pounds per day.

Mitigation Measure AQ-1: Implement Fugitive Dust Mitigation Measures

The lead agency and/or its contractor will ensure implementation of the following measures to control fugitive dust emissions during Project construction.

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

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

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

4. All vehicle speeds on unpaved roads shall be limited to 15 mph.

5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

6. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.

7. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.

8. Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.

9. Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

c. Expose sensitive receptors to substantial pollutant concentrations

During project construction and annual project maintenance, diesel particulate matter (DPM) and gasoline fuel combustion emissions that are classified as TACs could be emitted from construction equipment. Due to the variable nature of construction and maintenance activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically operating within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Chronic and cancer-related health effects estimated over short periods are uncertain. Cancer potency factors are based on animal lifetime studies or worker studies with long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from exposure that would last only a small fraction of a lifetime. Some studies indicate that the dose rate may change the potency of a given dose of a carcinogenic chemical. In other words, a dose delivered over a short period may have a different potency than the same dose delivered over a lifetime (California Office of Environmental Health Hazard Assessment [OEHHA] 2015). Furthermore, construction and maintenance impacts are most severe adjacent to the project site area and decrease rapidly with increasing distance. Concentrations of mobile-source DPM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (CARB 2005). There are residences located to the east/northeast of the Project site located within 100 feet of some of the construction areas (primarily the community center building). The existing daycare located in the community center building would not be in operation during construction. The construction emissions are short-term in duration and only some of the activities would be located near the existing nearby residences. Additionally, as described above, the project would not generate emissions of criteria air pollutants in excess of BAAQMD significance thresholds and equipment is subject to California Air Resource Board Regulations regarding construction equipment fleets. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations. Thus, this impact would be **less than significant**.

d. Result in other emissions affecting a substantial number of people

Diesel exhaust from construction activities may generate temporary odors while construction of the proposed Project is underway. Excavated and recently exposed vegetation, soil, or sediment may contain decaying organic material that may create objectionable odors. Project-related odors due to exposure of organic material are expected to be minimal because of the nature of the alluvial soils in the Project reach. Once construction activities have been completed, these odors would cease. Maintenance activities would also generate temporary odors, but the odors would be short-lived and would occur intermittently throughout the project area.

The intensity of the odor perceived by a receptor depends on the distance of the receptor from excavation areas and the amount and quality of the exposed soil or sediment material. Following the completion of activities, exposed sediment and soil in the project area would be revegetated.

Impacts related to potential generation of objectionable odors, if any, are thus expected to be temporary and **less than significant.**

3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the DFG or USFWS?	☐	☒	☐	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state HCP?	☐	☐	☐	☒

3.4.1 Regulatory Setting

Federal Laws, Regulations, and Policies

Clean Water Act

Areas meeting the regulatory definition of "waters of the United States" (jurisdictional waters) are subject to the jurisdiction of U.S. Army Corps of Engineers (USACE) under provisions of Section 404 of the 1972 Clean Water Act (Federal Water Pollution Control Act) (CWA) and Section 10 of the 1899 Rivers and Harbors Act (described below). These waters may include all waters used, or potentially used, for interstate commerce, including all waters subject to the ebb and flow of the tide, all interstate waters, all other waters (e.g., intrastate lakes, rivers, streams, mudflats, sandflats, playa lakes, and natural ponds), all impoundments of waters otherwise defined as "waters of the United States," tributaries of waters otherwise defined as "waters of the United States," the territorial seas, and wetlands (termed Special Aquatic Sites) adjacent to "waters of the United States" (33 Code of Federal Regulations [CFR], Part 328, Section 328.3). Wetlands on non-agricultural lands are identified using the *Corps of Engineers Wetlands Delineation Manual* (USACE 1987).

Areas typically not considered to be jurisdictional waters include non-tidal drainage and irrigation ditches excavated on dry land, artificially irrigated areas, artificial lakes or ponds used for irrigation or stock watering, small artificial water bodies such as swimming pools, and water-filled depressions (33 CFR, Part 328).

Construction activities within jurisdictional waters are regulated by USACE. The placement of fill into such waters must comply with the CWA permit requirements of USACE. Under CWA Section 401, no USACE permit would be effective in the absence of a state water quality certification. The State Water Resources Control Board (SWRCB), together with the state's nine Regional Water Quality Control Boards (RWQCBs), are charged with implementing water quality certification in California.

Federal Endangered Species Act

The federal Endangered Species Act (FESA) protects listed wildlife species from harm or "take," which is broadly defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in any such conduct. Take can also include habitat modification or degradation that directly results in death or injury of a listed animal species. An activity can be defined as take even if it is unintentional or accidental. Listed plant species are provided less protection than listed wildlife species. Listed plant species are legally protected from take under the FESA only if they occur on federal lands or if the project requires a federal action, such as a CWA Section 404 fill permit from USACE. If take of a federally listed animal species would occur, incidental take approval would be required through either Section 7 or Section 10 consultation with the U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS), as applicable.

Federal Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA; 16 U.S. Code (USC) Section 703, Supp. I, 1989) prohibits killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. The trustee agency that addresses issues related to the MBTA is USFWS. Migratory birds protected under this law include all native birds and certain game birds (e.g., turkeys and pheasants), though most non-native birds are excluded from MBTA protection (USFWS 2020). This act encompasses whole birds, parts of birds, and bird nests and eggs. The MBTA protects active nests from destruction and all nests of species protected by the MBTA, whether active or not, cannot be possessed. An active nest under the MBTA, as described by the U.S. Department of the Interior in its April 16, 2003 Migratory Bird Permit Memorandum, is one having eggs or young. Nest starts, prior to egg laying, are not protected from destruction.

All native bird species occurring in the Project area are protected by the MBTA.

State Laws, Regulations, and Policies

Porter-Cologne Water Quality Control Act

The SWRCB works in coordination with the nine RWQCBs to preserve, protect, enhance, and restore water quality. Each RWQCB makes decisions related to water quality for its region, and may approve, with or without conditions, or deny projects that could affect waters of the state. Their authority comes from the CWA and the State's Porter-Cologne Water Quality Control Act (Porter-Cologne Act). The Porter-Cologne Act broadly defines waters of the state as "any surface water or groundwater, including saline waters, within the boundaries of the state." Because the Porter-Cologne Act applies to any water, whereas the CWA applies only to certain waters, California's jurisdictional reach overlaps and may exceed the boundaries of waters of the United States (U.S.). For example, Water Quality Order No. 2004-0004-DWQ states that *shallow w*aters of the state include headwaters, wetlands, and riparian areas. Where riparian habitat is not present, such as may be the case at headwaters, jurisdiction is taken to the top of bank.

On April 2, 2019, the SWRCB adopted the State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State. In these new guidelines, riparian habitats are not specifically described as waters of the state but instead as important buffer habitats to streams that do conform to the State Wetland Definition. The Procedures describe riparian habitat buffers as important resources that may both be included in required mitigation packages for permits for impacts to waters of the state, as well as areas requiring permit authorization from the RWQCBs to impact.

Pursuant to the CWA, and as described above, projects that are regulated by the USACE must also obtain a Section 401 WQC permit from the RWQCB. This WQC ensures that the proposed project will uphold state water quality standards. Because California's jurisdiction to regulate its water resources is much broader than that of the federal government, proposed impacts on waters of the state require WQC even if the area occurs outside of USACE jurisdiction. Moreover, the RWQCB may impose mitigation requirements even if the USACE does not, for example for riparian habitats which are buffers to waters of the state. Under the Porter-Cologne Act, the SWRCB and the nine RWQCBs also have the responsibility of granting CWA National Pollutant Discharge

Elimination System (NPDES) permits and Waste Discharge Requirements for certain point-source and non-point discharges to waters.

Any activities within the Project area that affect waters of the U.S. or waters of the state would require Section 401 Water Quality Certification and/or Waste Discharge Requirements from the RWQCB. Waters within the Project site are considered both waters of the United States and waters of the state.

California Endangered Species Act

The California Endangered Species Act (CESA) (Fish and Game Code of California [F&G Code], Chapter 1.5, Sections 2050-2116) prohibits the take of any plant or animal listed or proposed for listing as rare (plants only), threatened, or endangered. In accordance with the CESA, the California Department of Fish and Wildlife (CDFW) has jurisdiction over state-listed species. CDFW regulates activities that may result in "take" of individuals listed under the Act (i.e., "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill"). Habitat degradation or modification is not expressly included in the definition of "take" under the California F&G Code. CDFW has interpreted "take" to include the "killing of a member of a species which is the proximate result of habitat modification." If project activities would result in take of a state listed species, an incidental take permit would be required through Section 2081 consultation with the CDFW.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) and CEQA Guidelines provide guidance in evaluating impacts of projects to biological resources and determining which impacts would be significant. CEQA defines "significant effect on the environment" as "a substantial adverse change in the physical conditions which exist in the area affected by the proposed project." Under CEQA Guidelines Section 15065, a project's effects on biotic resources are deemed significant where the project would:

- substantially reduce the habitat of a fish or wildlife species;
- cause a fish or wildlife population to drop below self-sustaining levels;
- threaten to eliminate a plant or animal community; or
- reduce the number or restrict the range of a rare or endangered plant or animal.

In addition to the Section 15065 criteria that trigger mandatory findings of significance, Appendix G of CEQA Guidelines provides a checklist of other potential impacts to consider when analyzing the significance of project effects. The impacts listed in Appendix G may or may not be significant, depending on the level of the impact.

Section 15380(b) of CEQA Guidelines provides that a species not listed on the federal or state lists of protected species may be considered rare if the species can be shown to meet certain specified criteria. These criteria have been modeled after the definitions in the FESA and the CESA and the section of the California F&G Code dealing with rare or endangered plants or animals. This section was included in the guidelines primarily to deal with situations in which a public agency is reviewing a project that may have a significant effect on a species that has not yet been listed by either USFWS or CDFW or species that are locally or regionally rare.

CDFW has produced three lists (amphibians and reptiles, birds, and mammals) of "species of special concern" that serve as "watch lists." Species on these lists are of limited distribution or the extent of their habitats has been reduced substantially, such that threat to their populations may be imminent. Thus, their populations should be monitored. They may receive special attention during environmental review as potential rare species, but do not have specific statutory protection. All potentially rare or sensitive species, or habitats capable of supporting rare species, are considered for environmental review in accordance with CEQA Guidelines Section 15380(b).

The California Native Plant Society (CNPS), a non-governmental conservation organization, has developed ranked lists of plant species of concern in California using the California Rare Plant Ranks (CRPRs). Vascular plants included on these lists are defined as follows:

- CRPR 1A: Plants considered extinct
- CRPR 1B: Plants rare, threatened, or endangered in California and elsewhere
- CRPR 2: Plants rare, threatened, or endangered in California but more common elsewhere
- CRPR 3: Plants about which more information is needed - review list
- CRPR 4: Plants of limited distribution - watch list

The CRPR listings are further described by the following threat code extensions:

- .1—seriously endangered in California
- .2—fairly endangered in California
- .3—not very endangered in California

Although CNPS is not a regulatory agency and plants on the CRPR lists have no formal regulatory protection, plants appearing on CRPR lists are, in general, considered to meet the CEQA Guidelines Section 15380 criteria and adverse effects on these species may be considered substantial.

California Fish and Game Code

The California F&G Code includes regulations governing the use of, or impacts on, many of the state's fish, wildlife, and sensitive habitats. CDFW exerts jurisdiction over the bed and banks of rivers, lakes, and streams according to provisions of sections 1601–1603 of the F&G Code. The F&G Code requires a Streambed Alteration Agreement for the fill or removal of material within the bed and banks of a watercourse or water body and for the removal of riparian vegetation.

Certain sections of the F&G Code describe regulations pertaining to certain animal species. For example, F&G Code Sections 3503, 3513, and 3800 (and other sections and subsections) protect native birds, including their nests and eggs, from all forms of take. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "take" by CDFW. Raptors (i.e., eagles, falcons, hawks, and owls) and their nests are specifically protected in California under F&G Code Section 3503.5. Section 3503.5 states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Non-game mammals are protected by F&G Code Section 4150, and other sections of the code protect other taxa.

Any work within Burnham Creek or drainage channels would require a Streambed Alteration Agreement from CDFW in accordance with Section 1602 of the California F&G Code. All native bird species that occur in the Project area are protected by the state F&G Code. Projects may be required to take measures to avoid impacts on nesting birds under California F&G Code Sections 3503, 3513, and 3800. Native mammals and other species in the Project area are also protected by F&G code.

Local Laws, Regulations, and Policies

San Mateo County General Plan

- 1.21 Importance of Sensitive Habitats Consider areas designated as sensitive habitats as a priority resource requiring protection.

- 1.23 Regulate Development to Protect Vegetative, Water, Fish and Wildlife Resources a. Regulate land uses and development activities to prevent, and if infeasible mitigate to the extent possible, significant adverse impacts on vegetative, water, fish and wildlife resources.

- 1.25 Protect Vegetative Resources Ensure that development will: (1) minimize the removal of vegetative resources and/or; (2) protect vegetation which enhances microclimate, stabilizes slopes or reduces surface water runoff, erosion or sedimentation; and/or (3) protect historic and scenic trees.

- 1.28 Regulate Development to Protect Sensitive Habitats Regulate land uses and development activities within and adjacent to sensitive habitats in order to protect critical vegetative, water, fish and wildlife resources; protect rare, endangered, and unique plants and animals from reduction in their range or degradation of their environment; and protect and maintain the biological productivity of important plant and animal habitats.

- 1.30 Uses Permitted in Sensitive Habitats Within sensitive habitats, permit only those land uses and development activities that are compatible with the protection of sensitive habitats, such as fish and wildlife management activities, nature education and research, trails and scenic overlooks and, at a minimum level, necessary public service and private infrastructure.

- 1.40 Minimize Adverse Impacts of Programs Controlling Incompatible Vegetation, and Fish and Wildlife Minimize the negative impacts and risks of programs controlling incompatible vegetation, fish and wildlife.

- 1.49 Encourage the Management of Riparian Corridors Encourage and, to the maximum extent feasible, reward the efforts of those responsible for managing riparian corridors in a manner that is consistent with County and State guidelines.

San Mateo County Local Coastal Program Policies

All development within the Coastal Zone of San Mateo County requires either a Coastal Development Permit or an exemption from Coastal Development Permit requirements. For a permit to be issued, the development must comply with the policies of the Local Coastal Program (LCP) and those ordinances adopted to implement the LCP.

Any work within Burnham Creek, including discharging drainage channels, would require permits within the Sensitive Habitats Components for Sensitive Habitats, Riparian Corridors, and for Rare and Endangered Species. The LCP permitting policies within Sensitive Habitat Component requires that Coastal Project to not have adverse impacts on riparian habitat, sensitive habitats, on rare and endangered species or their associated habitat, to restore damaged habitats within the Project area and to protect and encourage the survival of rare and endangered species.

Sensitive Habitats Component

- Policy 7.1 Definition on Sensitive Habitats. Define habitats as any area in which plant or animal life or their habitats are either rare or sensitive especially valuable and any area which meets one of the following criteria: (1) habitats containing or supporting "rare and endangered" species as defined by the State Fish and Game Commission, (2) all perennial and intermittent streams and their tributaries, (3) coastal tide lands and marshes, (4) coastal and offshore areas containing breeding or nesting sites and coastal areas used by migratory and resident water-associated birds for resting areas and feeding, (5) areas used for scientific study and research concerning fish and wildlife, (6) lakes and ponds and adjacent shore habitat, (7) existing game and wildlife refuges and reserves, and (8) sand dunes. Sensitive habitat areas include, but are not limited to, riparian corridors, wetlands, marine habitats, sand dunes, sea cliffs, and habitats supporting rare, endangered, and unique species.

- <u>Policy 7.3 Protection of Sensitive Habitats</u>

    a. Prohibit and land use or development which would have significant adverse impact on sensitive habitat areas.

    b. Development in areas adjacent to sensitive habitats shall be sited and designed to prevent impacts that could be significantly degrade the sensitive habitats. All uses shall be compatible with the maintenance of biologic productivity of the habitats.

- <u>Policy 7.4 Permitted Uses in Sensitive Habitats</u>

    a. Permit only resource dependent uses in sensitive habitats. Resource dependent uses for riparian corridors, wetlands, marine habitats, sand dunes, sea cliffs, and habitats supporting rare, endangered, and unique species shall be the uses permitted in Policies 7.9, 7.16, 7.23, 7.26, 7.30, 7.33, and 7.44, respectively, of the County Local Coastal Program (LCP).

    b. In sensitive habitats, require that all permitted uses comply with U.S. Fish and Wildlife and State Department of Fish and Game regulations.

- Policy 7.5 Permit Conditions

  a. As part of the development review process, require the applicant to demonstrate that there will be no significant impact on sensitive habitats. When it is determined that significant impacts may occur, require the applicant to provide a report prepared by a qualified professional which provides: (1) mitigation measures which protect resources and comply with the policies of the Shoreline Access, Recreation/Visitor-Serving Facilities and Sensitive Habitats Components, and (2) a program for monitoring and evaluating the effectiveness of mitigation measures. Develop an appropriate program to inspect the adequacy of the applicant's mitigation measures.

  b. When applicable, require as a condition of permit approval the restoration of damaged habitat(s) when in the judgment of the Planning Director restoration is partially or wholly feasible.

- Policy 7.9 Permitted Uses in Riparian Corridors

  a. Within corridors, permit only the following uses: (1) education and research, (2) consumptive uses as provided for in the Fish and Game Code and Title 14 of the California Administrative Code, (3) fish and wildlife management activities, (4) trails and scenic overlooks on public land(s), and (5) necessary water supply projects

  b. When no feasible or practicable alternative exists, permit the following uses: (1) stream dependent aquaculture, provided that non-stream dependent facilities locate outside of corridor, (2) flood control projects, including selective removal of riparian vegetation, where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, (3) bridges when supports are not in significant conflict with corridor resources, (4) pipelines, (5) repair or maintenance of roadways or road crossings, (6) logging operations which are limited to temporary skid trails, stream crossings, roads and landings in accordance with State and County timber harvesting regulations, and (7) agricultural uses, provided no existing riparian vegetation is removed, and no soil is allowed to enter stream channels.

- Policy 7.10 Performance Standards in Riparian Corridors. Require development permitted in corridors to: (1) minimize removal of vegetation, (2) minimize land exposure during construction and use temporary vegetation or mulching to protect critical areas, (3) minimize erosion, sedimentation, and runoff by appropriately grading and replanting modified areas, (4) use only adapted native or non-invasive exotic plant species when replanting, (5) provide sufficient passage for native and anadromous fish as specified by the State Department of Fish and Game, (6) minimize adverse effects of waste water discharges and entrainment, (7) prevent depletion of groundwater supplies and substantial interference with surface and subsurface waterflows, (8) encourage waste water reclamation, (9) maintain natural vegetation buffer areas that protect riparian habitats, and (10) minimize alteration of natural streams.

- Policy 7.11 Establishment of Buffer Zones. Within buffer zones, permit only the following uses: (1) uses permitted in riparian corridors; (2) residential uses on existing legal building sites, set back 20 feet from the limit of riparian vegetation, only if no feasible alternative exists, and only if no other building site on the parcel exists; (3) on parcels designated on the LCP Land Use Plan Map: Agriculture, Open Space, or Timber Production, residential structures or impervious surfaces only if no feasible alternative exists; (4) crop growing and grazing consistent with Policy 7.9; (5) timbering in "streamside corridors" as defined and controlled by State and County regulations for timber harvesting; and (6) no new residential parcels shall be created whose only building site is in the buffer area

- Policy 7.12 Permitted Uses in Buffer Zones. Require uses permitted in buffer zones to: (1) minimize removal of vegetation; (2) conform to natural topography to minimize erosion potential; (3) make provisions (i.e., catch basins) to keep runoff and sedimentation from exceeding pre-development levels; (4) replant where appropriate with native and non-invasive exotics; (5) prevent discharge of toxic substances, such as fertilizers and pesticides; into the riparian corridor; (6) remove vegetation in or adjacent to man-made agricultural ponds if the life of the pond is endangered; (7) allow dredging in or adjacent to man-made ponds if the San Mateo County Resource Conservation District certified that siltation imperils continued use of the pond for agricultural water storage and supply; and (8) limit the sound emitted from motorized machinery to be kept to less than 45-dBA at any riparian buffer zone boundary except for farm machinery and motorboats.

Rare and Endangered Species

- Policy 7.32 Designation of Habitats of Rare and Endangered Species. Designate habitats of rare and endangered species to include, but not be limited to, those areas defined on the Sensitive Habitats Map for the Coastal Zone.

- Policy 7.33 Permitted Uses

    a. Permit only the following uses: (1) education and research, (2) hunting, fishing, pedestrian and equestrian trails that have no adverse impact on the species or its habitat, and (3) fish and wildlife management to restore damaged habitats and to protect and encourage the survival of rare and endangered species.

    b. If the critical habitat has been identified by the Federal Office of Endangered Species, permit only those uses deemed compatible by the U.S. Fish and Wildlife Service in accordance with the provisions of the Endangered Species Act of 1973, as amended

- Policy 7.34 Permit Conditions. In addition to the conditions set forth in Policy 7.5, require, prior to permit issuance, that a qualified biologist prepare a report which defines the requirements of rare and endangered organisms. At minimum, require the report to:

    a. Discuss:

        1. Animal food, water, nesting or denning sites and reproduction, predation and migration requirements, and

2. Plants life histories and soils, climate and geographic requirements.

b. Include a map depicting the locations of plants or animals and/or their habitats

c. Demonstrate that any development will not impact the functional capacity of the habitat.

d. Recommend mitigation if development is permitted within or adjacent to identified habitats.

3.4.2 Environmental Setting

Watershed and Hydrology

The project area is a part of the Santa Maria Ave Drainage Watershed, originating from an elevation of 520 feet from Montara Mountain (USGS 2015). Site topography in study area is relatively flat, sloping slightly towards the southwest. Site elevations in the project area range from 20 to 30 feet above mean sea level (USGS 2015).

The primary hydrological feature in the study area is Burnham Creek. Burnham Creek drains the northeast portion of El Granada and the hillslopes above with a catchment area of approximately 0.5 square miles (USGS 2023). The Creek is culverted from Quarry Park under El Granada before daylighting near Obispo Road. Burnham Creek flows parallel to Obispo Road along the southeastern end of the project site before crossing under SR-1 and discharging to the Pacific Ocean at Surfer's Beach.

Two other hydrological features within the project site include unnamed drainages, which convey stormwater runoff from the El Granada stormwater system across the project site and under SR-1 before discharging to the Pacific Ocean. Burnham Creek and the unnamed drainage near Ave Portola maintain intermittent flow regimes and support dense vegetation, including riparian areas. The other unnamed drainage farther northwest is a relatively minor ephemeral drainage but with a well-defined bed and bank.

In addition, an approximately 400,000-gallon passive underground sewer wet weather storage facility retention basin lies beneath a portion of the study area. Evidence of the retention basin locations is made visible by a series of manhole covers spread across the study area northwest of the ephemeral drainage.

Climate

The study area has a Mediterranean climate characterized by cool, wet winters and dry summers. Average temperatures range from a low of 40.5 degrees Fahrenheit (°F) in January to a high of 79.3°F in September. Average annual precipitation is approximately 19 inches, with the majority of precipitation occurring from November through April.

Soils

The study area is underlain by four soil types: (1) Denison loam, gently sloping and (2) Denison clay loam, nearly level and (3) Watsonville loam, sloping, eroded and (4) Denison clay loam, nearly level, imperfectly drained. These soils are not classified as hydric soils (NRCS 2019).

Special Status Species

Plants

Special-status plants known to occur in the vicinity of the study area were evaluated for their potential to occur (**Appendix C**). No special-status plant species are anticipated to occur in the study area. No special-status species were observed during the biological reconnaissance survey conducted March 16, 2023 by Montrose Environmental (Montrose) or during a previous biological site assessment conducted by San Mateo Resources Conservation District (2017).

Animals

No special-status wildlife species were observed during the biological reconnaissance survey conducted March 16, 2023 by Montrose or during a previous biological site assessment conducted by San Mateo Resource Conservation District (2017). Special-status wildlife known to occur in the vicinity of the project area were evaluated for their potential to occur and are described in detail in Appendix C and summarized below.

Two special-status invertebrate species, California overwintering population monarch (*Danaus plexippus* pop. 1) and western bumble bee (*Bombus occidentalis*), may potentially occur within the vicinity of the project area. California Natural Diversity Database (CNDDB) records for monarch occur within 5 miles of the project areas with three documented overwintering sites occurring less than a 0.5 mile from the project area. CNDDB records for western bumble bee occur within 2.2 miles east of the study area; however, these occurrences are historical. One special-status amphibian species may potentially occur within the vicinity of project area. California red-legged frog (*Rana draytonii:* CRLF) has potential to occur in the riparian habitats of Burnham Creek and the unnamed drainage near Ave Portola. Two CNDDB occurrence records of CRLF occur within 0.5 mile of the project area in Deer Creek and another less than 0.5 mile west of the project area. One special-status reptile species may potentially occur within the vicinity of the project area. San Francisco garter snake (*Thamnophis sirtalis tetrataenia*: SFGS), have potential to occur in riparian habitats. CNDDB records for SFGS occur within 5 miles of the project area and within the Montara Mountain area. Two special-status mammal species may potentially occur within the project area. Pallid bat (*Antrozous pallidus*), and Townsend's big-eared bat (*Corynorhinus townsendii*), have potential to occur near the project area (Appendix C).

3.4.3 Discussion of Checklist Responses

A Biological Resources Report was prepared for the Project site by Montrose and is included as **Appendix C**. Baseline biological resources in the study area were evaluated by reviewing pertinent literature and conducting a field survey to supplement background information with representative site-specific data. Montrose biologists Brian Piontek, Jedidiah Dowell, and Jessica

Gonzalez conducted a biological reconnaissance survey on March 16, 2023. The survey efforts consisted of a visual assessment of site conditions.

a. Substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species

As described in **Appendix C**, six special-status species were found to have the potential to occur within the vicinity of the project area. However, only two species, pallid bat and Townsend's big-eared bat, have the potential to occur within the project area due to habitat fragmentation and isolation from urban development, SR-1, high pedestrian usage, feral cat presence, and limited suitable habitat. Project activities could directly affect special-status bat species during construction activities.

Pallid bat *(Antrozous pallidus*) and Townsend's big eared bat (*Corynorhinus townsendii*) have both been historically identified in the region. Although no bat species were identified at the time of the reconnaissance-level survey, both bat species could potentially utilize the riparian habitat within the evaluation site to forage. Disturbance of maternity roosts from construction activities that results in roost destruction or abandonment would be a significant impact to special-status bat species. Although suitable roosting habitat may be present in the vicinity of the proposed Project would not be directly impacted by proposed Project activities, indirect impacts to bat species may occur. Implementation of Mitigation Measure BIO-1 would minimize impacts to special-status bat species.

Mitigation Measure BIO-1. Protection of Roosting Bats

To minimize impacts on bat maternity colonies during the breeding season (April 15 to August 31) or non-reproductive roosting bats during the non-maternity season (September 1 – April 14), a qualified biologist will conduct a pre-construction survey for roosting bats prior to the onset of ground-disturbing or tree removal activities. If tree removal or project related activities are planned for the fall, the survey should be conducted in September to ensure tree removal or project related activates would have adequate time to occur during seasonal periods of bat activity, as described below. If tree removal or project related activities are planned for the spring, then the survey should be conducted during the earliest possible time in March, to allow for suitable conditions for both the detection of bats and subsequent tree removal or project related activities. Trees containing potential bat roost habitat features should be clearly marked or identified.

The biologist will inspect for evidence of bat use within suitable habitat, such as guano, urine staining, or oil staining. If evidence of use is observed, or if high-quality roost sites are present in areas where evidence of bat use might not be detectable (such as a tree cavity), an evening emergence survey and/or a nocturnal acoustic survey may be necessary to determine if a bat colony is present and to identify the specific location of the bat colony.

- If no active maternity colony or non-breeding bat roost is located, proposed Project work can continue as planned.

- If an active maternity colony or non-breeding roost is located, the biologist should prepare a site-specific roosting bat protection plan to be implemented by the District and/or its contractor. The plan should incorporate the following guidance as appropriate. Removal or modification of trees or structures identified as suitable roosting habitat will be conducted during seasonal periods of bat activity, including the following:
    - Between September 1 and October 15, or before evening temperatures fall below 45 degrees Fahrenheit and/or more than 0.5-inch of rainfall within 24 hours occurs.
    - Between March 1 and April 15, or after evening temperatures rise above 45 degrees Fahrenheit and/or no more than 0.5 inch of rainfall within 24 hours occurs.
- If a tree must be removed or trimmed or proposed Project related activity occurs during the November – February and roost site(s) or maternity roost(s) are identified, then a qualified biologist will conduct acoustic emergence surveys or implement other appropriate methods to further evaluate if the roost is an active maternity roost. Under the biologist guidance, the District or its contractor will implement the following measures:
    - If it is determined that the roost is not an active maternity roost, then the roost may be removed in accordance with the other requirements of this recommendation.
    - If it is found that an active maternity roost of a roosting species is present, the roost will not be disturbed during the breeding season (April 15 to August 31).
    - Potential hibernation roosts should only be removed during seasonal periods of bat activity, as described above. Potential roosts that cannot be avoided should be removed on warm days in late morning to afternoon when any bats present are likely to be warm and able to fly. Appropriate methods, as described in the site-specific roosting bat protection plan, should be used to minimize the potential harm to bats during tree removal.

With implementation of Mitigation Measure BIO-1, impacts to roosting bats would be **less than significant with mitigation**.

CRLF have potential to occur in the riparian habitats of Burnham Creek and the unnamed drainage near Ave Portola. Two CNDDB occurrence records of CRLF occur within 0.5 mile of the project area in Deer Creek and another less than 0.5 mile west of the Project area. While the project would not be modifying riparian habitat within Burnham Creek, proposed work involves regrading and revegetating both existing unnamed drainages within the Active Recreation Zone to increase drainage sinuosity and create a more robust and dynamic vegetative zone.

Burnham Creek and the associated riparian habitat provide ostensibly suitable habitat for CRLF; however, CRLFs would be unlikely to occur on the Project site due to habitat fragmentation and isolation from urban development, SR-1, high pedestrian usage, feral cat presence, and limited suitable habitat; however, potential exists for them to utilize the existing riparian habitat within the unnamed drainage near Ave Portola. Proposed construction activities within and adjacent to this drainage could result in the harm of individuals and special-status species and/or their habitat. The proposed Project would implement BMPs during construction to minimize the potential for runoff, sediment, or hazardous materials to enter special-status amphibian habitat by requiring work to be conducted in the dry season, minimizing the work area, conducting erosion and sediment control activities, properly maintaining vehicles, and developing a Spill Prevention and Response Plan (Mitigation Measure WQ-1). Even with implemented BMPs, impacts to individual species and special-status species habitat may be significant. To further avoid and minimized potential impacts to special-status wildlife, **Mitigation Measures BIO-2** (Pre-construction Wildlife Surveys)

Mitigation Measure BIO-2: Pre-construction Wildlife Surveys

A qualified biologist shall conduct a pre-construction survey for wildlife and special-status species no more than 5 days prior to ground disturbance. Surveys should focus on drainages and riparian habitat associated with Burnham Creek. Should special-status species be identified within the Project area, USFWS or CDFW may need to be consulted prior to ground disturbance, depending on the species observed.

The project site contains suitable nesting habitat near the riparian area for many avian species protected by the MBTA. While the Project would not require tree removal, noise and disturbance associated with construction of the proposed Project could adversely affect nesting birds in adjacent areas to the point of nest abandonment and/or failure. Because the potential loss of an active bird nest during construction would potentially violate protections under the MBTA, such an impact is considered significant. Implementation of Mitigation Measure BIO-2 would minimize impacts to nesting birds protected by the MBTA by requiring pre-construction surveys and establishment of non-disturbance buffers around active raptor nests.

Mitigation Measure BIO-3. Nesting Bird Survey

- A pre-construction nesting bird survey should be conducted by a qualified biologist, within 7 days prior to the initiation of proposed Project related activities. If proposed Project related activity is stopped for more than 14 days during the nesting season, a pre-construction survey should be conducted prior to the re-start of proposed Project activities.

- If active nests of birds protected by the MBTA are located, an appropriate avoidance buffer determined by the qualified biologist will be established within which no work activity would be allowed which would impact these nests. The avoidance buffer will be established by the qualified biologist on a case-by-case basis based on the species and site conditions. Larger buffers may be required depending upon the status of the nest and the project related activities occurring in the vicinity of the nest. The buffer

area(s) should be closed to all construction personnel and equipment until juveniles have fledged and/or the nest is inactive. A qualified biologist will confirm that breeding/nesting is complete, and the nest is no longer active prior to removal of the buffer. If work within a buffer area cannot be avoided, then a qualified biologist will be present to monitor all proposed Project activities that occur within the buffer. The biological monitor will evaluate the nesting avian species for signs of disturbance and will have the ability to stop work in the vicinity of the nest.

With implementation of Mitigation Measure BIO-3, impacts to nesting birds protected by the MBTA would be **less than significant with mitigation**.

The proposed project would adhere to LCP permit conditions for rare and endangered species and their associated habitats. Impacts are anticipated to be temporary and is not expected to significantly degrade existing habitat. With the implementation of Mitigation Measures BIO-1, BIO-2, and BIO-3 impacts to candidate, sensitive or special-status species is anticipated to be **less than significant with mitigation**.

b. Substantial adverse effect on any riparian habitat or other sensitive natural community

As part of the Project, two existing drainage channels within the Active Recreation Zone would be widened and realigned to increase sinuosity, allowing for more water percolation and filtration, and to create a robust and dynamic vegetation zone. This zone would be fenced off to prevent parks visitors from accessing the drainage channels. The impact to this sensitive natural community is expected to be minor and temporary during construction. Implementation of Mitigation Measure BIO-4 would minimize impacts to this sensitive natural community by requiring replacement of native vegetation removed during construction.

Mitigation Measure BIO-4. Implement Revegetation in Riparian Habitat and Sensitive Natural Communities Disturbed during Construction.

The District or its contractor(s) shall require that, upon completion of construction, disturbed soils within areas of native vegetation shall be revegetated with site-appropriate native species to limit subsequent encroachment of non-native weeds. Within riparian habitat or sensitive natural communities, any plants of native woody species of 4 inches diameter at breast height dbh or greater that are damaged or removed as a result of construction activity shall be replaced at a 1:1 ratio; this ratio will increase to 3:1 for native trees of 24 inches dbh and greater. Replaced woody plant species shall be maintained and monitored to ensure a minimum of 65 percent survival of woody plantings after 3 years.

During construction, the vegetated area would be improved and expanded. The proposed project will not create a significant impact on riparian habitat or sensitive habitats and would adhere to LCP permit conditions within Section 7, Sensitive Habitat Components for Sensitive Habitats, and Riparian Corridors. Revegetation around the two ditches will provide ecological function such as habitat substrate and refugia for birds and other wildlife. Revegetation would account for

approximately 45% of riparian vegetation species that are listed in the LCP. Overall, the Project would have a beneficial impact on riparian habitat of the drainage areas. With the implementation of Mitigation Measure BIO-4, impacts to riparian habitat or other sensitive natural communities would be **less than significant with mitigation**.

c. Substantial adverse effects on state or federally protected wetlands

No potential wetlands were identified during the site survey completed for the Biological Resources Report (Appendix C). However, Burnham Creek and the two unnamed drainages are subject to U.S. Army Corps of Engineers (USACE) jurisdiction as a water of the U.S. and to Regional Water Quality Control Board (RWQCB) jurisdiction as a water of the state. Project plans include altering the unnamed drainages features in the central portion of the Project site. Project activities affecting the unnamed drainages would require a Clean Water Act (CWA) Section 404 Permit from USACE and a CWA Section 401 Water Quality Certification from RWQCB, depending on the nature of the specific impact within jurisdictional areas. CDFW regulates activities that may divert or obstruct the natural flow of any river, stream, or lake; change the bed, channel, or bank of any river, stream, or lake; use material from any river, stream, or lake; or deposit or dispose of material into any river, stream, or lake within streambanks and other waters of the state under California Fish and Game Code Section 1600. Additionally, CDFW regulates the removal of riparian habitat associated with such waters of the state. Project activities affecting Burnham Creek and unnamed drainages would require a Lake or Streambed Alteration Agreement from CDFW.

During Project construction activities, impacts to the non-wetland waters could occur due to heavy equipment operation and earth movement within or adjacent to the mapped features. These types of activities could cause erosion and/or soil compaction, as well as discharges of pollutants to the features. The proposed Project would be subject to an NPDES General Construction Permit and implementation of a SWPPP (Mitigation Measure WQ-1) to prevent significant adverse effects on water quality or violation of water quality objectives during project construction. Additionally, Mitigation Measure HAZ-1 would be implemented, requiring implementation of hazardous materials spill prevention and containment measures, respectively, which would reduce potential for indirect impacts to the non-wetland water features during construction. During operation, the Project would be required to comply with the 35-foot setback from the midline of both ditch 1 and ditch 2, as outlined by the LCP.

In conclusion, as no wetlands are present within the proposed Project work areas, no impacts to wetlands would occur. Temporary and permanent impacts to other waters would occur, which would be minimized through implementation of Mitigation Measures WQ-1 and HAZ-1. Impacts to wetlands and other waters would be **less than significant with mitigation**.

d. Substantial interference with wildlife movement, established wildlife corridors, or the use of native wildlife nursery sites

The Project site is located in an urban area and is surrounded by development to the north, east, and west. Development of the Project site as a park would not interfere substantially with movement of wildlife through the site as the southern portion of the site would not be subject to intensive use or development and would remain as open space. Therefore, the Project would

result in **less than significant** impacts associated with interference with animal movement or use of nursery sites.

e. Conflict with local policies or ordinances protecting biological resources

The Project does not propose the removal of any protected trees and therefore would not be subject to a Tree Ordinance. The General Plan for the County of San Mateo contains numerous goals, policies, and action items to protect biological resources. Implementation of Mitigation Measures BIO-1 through BIO-4 would further minimize impacts by protecting biological resources such as sensitive native habitat, vegetation communities, special-status species, and local native and wildlife species. Additionally, the expansion and widening of drainage features and the revegetation around the two ditches would follow the requirements mandated within the LCP permit conditions within Section 7, Sensitive Habitat Components for Sensitive Habitats, Riparian Corridors, and for Rare and Endangered Species including a 35-foot setback from the midline of each ditch. The implementation of the proposed Project (post project) would leave site conditions in a better ecological function than those prior to Project implementation. Therefore, impacts would be **less than significant with mitigation**.

f. Conflict with the provisions of an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state HCP

The Project is located within the Pacific Gas and Electric Company (PG&E) Bay Area Operations and Maintenance HCP. Species covered under this HCP are the California red-legged frog and San Francisco garter snake. The proposed Project is not a PG&E-covered activity under their HCP and thus would not conflict with the HCP's conservation strategy. The Project area is not within the area covered by any other HCPs, and therefore the Project would not conflict with provisions adopted by an HCP, Natural Community Conservation Plan, or other approved local, regional, or State HCP. There would be **no impact**.

3.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

The term "cultural resources "refers to sites, objects, buildings, structures, burials, and cultural landscapes. Cultural Resources can also be classified as built-environment resources, archaeological resources, and human remains. Built-environment resources generally refer to above-ground designed, constructed, and landscape features and include buildings, structures, objects, and districts. Archaeological resources generally refer to deposits, structural features, and objects below ground. Human remains are also addressed in this section.

3.5.1 Regulatory Setting

Federal Laws, Regulations, and Policies

Construction of the proposed Project would require a CWA Section 404 permit from the U.S. Army Corps of Engineers. As a result, the project constitutes a federal undertaking as defined by Title 54 USC Section 300101 of the National Historic Preservation Act (NHPA) and mandates compliance with 54 USC Section 306108, commonly known as Section 106 of the NHPA and its implementing regulations found under Title 36 of the CFR Section 800, as amended in 2001. To comply with Section 106 of the NHPA, the project proponent must consider the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places (NRHP).

The implementing regulations of the NHPA require that cultural resources be evaluated for NRHP eligibility if they cannot be avoided by an undertaking (proposed Project). To determine site significance through application of NRHP criteria, several levels of potential significance that reflect different (although not necessarily mutually exclusive) values must be considered. As provided in Title 36 CFR Section 60.4, "the quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that

possess integrity of location, design, setting, materials, workmanship, feeling, and association" and must be considered within the historic context. Resources must also be at least 50 years old, except in rare cases, and, to meet eligibility criteria of the NRHP, must:

A. Be associated with events that have made a significant contribution to the broad patterns of our history; or

B. Be associated with the lives of persons significant in our past; or

C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Have yielded, or may be likely to yield, information important in prehistory or history.

For archaeological sites evaluated under criterion (D) above, integrity requires that the site remain sufficiently intact to convey the expected information to address specific important research questions.

Cultural resources also may be considered separately under the National Environmental Protection Act per Title 42 USC Sections 4321 through 4327. These sections require federal agencies to consider potential environmental impacts and appropriate mitigation measures for projects with federal involvement.

State Laws, Regulations, and Policies

CEQA and CEQA Guidelines

The proposed project must comply with CEQA (Public Resources Code [Pub. Res. Code] 21000 et seq. and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3), which determine, in part, whether the project has a significant effect on a unique archaeological resource (per Pub. Res. Code 21083.2) or a historical resource (per Pub. Res. Code 21084.1).

CEQA Guidelines CCR 15064.5 notes that "a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment." Lead agencies are required to identify potentially feasible measures or alternatives to avoid or mitigate significant adverse changes in the significance of a historical resource before such projects are approved. According to the CEQA guidelines, historical resources are:

- Listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR) (per Pub. Res. Code 5024.1(k));

- Included in a local register of historical resources (per Pub. Res. Code 5020.1) or identified as significant in a historical resource survey meeting the requirements of Pub. Res. Code 5024.1(g); or

- Determined by a lead state agency to be historically significant.

CEQA Guidelines CCR 15064.5 also applies to unique archaeological resources as defined in Pub. Res. Code 21084.1.

California Register of Historical Resources

Public Resources Code § 5024.1 establishes the CRHR. The register lists all California properties considered to be significant historical resources. The CRHR includes all properties listed as or determined to be eligible for listing in the NRHP, including properties evaluated under Section 106 of the NHPA. The criteria for listing are similar to those of the NRHP. Criteria for listing in the CRHR include resources that:

1. Are associated with the events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. Are associated with the lives of important people in our past;

3. Embody the distinctive characteristics of a type, period, region, or method of construction; represent the work of an important creative individual; or possess high artistic values; or

4. Have yielded, or may be likely to yield, information important in prehistory or history.

The regulations set forth the criteria for eligibility as well as guidelines for assessing historical integrity and resources that have special considerations.

Local Laws, Regulations, and Policies

San Mateo County General Plan

- Policy 5.15 Character of New Development:
    - a. Encourage the preservation and protection of historic resources, districts and landmarks on sites which are proposed for new development.
    - b. Ensure that new development in historic districts is compatible in bulk, height, material and design with that of the historic character and qualities of the district.
    - c. Encourage the use of the Secretary of the Interior's guidelines and standards for rehabilitation of historic structures by: (1) those undertaking the rehabilitation of historic structures, and (2) those responsible for the architectural review and permit approval.
- Policy 5.20 Site Survey: Determine if sites proposed for new development contain archaeological/ paleontological resources. Prior to approval of development for these sites, require that a mitigation plan, adequate to protect the resource and prepared by a qualified professional, be reviewed and implemented as a part of the project.

- Policy 5.26 Discovering Unrecorded Archaeological/Paleontological Sites: Support comprehensive studies to discover unrecorded archaeological and paleontological sites, particularly in areas under pressure for development.

3.5.2 Environmental Setting

A Cultural Resources Inventory Report was completed by Montrose Environmental and is included as **Appendix D**.

Cultural resources include prehistoric archaeological sites; historic-era archaeological sites; tribal cultural resources (TCRs); and historic buildings, structures, landscapes, districts, and linear features. In northern California, human occupation extends back in time for at least 9,000-11,500 years with Native American occupation and use of the Bay Area extending over 5,000-8,000 years and possibly longer. The project area has changed over the past 6,000 years due to either natural factors or urban development including flood control. The County of San Mateo was once inhabited by several different native peoples and was then settled by Spanish explorers in the late 1760s and 1770s (Milliken et al. 2009). After California became part of the United States, San Mateo County kept its rural character and had an economy mostly propped up by providing water and lumber for the development of San Francisco (Marschner 2000). Today, the land around the Project location is a mix of residential and commercial land.

Archival Research

A record search was conducted by the Northwest Information Center (NWIC) of the California Historical Resources Information System at Sonoma State University. The purpose of the record search was to identify the presence of any previously recorded cultural resources within the Project site, and to determine whether any portions of the Project site had been surveyed for cultural resources. The record search (NWIC File No. 22-1622) indicated that six cultural resource studies have been conducted within the Project area, and twenty-six studies have taken place within the 0.25-mile record search area. The records search indicated that one previously recorded cultural resource had been identified, the boundaries of an historic district for the community of El Granada.

The previously recorded resource, the El Granada town, was recorded as an historic district representing the work of famed architect Daniel Burnham at the request the Ocean Shore Railroad company. While the semi-circular layout of the town remains, very few original homes remain from the potential period of significance, or around 1904-1906. Although the town was evaluated as eligible for the NRHP as a district, the SHPO determined that it lacked sufficient integrity and information to qualify for the NRHP. However, based on the information provided by the NWIC, the Town of El Granada, due to its layout and history as an early California dream-town that was never realized, is considered eligible as an historic district at the local level.

Archaeological Survey and Results

A pedestrian survey of the Project area was conducted by Dean Martorana, a qualified archaeologist from Montrose Environmental, on July 3, 2023. The area representing the potential ground-disturbing actions associated with the Project were surveyed using transects of 20 meters apart, for a total of about 8.5-acres. Randomly placed shovel test pits (STPs) were excavated to

better visualize the near-surface mineral soils and characterize the archaeological deposits. Each STP was dug to a depth of about 20 centimeters, where possible. A total of 11 STPs were excavated. The soils were variable and dark brown and blocky; several SPTs were in black, mixed aggregate, which was likely associated with the construction of a 400,000-gallon passive underground sewer wet weather storage facility retention basin that underlies a portion of the project area. The grassy vegetation was dense throughout; some salt plant and forbs were present as well. No archaeological deposits were identified.

Native American Outreach

An email request was made to the Native American Heritage Commission (NAHC) on May 3, 2023, to review its files for the presence of recorded sacred sites on the Project site. The NAHC responded on May 25, 2023, stating that the records search identified significant resources in the Project vicinity. The NAHC also provided a list of eight tribes and tribal contacts with a traditional and cultural affiliation with the Project area for notification pursuant to Public Resources Code § 21080.3.1 (Assembly Bill 52). Letters were sent to each contact on June 21, 2023, to elicit any concerns or information regarding any known tribal cultural resources within the project area. Coordination with tribes is described further in Section **Error! Reference source not found.**, "**Error! Reference source not found.**."

3.5.3 Discussion of Checklist Responses

a. Adverse change in the significance of a historical resource

No historical resources or properties were identified. One building is extant within the Project area of potential effects (APE); however, based on map reviews and construction style, this building appears to be less than 50-years old (built in approximately the mid-1980s), and, as such, does not meet the age criteria to be considered an historic resource or property under CRHR or NRHP. Further, the proposed Project actions would not demolish this property and would be incorporated into the park plans. Although the community of El Granada has been recorded as a locally significant historic district, the proposed undertaking would not materially alter any historic properties that contribute to the district, nor would the new facilities create a false sense of historical development or destroy historic materials, features, or spatial relationships that characterize the adjacent historic district. As a result, the proposed Project would have no adverse effect to historic properties according to 36 CFR Section 800.4(d)(1) or an historical resource (per PRC 5024.1(k). For the reasons listed above, it is not expected that the proposed Project would cause any adverse changes any historical resources within the Project area. As a result, the Project would have a **less than significant impact** on historical resources.

However, historical resources that are archaeological in nature may be accidentally discovered during Project construction; archaeological resources are discussed further in Section 3.5.3(b) below.

b. Adverse change in the significance of an archaeological resource

A pedestrian survey was conducted in July 2023; no archaeological deposits were identified during the survey. A NAHC records search was conducted in May 2023; no known archaeological resources were identified onsite. However, as Project construction would include grading and

excavation for foundation construction, the possibility remains that ground disturbance could uncover buried archaeological materials. If archaeological remains were accidentally discovered that are determined eligible for listing in the CRHR, and construction activities would affect them in a way that would render them ineligible for such listing, a significant impact would result. Should previously undiscovered archaeological resources be found, implementation of Mitigation Measure CR-1 would require the contractor to immediately halt work if materials are discovered, evaluate the finds for NRHP/CRHR eligibility, and implement appropriate mitigation measures, as necessary. Implementation of Mitigation Measure CR-1 would reduce impacts related to accidental discovery of significant archaeological resources to a level that is **less than significant with mitigation**.

Mitigation Measure CR-1: Immediately Halt Construction If Cultural Resources Are Discovered, Evaluate All Identified Cultural Resources for Eligibility for Inclusion in the NRHP/CRHR, and Implement Appropriate Mitigation Measures for Eligible Resources.

The District will include this measure in construction plans and specifications. If any cultural resources, such as structural features, unusual amounts of bone or shell, flaked or ground stone artifacts, historic-era artifacts, human remains, or architectural remains, are encountered during any project construction activities, work shall be suspended immediately at the location of the find and within a radius of at least 50 feet and the District will be contacted.

All cultural resources accidentally uncovered during construction within the Project site and restoration area will be evaluated for eligibility for inclusion in the NRHP/CRHR. Resource evaluations will be conducted by individuals who meet the U.S. Secretary of the Interior's professional standards in archaeology, history, or architectural history, as appropriate. If any of the resources meet the eligibility criteria identified in Pub. Res. Code Section 5024.1 or Pub. Res. Code Section 21083.2(g), mitigation measures will be developed and implemented in accordance with CEQA Guidelines Section 15126.4(b) before construction resumes.

For resources eligible for listing in the NRHP/CRHR that would be rendered ineligible by the effects of project construction, additional mitigation measures will be implemented. Mitigation measures for archaeological resources may include (but are not limited to) avoidance; incorporation of sites within parks, greenspace, or other open space; capping the site; deeding the site into a permanent conservation easement; or data recovery excavation. Mitigation measures for archaeological resources will be developed in consultation with responsible agencies and, as appropriate, interested parties such as Native American tribes. Native American consultation is required if an archaeological site is determined to be a Tribal Cultural Resource. Implementation of the approved mitigation will be required before resuming any construction activities with potential to affect identified eligible resources at the site.

c. Disturbance of any human remains, including those interred outside of formal cemeteries

No evidence of human remains was discovered in or near the Project areas during field surveys. Although unlikely, there is the possibility that excavations associated with construction could uncover burials, if they are present. Impacts on accidentally discovered human remains would be considered a significant impact. Implementation of Mitigation Measure CR-2 would require that, if human remains are uncovered, work must be halted, and the County Coroner must be contacted. Adherence to these procedures and provisions of the California Health and Safety Code would reduce potential impacts on human remains to a level that is **less than significant with mitigation**.

Mitigation Measure CR-2: Immediately Halt Construction if Human Remains Are Discovered and Implement Applicable Provisions of the California Health and Safety Code.

The District will include this measure in construction plans and specifications. If human remains are accidentally discovered during project construction activities, the requirements of California Health and Human Safety Code Section 7050.5 will be followed. Potentially damaging excavation will halt in the vicinity of the remains, with a minimum radius of 100 feet, and the County Coroner will be notified. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery (California Health and Safety Code Section 7050.5[b]). If the Coroner determines that the remains are those of a Native American, they must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]). Pursuant to the provisions of Pub. Res. Code Section 5097.98, the NAHC will identify a Most Likely Descendent (MLD). The MLD designated by the NAHC will have at least 48 hours to inspect the site, once access is granted, and propose treatment and disposition of the remains and any associated grave goods. The District will work with the MLD to ensure that the remains are removed to a protected location and treated with dignity and respect.

3.6 ENERGY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.1 Regulatory Setting

This section describes the federal, State, and local regulations related to energy resources. Section 3.8 contains additional discussions of greenhouse gas (GHG)-related regulations that may also be relevant to energy resources.

Federal Laws, Regulations, and Policies

At the federal level, the USEPA and NHTSA set standards for passenger cars and light trucks for the Corporate Average Fuel Economy (CAFE) standards and GHG emissions standards.

State Laws, Regulations, and Policies

The Energy Policy Act of 2005 seeks to reduce reliance on non-renewable energy resources and provides incentives to reduce current demand on these resources. This act included establishing energy-related tax incentives for energy efficiency and conservation; renewable energy; oil and gas production; and electricity generation and transmission. The act also increased the amounts of renewable fuel (e.g., ethanol or biodiesel) to be used in gasoline sold in the U.S., increased oil and natural gas production on federally owned lands and established federal reliability standards regulating the electrical grid.

Energy resource-related regulations, policies, and plans at the State level require the regular analysis of energy data, the development of recommendations to reduce Statewide energy use, and setting of requirements on the use of renewable energy sources. Senate Bill (SB) 1389, passed in 2002, requires the California Energy Commission (CEC) to prepare an *Integrated Energy Policy Report* for the Governor and legislature every two years (CEC 2017). The report contains an integrated assessment of major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources,

protect the environment, ensure reliable, secure, and diverse energy supplies, enhance the State's economy, and protect public health and safety (CEC 2022). The *Draft 2022 Integrated Energy Policy Report* Update discusses the energy-related impacts of the COVID-19 pandemic, extreme summer weather, and drought conditions. The report also provides information on emerging topics related to energy reliability, western electricity integration, hydrogen, gasoline prices, the gas transition, and distributed energy resources (CEC 2022).

Since 2002, California has established a Renewables Portfolio Standard program through multiple Senate Bills (SB 1078, SB 107, SB 2 (IX), SB 350, and SB 100) and Executive Orders (S-14-08, B-55-18) that requires that increasingly higher targets of electricity retail sales be served by eligible renewable resources (UCB 2019). The established eligible renewable source targets include 33 percent of electricity retail sales by 2020, 60 percent by 2030, and 100 percent zero-carbon electricity for the State and Statewide carbon neutrality by 2045 (CEC 2023).

Section 3.8 provides additional details on the *2022 Scoping Plan for Achieving Carbon Neutrality*, which detail the State's strategy for achieving its GHG targets, including energy-related goals and policies. They contain measures and actions that may pertain to the proposed Project relating to vehicle efficiency and transitioning to alternatively powered vehicles (CARB 2022).

3.6.2 Environmental Setting

California has extensive energy resources, including an abundant supply of crude oil and high production of conventional hydroelectric power; the state leads the nation in electricity generation from renewable resources (solar, geothermal, and biomass resources) (U.S. Energy Information Administration [EIA] 2020). California has the second highest total energy consumption in the United States but one of the lowest energy consumption rates per capita (48th in 2018) due to its mild climate and energy efficiency programs (EIA 2020). A comparison of California's energy consuming end-use sectors indicates that the transportation sector is the greatest energy consumer, by approximately two times compared to the other end-use sectors (Industrial, Commercial, and Residential, listed in order of greatest to least consumption) (EIA 2020). California is the largest consumer of motor gasoline and jet fuel in the United States (EIA 2020).

3.6.3 Discussion of Checklist Responses

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources

The proposed Project would require the use of fossil fuels during project construction to operate equipment that is necessary for completion of the Project. The construction equipment would be subject to state and federal regulations that, among other standards, require equipment engines to meet certain performance standards. The Project would require the use of fossil fuels to conduct limited maintenance activities that are necessary to maintain stream flows. The Project would use fuel based on truck trips to and from landfill, truck trips to and from worksite, and all heavy equipment operated. The amount of gasoline and diesel fuel are minimal as shown in

Table 3.6-1 and Table 3.6-2 due to the short duration of the Project and the limited number of equipment that would be used. There is adequate supply of these fossil fuels in the area and neither construction nor operation would not result in any peak demand issues. The Project will not require any substantial amounts of electricity and would not impact the amount or peak demand of electricity supply needed from the region. Electricity use is estimated to be 138,199 kilowatt hours per year. Natural gas for space and water heating is anticipated to be 829,430 kilo british thermal units (kBtu). The Project activities are considered typical activities with typical energy use and impacts are expected to be less than significant.

Construction Fuel Consumption	**Gasoline (gallons)**	**Diesel (gallons)**
On-Road Vehicles	4,199	9,132
Off-Road Equipment		681
Total For Construction	**4,199**	**9,813**

Table 3.6-1: Fuel Consumption During Construction Activities

Construction Fuel Consumption	**Gasoline (gallons)**	**Diesel (gallons)**
On-Road Vehicles	4,199	9,132
Off-Road Equipment		681
Total For Construction	**4,199**	**9,813**

Table 3.6-2: Energy Consumption During Operation

Energy Consumption	**Gasoline (gallons)**	**Diesel (gallons)**	**Natural Gas (kbtu)**	**Electricity (kWhr**
On-Road Vehicles	1,304	96		
Off-Road Equipment				5.2
Natural gas			829,430	
Electricity				138,199
Total For Operation	**1,304**	**96**	**829430**	**138,204**

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

While the proposed Project would not reduce fossil fuel reliance or specifically increase or encourage renewable energy generation, it would not impede future use of renewable energy sources. The library kiosk and other small devices may use renewable energy such as a solar fuel cell to generate electricity. The community center would be updated to current California Title 24

building standards which have many energy saving requirements for buildings. As such, the proposed Project would not impede progress toward renewable portfolio goals or implementation of energy efficiency programs. Therefore, this impact would be less than significant.

3.7 GEOLOGY, SOILS, AND SEISMICITY

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

3.7.1 Regulatory Setting

Federal Laws, Regulations, and Policies

Uniform Building Code

The 1997 Uniform Building Code (UBC) was developed by the International Conference of Building Officials (ICBO) and is used in most states, including California, and local jurisdictions to set basic standards for acceptable design of structures and facilities. The UBC provides information on criteria for seismic design, construction, and load-bearing capacity associated with various buildings and other structures and features. Additionally, the UBC identifies design and construction requirements to address and mitigate potential geologic hazards. New construction generally must meet the requirements of the most recent version of the UBC.

State Laws, Regulations, and Policies

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code § 2621 *et seq.*), also known as the Alquist-Priolo Act, was passed in 1972 to mitigate the hazard of surface faulting to structures intended for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The law requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps depicting those zones. The maps are distributed to all affected cities, counties, and State agencies for their use in planning and controlling new or renovated construction. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is identified, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet) (DOC 2023a). Under the Alquist-Priolo Act, an active fault is one that has ruptured in the last 11,000 years (DOC 2023a).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 (Public Resource Code §§ 2690-2699.6) is intended to reduce the threat to public safety resulting from earthquakes. While the Alquist-Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. The Seismic Hazards Mapping Act highlights the need to identify and map seismic hazard zones to allow cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations that reduce and mitigate those hazards to protect public health and safety. Cities and counties are required to regulate development within mapped Seismic Hazard Zones (DOC 2023b).

General Permit for Construction Activities

The State of California adopted the Construction General Permit, Order No. 2022-0057-DWQ. SWRCB Water Quality Order 2022-0033-DWQ (Construction General Permit), which regulates construction site stormwater management. Projects that will result in stormwater discharges and also disturb one (1) or more acres of soil, or disturb less than one (1) acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the Construction General Permit for discharges of stormwater associated with construction activity. The General Permit requires the preparation of a Project-specific Stormwater Pollution Prevention Plan (SWPPP) that is compliant with Appendix 1.A of the LCP to minimize any potential stormwater impacts to surface waters (SWRCB 2023). This program is further discussed in Section 3.11. Construction activities that are subject to this permit include clearing, grading, and ground disturbance (stockpiling or excavation), but do not include regular maintenance activities performed to restore the original grade of the disturbed area.

Permit applicants are required to submit a Notice of Intent (NOI) to the SWRCB and to prepare a SWPPP. The SWPPP identifies BMPs that must be implemented to reduce construction effects on receiving water quality based on pollutants. BMPs are directed at implementing sediment and erosion control measures and other measures to control chemical contaminants. The SWPPP must also include descriptions of the BMPs to reduce pollutants in stormwater discharges after all construction phases have been completed at the site (post-construction BMPs). The SWPPP must contain a visual monitoring program, a chemical monitoring program for "nonvisible" pollutants to be implemented if there is a failure of BMPs, and a sediment monitoring plan if the site discharges directly to a waterbody listed on the CWA Section 303(d) list of waterbodies impaired for sediment.

Public Resources Code Section 5097.5

Public Resources Code § 5097.5 defines a misdemeanor as any unauthorized disturbance or removal of a historic or prehistoric ruin, burial ground, or archaeological or vertebrate paleontological site on public lands,[1] without the express permission of the public agency having jurisdiction over the lands. This protection includes fossilized footprints, inscriptions, or other archaeological, paleontological, or historical features on public land.

Local Laws, Regulations, and Policies

<u>San Mateo County General Plan</u>

- Policy 2.23 Regulate Excavation, Grading, Filling, and Land Clearing Activities Against Accelerated Soil Erosion Regulate excavation, grading, filling, and land clearing activities to protect against accelerated soil erosion and sedimentation.

[1] As used in this section, "public lands" means lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof.

- Policy 2.25 Regulate Topsoil Removal Operations Against Accelerated Soil Erosion Regulate topsoil removal operations to protect against accelerated soil erosion and sedimentation through measures which ensure slope stabilization and surface drainage control.

San Mateo County Local Coastal Program

- Policy 1.35 All New Land Use Development and Activities Shall Protect Coastal Water Quality Among Other Ways By:

  a. Implementing appropriate site design and source control best management practices (BMPs). Site design BMPs are land use or site planning practices that aim to prevent runoff pollution by reducing the potential soil erosion or contact of runoff with pollutants. Source control BMPs are structural or non-structural practices that minimize the contact between pollutants and runoff.

  b. Implementing treatment BMPs along with site design and source control BMPs when the combination of site design and source control BMPs is not sufficient to protect water quality as required by the LCP, or when required by the Regional Board per municipal permit provisions. Treatment BMPs are practices designed to remove pollutants and/or solids from polluted stormwater runoff. Projects that drain directly to a sensitive habitat shall implement post-construction structural treatment BMPs.

  c. Where treatment BMPs are required, the BMPs (or suites of BMPs) shall be designed and implemented to remove pollutants from the amount of stormwater runoff produced by all storms up to and including the 85^{th} percentile, 24-hour storm event for volume-based BMPs and/or the 85^{th} percentile, 1-hour storm event (with an appropriate safety factor, i.e., 2 or greater) for flow-based BMPs or the flow of runoff from a rain event equal to at least 0.2 inches per hour intensity to the maximum extent feasible.

  d. Using multi-benefit, natural feature, stormwater treatment systems, such as landscape-based bioretention systems, bioswales and green roofs, where feasible, in place of single purpose treatment BMPs.

  e. Minimizing the introduction of pollutants into coastal waters (including the ocean, estuaries, wetlands, rivers, streams, and lakes).

  f. Minimizing the amount of impervious surfaces and directly connected impervious surfaces in areas of new development and redevelopment and, where feasible, maximizing on-site infiltration of runoff.

  g. Preserving and, where possible, creating or restoring areas that provide important water quality benefits, such as riparian corridors, wetlands, and buffer zones.

  h. Limiting disturbances of natural water bodies and natural drainage systems caused by development including roads, highways, and bridges.

i. Avoiding development of areas that are particularly susceptible to erosion and sediment loss, where feasible and, where not feasible, incorporate appropriate BMPs to minimize erosion and sediment loss.

j. In projects where the combined amounts of impervious surface created and replaced total one acre or more (or smaller areas where required by the Regional Board), implementing hydromodification requirements as further detailed in Appendix 1.A. Developments that are exempt from this requirement are stipulated in NPDES Permit No. CAS612008, Order No. R2-2009-0074, issued October 14, 2009, except for single-family residences that drain directly to sensitive habitats.

k. Implementing the minimum stormwater pollution prevention requirements contained in Appendix 1.A.

- Appendix 1.A Minimum Stormwater Pollution Prevention Requirements. This Appendix outlines the required prevention requirements required for all new development within the LCP area.

3.7.2 Environmental Setting

A geotechnical investigation was prepared for the Project site by Romig Engineers and is included as Appendix E. The Project site is located within San Mateo County in the unincorporated community of El Granada. The San Francisco Bay Area is one of the most seismically active regions in the United States. Significant earthquakes that occur in the Bay Area are generally associated with crustal movement along well-defined, active fault zones of the San Andreas Fault System, which regionally trend in a northwesterly direction. There are no mapped through-going faults within or adjacent to the site, and the site is not located within a State of California Earthquake Fault Zone. The closest active fault is the San Gregorio fault, located approximately 0.9 mile southwest of the Project site. Soil liquefaction results from loss of strength that could occur due to earthquake ground shaking. Soils most susceptible to liquefaction are clean, loose, saturated, poorly graded sands and silts. Based on the findings of the geotechnical report, there is the potential of liquefaction at the Project site from seismically induced differential settlement of about 1.5 inches over a horizontal distance of 50 feet. In addition, surface and near-surface soils encountered at the site are highly expansive and subject to expansion and contraction during wetting/drying cycles. The Project site is relatively flat and is not located in a mapped in a landslide zone. The site is located near the coastline and is mapped in a tsunami hazard zone as indicated on the Tsunami Inundation Map for Emergency Planning for the Montara Mountain Quadrangle (Appendix E).

3.7.3 Discussion of Checklist Responses

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Seismic-related rupture of a known earthquake fault

There are no known active faults that cross the Project area (CGS 2023). In addition, neither construction nor operation of the Project would increase likelihood of surface fault rupture. Therefore, the Project would not increase risk of loss, injury, or death involving seismic-related surface fault rupture. The Project includes structures that would not be likely to pose substantial risk associated with seismic activity, and the Project would be constructed in accordance with the California Building Code (CBC) and local County codes, which take into account potential seismic events. Accordingly, risks associated with seismic events, including fault rupture, would be **less than significant**.

ii. Strong seismic ground shaking

The Project would involve the construction of a new 7.72-acre park with associated infrastructure and parking. Ground shaking can result in structural failure and collapse of structures or cause non-structural building elements to fail, presenting a hazard to building occupants and contents. The site is located in an active seismic area. The structures and site improvements would be designed and constructed in accordance with current earthquake resistance standards, as required by the CBC and as outlined in the geotechnical investigation. Construction of the restrooms and expansion of the single-story structure onsite would not significantly increase the risk of loss, injury, or death involving strong seismic ground shaking, as all construction would be constructed in compliance with the current CBC standards and regulations. As such, impacts would be **less than significant**.

iii. Seismic-related ground failure, including liquefaction

Liquefaction generally occurs as a result of strong ground shaking in areas where granular sediment or fill material either contains or is located immediately above high moisture content. The ground shaking transforms the material from a solid state to a temporarily liquid state. Liquefaction is a serious hazard because buildings in areas that experience liquefaction may sink or suffer major structural damage. The geotechnical investigation found that the soils onsite have the potential to result in differential settlement of about 1.5 inches over a horizontal distance of 50 feet. However, the geotechnical investigation contains recommendations for the construction of structure foundations that would ensure that the structures constructed as part of the Project would not be subject to the potential effects of liquefaction. Thus, construction of the park infrastructure and structures would not significantly increase the potential for liquefaction. As the Project would be constructed in compliance with current CBC standards and regulations and in accordance with site specific geotechnical recommendations, impacts related to the risk of loss, injury, or death involving seismic- related ground failure would be **less than significant**.

iv. Landslides

Landslides are movements of materials including rock, soil, artificial fill, or combinations of such materials, downslope under the influence of gravity. The size and distance of landslide movements can greatly vary. Construction of the Project would require minor to moderate grading throughout the site. The Project site is relatively flat and is not within a mapped landslide zone. All grading and construction would be completed in accordance with the current CBC standards and the requirements of a San Mateo County grading permit and a site-specific geotechnical investigation. Thus, there would be **no impact** related to the risk of loss, injury, or death involving landslides.

b. Substantial soil erosion or the loss of topsoil

The Project site would be graded in order to construct the proposed structures and trails as well as the modified slopes around the onsite drainages. The proposed Project would include permeable parking stalls in the parking areas, as encouraged by the San Mateo County Green Infrastructure Design Guide. The Project would install Green Infrastructure to promote on-site infiltration and improve water quality by minimizing risk of runoff and erosion pursuant to the Municipal Regional Stormwater NPDES Permit for Phase I municipalities and agencies in the San Francisco Bay area (Order R2-2022-0018) (MRP). In the absence of proper drainage controls and vegetation cover following grading and construction, long-term erosion of exposed soils and on-site slopes could occur. However, grading and construction would be completed in accordance with the current CBC standards and in compliance with the National Pollutant Discharge Elimination System Waste Discharge Requirements and the requirements of the San Mateo County grading permit required for the Project. The Project would be subject to the implementation of Mitigation Measure WQ-1 and grading and construction would be subject to the State Construction General Permit, which requires completion and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and associated BMPs. Typical BMPs implemented as part of the SWPPP would include measures to stabilize work areas including fiber wattles, silt fencing, concrete washout areas, soil stabilizers, and revegetation. These measures would ensure that soil erosion during grading and construction is prevented, resulting in less-than-significant impacts. In addition, Mitigation Measure GEO-1 would ensure that erosion is minimized through compliance with San Mateo County's "Erosion and Sediment Control Plan Requirements" and in accordance with the erosion control plan, including long-term drainage control, placement of erosion control mats, and seeding following constructionI; this would include limitations and restrictions included in the County's wet season grading moratorium. Therefore, impacts would be **less than significant with mitigation incorporated**.

Mitigation Measure GEO-1: Erosion Control Measures

Erosion control measures shall be implemented in accordance with San Mateo County's "Erosion and Sediment Control Plan Requirements" and in accordance with the erosion control plan. This could include measures for slope stabilization, dust control, and temporary and permanent erosion control devices/BMPs such as straw wattles, track out control devices, silt fencing, sediment traps, tarping of stockpiled soils, revegetation treatments or other measures specified by the erosion and dust control plan or SWPPP or as determined to be necessary by the Project engineer.

c. Location on a geologic unit or soil that is unstable or that would become unstable as a result of the Proposed Project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse

The Project area is relatively flat and not susceptible to landslides due to soil type and area slopes and the proposed Project would not increase the potential for off-site landsliding. In addition, the proposed Project would not involve removal of groundwater or other subsurface resources and would not increase risks of subsidence or collapse. Lateral spreading typically occurs along streambanks or depositional areas where saturated, unconsolidated sediments overlie a more compacted soil layer. The alluvial soils in the Project area may be susceptible to lateral spreading under certain conditions. As previously discussed, all grading and construction would be completed in accordance with the current CBC standards, local codes, and a site-specific geotechnical investigation. Therefore, the Project would have a **less-than-significant** impact associated with an unstable geologic unit or soil.

d. Location on expansive soil, creating substantial direct or indirect risks to life or property

Expansive soils have a potential to undergo significant changes in volume in the form of either shrinking or swelling due to changes in moisture content. Periodic shrinking and swelling of expansive soils can cause extensive damage to buildings, other structures, and roads. As discussed in **Appendix E**, the surface and near-surface soils encountered at the site are highly expansive and subject to expansion and contraction during wetting/drying cycles. Structures constructed on this soil could be subject to damage from the effects of these expansive soils. However, the Project would be completed in accordance with the current CBC standards, local codes, and requirements described in the site-specific geotechnical investigation. Therefore, the Project would have a **less-than-significant** impact associated with an unstable geologic unit or soil.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater

The Project would connect to the public wastewater system and would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have **no impact**.

f. Destruction of a unique paleontological resource or site or unique geological feature

The Project site contains no known paleontological resources or unique geologic features and is not within an area considered sensitive for these resources. There is some potential to uncover previously undiscovered paleontological resources during ground disturbing activities; however, implementation of Mitigation Measure GEO-2 would ensure that the potential impacts associated with effects to unique paleontological or geological features would be **less than significant with mitigation incorporated**.

Mitigation Measure GEO-2: Accidental Discovery of Paleontological Resources

In the event that paleontological resources (e.g., fossils) are exposed during construction activities for the Project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified paleontologist meeting the professional standards of the Society of Vertebrate Paleontology can evaluate the significance of the find and determine whether or not additional study is warranted. If the discovery is clearly not significant, the paleontologist may document the find and allow work to continue. If the discovery proves potentially significant under CEQA, additional work such as preparation of a paleontological treatment plan and monitoring in the area of the find may be warranted.

3.8 GREENHOUSE GAS EMISSIONS

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

3.8.1 Regulatory Setting

Federal Laws, Regulations, and Policies

At the federal level, the USEPA has developed regulations to reduce greenhouse gas (GHG) emissions from motor vehicles and has developed permitting and reporting requirements for large stationary emitters of GHGs. The USEPA and National Highway Traffic Safety Administration (NHTSA) set standards for passenger cars and light trucks for the Corporate Average Fuel Economy (CAFE) standards and GHG emissions standards.

State Laws, Regulations, and Policies

In recent years, California has enacted numerous policies and plans to address GHG emissions and climate change. In 2006, the California State Legislature enacted Assembly Bill (AB) 32, the Global Warming Solutions Act, which set the overall goals for reducing California's GHG emissions to 1990 levels by 2020. Senate Bill (SB) 32, a follow-up to the California Global Warming Solutions Act of 2006 (AB 32), similarly calls for a statewide GHG emissions reduction to 40 percent below 1990 levels by December 31, 2030. Executive Orders (EOs) S-3-05 andB-16-2012 further extend this goal to 80 percent below 1990 levels by 2050. The California Air Resources Board (CARB) has completed rulemaking to implement several GHG emission reduction regulations and continues to investigate the feasibility of implementing additional regulations. These include the low carbon fuel standard, which reduces GHG emissions associated with fuel usage, and the renewable portfolio standard, which requires electricity suppliers to increase the amount of electricity generated from renewable sources. CARB has implemented a mandatory reporting regulation and a cap-and-trade program for large emitters of GHGs. CARB has recently enacted the Advanced Clean Fleets Regulation which requires fleets that are well suited for electrification to transition to zero-emission vehicles (ZEV) through requirements to both phase-in the use of ZEVs for targeted fleets and requirements that manufacturers only manufacture ZEV trucks starting in the 2036 model year.

CARB approved the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) in December 2022. The 2022 Scoping Plan outlines the proposed framework of action for achieving the 2045 GHG target of an 85 percent reduction in GHG emissions relative to 1990 levels; the update also adds carbon neutrality as a science-based guide for California's climate work (CARB 2022). The 2022 Scoping Plan outlines how carbon neutrality can be achieved to reduce GHGs to meet the emission targets by reducing anthropogenic emissions and expanding actions to capture and store carbon. New to the 2022 Scoping Plan is a commitment to incorporate and quantify natural and working lands as a key component to GHG reductions and actions around capture and storage of carbon. The 2022 Scoping Plan strategy for meeting the state's 2030 GHG target incorporates the full range of legislative actions and state-developed plans that have relevance to the year 2030. The 2022 Scoping Plan is heading toward the 2045 target of 85 percent below 1990 levels and carbon neutrality.

Local Laws, Regulations, and Policies

BAAQMD has established a climate protection program to reduce pollutants that contribute to global climate change and affect air quality in the San Francisco Bay Area Air Basin. The climate protection program includes measures that promote energy efficiency, reduce VMT, and develop alternative sources of energy, all of which assist in reducing emissions of GHG and air pollutants that affect the health of residents. BAAQMD also seeks to support and stimulate climate protection programs in the region through public education and outreach, technical assistance to local governments and other interested parties, and promotion of collaborative efforts among stakeholders.

The BAAQMD CEQA Air Quality Guidelines originally were prepared in 1999 to assist in the evaluation of air quality impacts of projects and plans proposed in the San Francisco Bay Area. The guidelines provide nonbinding recommended procedures for evaluating potential air quality impacts during the environmental review process, consistent with CEQA requirements, including recommended thresholds of significance, mitigation measures, and background air quality information. The guidelines also include recommended assessment methodologies for air toxics, odors, and GHG emissions. In June 2010, the BAAQMD Board of Directors adopted CEQA thresholds of significance and an update of the CEQA Air Quality Guidelines, which included significance thresholds for GHG emissions based on the emission reduction goals for 2020 articulated by the California State Legislature in AB 32. These thresholds were revised in 2022 for land use projects, shifting from a "Brightline" threshold, which is a level of emissions not to exceed regardless of the size or scope of the project, to a threshold requiring either compliance with a prescriptive list of project design elements for buildings and transportation or consistency with a local GHG reduction strategy that meets the criteria cited in CEQA Guidelines Section 15183.5(b). There are no local GHG reduction strategies that meets the criteria cited in CEQA Guidelines applicable to this project Because construction emissions are temporary and variable, the Air District has not developed a quantitative threshold of significance for construction-related GHG emissions.

<u>San Mateo County Climate Element</u>

The Climate Element (Element) outlines priority actions to reduce greenhouse gas (GHG) emissions to meet or exceed State mandates, while also improving the quality of life and long-

term viability of the County's unincorporated communities. This element and the associated Community Climate Action Plan (CCAP) set a path to exceed State targets as well as reduce energy and transportation costs improve access to livable wage career opportunities, improve public health, improve neighborhood resilience to power shutoffs and natural disasters, increase access to parks and essential services, and support a vibrant and economically sustainable agricultural community.

- Policy T-2: Encourage urban density and the revision of parking standards and support bicycle and pedestrian-friendly planning.

Community Climate Action Plan

The CCAP is a strategic roadmap to guide unincorporated San Mateo County in preparing for climate risks and creating impactful greenhouse gas emission reductions. It uses current trends and provides realistic and vetted actions that will help the County reach its climate goals.

3.8.2 Environmental Setting

Climate change is caused, in part, from accumulation in the atmosphere of GHGs, which are produced primarily by the burning of fossil fuels for energy. Because GHGs (carbon dioxide [CO2], methane [CH4], nitrogen dioxide [NO2], and chlorofluorocarbons [CFCs]) persist and mix in the atmosphere, emissions anywhere in the world affect the climate everywhere in the world. Consequently, the cumulative analysis is the same as the discussion concerning proposed Project impacts. GHG emissions are typically reported in terms of carbon dioxide equivalents (CO2e), which convert all GHGs to an equivalent basis taking into account their GWP compared to CO2.

Global climate change is already affecting ecosystems and societies throughout the world. Climate change adaptation refers to the efforts undertaken by societies and ecosystems to adjust to and prepare for current and future climate change, thereby reducing vulnerability to those changes. Human adaptation has occurred naturally over history; people move to more suitable living locations, adjust food sources, and more recently, change energy sources. Similarly, plant and animal species also adapt over time to changing conditions; they migrate or alter behaviors in accordance with changing climates, food sources, and predators.

CARB compiles GHG inventories for the State of California. Based on CARB's 2020 GHG inventory data, California emitted 369.2 MMTCO2e, including emissions resulting from imported electrical power (CARB 2023). Between 1990 and 2022, the population of California grew by approximately 9.7 million (from 29.8 to 39.1 million) (California Department of Finance 2023a), representing an increase of approximately 31 percent from 1990 population levels. In addition, the California economy, measured as gross state product, grew from $773 billion in 1990 to $3.60 trillion in 2022, representing an increase of approximately 365 percent (over four times the 1990 gross state product) (California Department of Finance 2023b). Despite this population and economic growth, CARB's 2020 statewide inventory indicates that California's net GHG emissions in 2020 were below 1990 levels of 431 MMTCO2e, which was the 2020 GHG reduction target codified in California Health and Safety Code (HSC), Division 25.5, also known as The Global Warming Solutions Act of 2006 (AB 32). Although 2020 data may be slightly irregular due to the COVID-19 pandemic, previous years were already below the 1990 levels.

3.8.3 Discussion of Checklist Responses

a. Generate a net increase in greenhouse gas emissions which may have a significant impact on the environment

The proposed Project would directly generate greenhouse gas (GHG) emissions during construction activities from the combustion of fossil-fuels by construction equipment, trucks hauling materials, and worker vehicles. The proposed Project would directly and indirectly generate GHG emissions during operation from the combustion of fossil-fuels for maintenance equipment, worker vehicles, and vehicles used by visitors to the Project site. The community center would generate direct GHG emissions from combustion of natural gas for building heating and indirect GHG emissions from electricity use. The project operations would generate indirect GHG emissions associated with water use, wastewater generation, and solid waste generation.

The proposed Project's GHG emissions during construction and operation were modeled using conservative assumptions for equipment use, scheduling, and haul routes, as detailed in **Appendix B, *Air Quality and Greenhouse Gas Emission Calculations*.** Emissions were estimated using the California Emission Estimator Model (CalEEMod) version 2022.1.1.21 based on the information included in Chapter 2, Project Description and anticipated equipment needs and schedule. Modeling inputs assumed construction would start in 2025 and that it would continue for 36 months consecutively. The construction activities would generate 1,363 metric tonnes of carbon dioxide equivalent emissions for the total 3-year construction period and would be unlikely to impact the overall GHG emissions of California in achieving its statewide goals. Operation activities would generate 78 metric tonnes of carbon dioxide equivalent emissions. When amortizing the construction emissions over 30 years the total amortized annual emissions is 123 metric tonnes of carbon dioxide equivalent emissions. This level of GHG emissions per year would be considered de minimis. Given the minimal annual GHG emissions associated with the Project maintenance activities, it is unlikely that this would impede the progress toward the State's GHG reduction goals as specified in SB 32 and executive orders. Additionally, BAAQMD does not provide any applicable significance thresholds for this type of infrastructure project. Thus, based on the reasons described above including the de minimis amount of GHG emissions expected from the project, this impact is **less than significant**.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases

The proposed Project would be subject to statewide and local GHG emission reduction plans and policies. The State of California implemented AB 32 to reduce GHG emissions to 1990 levels by 2020. SB 32 codified an overall goal for reducing California's GHG emissions to 40 percent below 1990 levels by 2030. EOs S-3-05 and B-16-2012 further extend this goal to 80 percent below 1990 levels by 2050. Through the San Mateo County Community Climate Action Plan, the unincorporated area of San Mateo County set a GHG emissions reduction target of 45 percent below 1990 levels by 2030 and demonstrate carbon neutrality within unincorporated San Mateo County by 2040. San Mateo County's Community Climate Action Plan (2022) provides details on how this goal will be met with proposed measures and supporting actions that include goals to increase zero-emission vehicles, sequester of carbon in soils and vegetation and improve water quality and soil health. The proposed Project would be consistent with these goals and would not

impede the progress of implementation of other measures and strategies. For the reasons detailed here and in item (a) above, the proposed Project would not conflict with AB 32 or SB 32, San Mateo General Plan, or San Mateo County's Community Climate Action Plan. Therefore, this impact would be **less than significant**.

3.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. Be 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 and result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

3.9.1 Regulatory Setting

Federal Laws, Regulations, and Policies

Hazardous Materials Management

The USEPA is the lead agency with responsibility for enforcing federal laws and regulations that govern hazardous materials that can affect public health or the environment. The major federal laws and regulations pertaining to the management of hazardous materials are the Resource Conservation and Recovery Act (RCRA) and the Toxic Substances Control Act (TSCA).

RCRA, enacted in 1976, provides a general framework for the USEPA to regulate hazardous waste from the time it is generated until its ultimate disposal. In accordance with RCRA, facilities that generate, treat, store, or dispose of hazardous waste are required to ensure that the waste is properly managed from "cradle to grave" by complying with the federal waste manifest system. The California Department of Toxic Substance Control (DTSC) administers the RCRA program in California.

The TSCA, also enacted in 1976, provides the USEPA with the authority to regulate the production, importation, use, and disposal of chemicals that pose a risk to public health and the environment.

Hazardous Materials Transportation

The federal Hazardous Material Transportation Act was amended in 1990 and 1994 to strengthen regulations for protecting life, property, and the environment from the inherent risks of transporting hazardous materials. Furthermore, the U.S. Department of Transportation (DOT) developed hazardous materials regulations pertaining to classification, packaging, transport, and handling, as well as regulations regarding employee training and incident reporting. The transport of hazardous materials is subject to both RCRA and DOT regulations. The California Highway Patrol, the California Department of Transportation (Caltrans), and DTSC are responsible for enforcing federal and State regulations pertaining to the transport of hazardous materials. If a discharge or spill of hazardous materials occurs during transportation, the transporter is required to take appropriate immediate action to protect human health and the environment (e.g., notify local authorities and contain the spill); the transporter is also responsible for cleanup.

State Laws, Regulations, and Policies

Hazardous Materials Release Sites

In California, the USEPA has granted enforcement authority of federal hazardous materials regulations to the California Environmental Protection Agency (Cal/EPA). Under the authority of Cal/EPA, the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) are responsible for overseeing the remediation of contaminated soil and groundwater sites. The provisions of Government Code § 65962.5 (also known as the Cortese List) require the DTSC, SWRCB, California Department of Health Services, and California Department of Resources Recycling and Recovery to submit information to Cal/EPA pertaining to sites that were associated with solid waste disposal, hazardous waste disposal, and/or hazardous material releases.

Wildland Fire Protection

In accordance with California Public Resource Code §§ 4201–4204 and Government Code §§51175–51189, the California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as Fire Hazard Severity Zones (FHSZ), represent the risks associated with wildland fires. The FHSZs mapped by CAL FIRE for State and local responsibility areas are classified as *medium*, *high*, or *very high* based on fire hazards; however, the law requires only identification of Very High Fire Hazard Severity Zones (VHFHSZ) in local responsibility areas.

Department of Toxic Substances Control

The DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under the RCRA and the State Hazardous Waste Control Law. Both laws impose "cradle-to-grave" regulatory systems for handling hazardous waste in a manner that protects human health and the environment.

California Occupational Safety and Health Administration

California Occupational Safety and Health Administration (Cal/OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations in the State. Cal/OSHA regulations concerning the use of hazardous materials in the workplace, as detailed in Title 8 of the CCR, include requirements for safety training, availability of safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation.

Cal/OSHA enforces hazard communication program regulations that contain training and information requirements, including procedures for identifying and labeling hazardous substances, communicating hazard information related to hazardous substances and their handling, and preparation of health and safety plans to protect workers and employees at hazardous waste sites. The hazard communication program requires that Safety Data Sheets be available to employees and that employee information and training programs be documented.

Regional Water Quality Control Board

The SWRCB and RWQCBs regulate hazardous substances, materials, and wastes through a variety of State statutes, including, for example, the Porter-Cologne Water Quality Control Act, Cal. Water Code § 13000 et seq., and the underground storage tank cleanup laws (Cal. Health and Safety Code §§ 25280-25299.8). RWQCBs regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. Any person proposing to discharge waste within any region must file a report of waste discharge with the appropriate regional board.

Local Laws, Regulations, and Policies

San Mateo County General Plan

- Policy 15.9 Designation of Geotechnical Hazard Areas Designate as Geotechnical Hazard Areas those areas that meet the definition of geotechnical hazards, including but not limited to:

- a. The areas illustrated on the Natural Hazards map as Alquist-Priolo Special Studies Zones, Tsunami and Seiche Flooding Areas, Coastal Cliff Stability Areas and Areas of High Landslide Susceptibility.

- b. Any additional area delineated by other investigations, mapped in greater detail, and/or considered to be hazardous by the County Department of Public Works, including but not limited to areas delineated on the Geotechnical Hazards Synthesis maps, maps prepared by U.S.G.S. and other appropriate sources.

- Policy 15.10 Designation of Fire Hazard Areas: Designate as Fire Hazard Areas those areas which are defined by the California Department of Forestry/County Fire Department or other fire protection districts as hazardous, including but not limited to the area within the Hazardous Fire Areas boundaries illustrated on the Natural Hazards map.

San Mateo County Local Coastal Program

- Policy 1.36 Half Moon Bay Airport Influence Area Requirements. Within the Half Moon Bay Airport Influence Area, as shown on Map 1.5, the following shall apply:

  a. New development and land uses must comply with all relevant Federal Aviation Administration (FAA) standards and criteria regarding (1) safety, (2) flashing lights, (3) reflective material, (4) land uses which may attract large concentrations of birds, (5) HVAC exhaust fans, and (6) land uses which may generate electrical or electronic interference with aircraft communications and/or instrumentation.

  b. All transfers of real property must comply with the real estate disclosure requirements specified in Chapter 496, California Statutes of 2002.

  Policy 9.10 Geological Investigation of Building Sites. Require the County Geologist or an independent consulting certified engineering geologist to review all building and grading permits in designated hazardous areas for evaluation of potential geotechnical problems and to review and approve all required investigations for adequacy. As appropriate and where not already specifically required, require site specific geotechnical investigations to determine mitigation measures for the remedy of such hazards as may exist for structures of human occupancy and/or employment other than those considered accessory to agriculture as defined in Policy 5.6. “Hazards areas” and “hazards” are defined as those geotechnical hazards shown on the current Geotechnical Hazards Synthesis Maps of the General Plan and the LCP Hazards Maps. A copy of the report of all geologic investigations required by the California Division of Mines and Geology shall be forwarded to that agency.

3.9.2 Environmental Setting

Hazardous materials stored and used in the area surrounding the Project area would likely be associated with common materials used in commercial and recreational activities, such as paints, cleaning solvents, bonding agents, and small quantity petroleum fuels and lubricants, as well as herbicides and pesticides used for common weed and pest control applications. A search

of the State Geotracker and Envirostor databases determined that no active hazardous materials cleanup sites are located within 4,000 feet the Project site (DTSC, 2024; SWQCB, 2024). One school, Wilkinson School, is adjacent to the Project site on Obispo Road. The Project site is within Zone 7 of the airport land use plan of Half Moon Bay Airport. Coastside Fire Protection District provides emergency response to the Project site.

3.9.3 Discussion of Checklist Responses

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

Construction

As described in Chapter 2, construction would involve clearing and grubbing; grading, paving, and construction of structures throughout the site. Accordingly, Project construction would potentially require the routine transfer, use, storage, or disposal of hazardous materials used during typical construction activities. During construction, hazardous materials typically associated with construction activities, such as fuel, oil, and lubricants, would be used when operating construction equipment. If pesticides are deemed necessary, the District will do so in accordance in accordance with requirements of the NPDES permit. The Project would comply with all relevant federal, State, and local statutes and regulations related to transport, use, storage, or disposal of hazardous materials during construction, and all materials designated for disposal would be evaluated for appropriate federal and State hazardous waste criteria. During routine transport and use of equipment, small amounts of fuel and oil could be accidentally released. Implementation of Mitigation Measure HAZ-1 would require the safe handling, storage, and disposal of chemicals used during the construction phase.

Mitigation Measure HAZ-1: Accidental Spill Prevention

The following measures shall be implemented prior to and during construction and shall be incorporated into Project plans and specifications.

- All equipment shall be inspected by the contractor for leaks prior to the start of construction and regularly throughout Project construction. Leaks from any equipment shall be contained and the leak remedied before the equipment is again used on the site.
- Best management practices for spill prevention shall be incorporated into Project plans and specifications and shall contain measures for secondary containment and safe handling procedures.
- A spill kit shall be maintained on site throughout all construction activities and shall contain appropriate items to absorb, contain, neutralize, or remove hazardous materials stored or used in large quantities during construction.
- Project plans and specifications shall identify construction staging areas and designated

areas where equipment refueling, lubrication, and maintenance may occur. Areas designated for refueling, lubrication, and maintenance of equipment shall be approved by the County.

- In the event of any spill or release of any chemical or wastewater during construction, the contractor shall immediately notify the County.
- Hazardous substances shall be handled in accordance with Title 22 of the California Code of Regulations, which prescribes measures to appropriately manage hazardous substances, including requirements for storage, spill prevention and response and reporting procedures.

As described in Chapter 2, the Project site would be cleared and grubbed prior to construction and grading activities. It is not expected that they would be contaminated; therefore, construction located at the Project site would not require special handling. In addition, any spoils or other on-site soils that become contaminated by products used by heavy construction equipment (e.g., from a hydraulic fluid leak) would be hauled offsite for disposal at a permitted landfill.

Operation

Operation and maintenance activities may require the use of a minor amount of hazardous materials (i.e., the use of fuel to power access vehicles); however, all hazardous materials used during operation and maintenance would comply with existing federal, State, and local regulations. The proposed Project would not produce hazardous emissions or handle acutely hazardous materials, substances, or waste. Overall, through compliance with relevant regulatory requirements regarding the transport, use, storage, and disposal of hazardous materials during construction and operation, this impact would be less than significant.

Therefore, the Project would have **less than significant impact with mitigation incorporated** during construction and a **less than significant impact** during operation.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

Potential releases of hazardous materials to the environment through reasonably foreseeable upset and accident conditions could result from releases from the routine use of hazardous materials during construction. As discussed in Response (a) above, Project construction would require the use of certain hazardous materials, such as fuels and oils. Spills of these hazardous materials could result in a significant hazard to the public or environment if not handled properly. However, the use of hazardous materials would comply with all applicable laws and regulations.

The Project site is not located on a known area of active hazardous materials contamination (DTSC 2024, SWRCB, 2024). In addition, as discussed in Response (d) below, the Project area is not located on a hazardous site listed pursuant to Government Code § 65962.5. Operation and maintenance activities associated with the proposed Project would use a minor amount of

hazardous materials, such as lubricants. However, the use of hazardous materials would comply with all applicable laws and regulations. With compliance with all applicable laws and regulations and the implementation of Mitigation Measure HAZ-1, potential impacts to the public or environment through accidental release of hazardous materials would be **less than significant with mitigation incorporated**.

c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school

The Project site is within 0.25 miles of the Wilkinson School. The Project would not result in routine transport, use, or disposal of large quantities of hazardous materials for park operations. Typical hazardous materials, such as glues, solvents, and petroleum products would be used, handled, transported and stored in accordance with labeling during construction and would not present a risk to offsite uses. No long-term storage of large quantities of hazardous materials would occur as a result of the Project. With compliance with all applicable laws and regulations and the implementation of Mitigation Measure HAZ-1, potential impacts to the schools through accidental release of hazardous materials would be **less than significant with mitigation incorporated.**

d. Located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, create a significant hazard to the public or the environment

The Project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and is not located within the vicinity of any active sites (DTSC 2024, SWRCB, 2024). Therefore, the Project would have **no impact**.

e. Located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a private airport or public airport and result in a safety hazard or excessive noise for people residing or working in the study area

There is one airport located within 2 miles of the Project site. Half Moon Bay Airport is located within 4,000 feet of the Project site. The Project would not create a safety hazard and would not result in an increased use of areas near the airport that would result in excessive noise for people working in the study area. The Project would construct single-story structures, but the height of these structures would be consistent with the height of the existing structure onsite and would not conflict with the Airport Land Use Compatibility Plan. As shown in Exhibit 4C of the Airport Land Use Compatibility Plan, the site is within Zone 7: Airport Influence Area. Within zone 7, the risk of aircraft accident risk level is considered to be low; there is a maximum non-residential intensity of 300 people per acre. The Project would have a **less than significant** impact.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan

The use of adjacent roadways by construction equipment and hauling trucks accessing the site could interfere with emergency access, creating a potentially significant impact. However, implementation of Mitigation Measure TR-1 would provide traffic control at the Project access road that could allow emergency vehicles access through the area and to the site. Project construction would not involve large numbers of construction personnel, and Project operation would not introduce new users to the Project area. With implementation of Mitigation Measures TR-1, neither Project construction nor operation would impair emergency response or interfere with implementation of an adopted emergency response plan or emergency evacuation plan. The Project would have a **less than significant impact with mitigation** on adopted emergency response plans or emergency evacuation plans.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires

The Project is located adjacent to an urbanized area on a site surrounded with existing development. Development of the Project would allow for a more frequent presence of District staff, contracted security, and law enforcement for monitoring visitor activities, and signs would be posted onsite advising of park rules, including rules prohibiting activities with potential to result in wildfire ignition. Developed activity areas would be subject to vegetation maintenance to further reduce the potential for wildfire ignition and spread, and the Project would facilitate better access for emergency responders should a fire occur. It is anticipated that the Project would reduce the potential risk to people and property from wildfire and the Project would have a less than significant impact from increased fire hazard.

3.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Proposed Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	☐	☒	☐	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☒	☐	☐
iv. impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

3.10.1 Regulatory Setting

Federal Laws, Regulations, and Policies

Clean Water Act Section 404

Section 404 of the CWA prohibits the discharge of dredged and fill materials into waters of the United States, including wetlands, without prior U.S. Army Corps of Engineers (USACE) authorization. "Discharge of dredged material" and "discharge of fill material" are defined in Title 33, Section 323.2 of the Code of Federal Regulations (33 Code of Federal Regulations [CFR] Section 323.2). Waters of the United States, including wetlands, are defined in 33 CFR Section 328.3. USACE jurisdiction in wetlands and other waters of the United States is described in more detail in Section 3.4, *Biological Resources*.

Other CWA sections are implemented by state agencies as described below.

State Laws, Regulations, and Policies

Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act was enacted in 1969 and, together with the federal CWA, provides regulatory guidance to protect water quality and water resources. The Porter-Cologne Act established SWRCB and divided California into nine regions, each overseen by a Regional Water Quality Control Board (RWQCB). The Porter-Cologne Act established regulatory authority over waters of the state, which are defined as "any surface water or groundwater, including saline waters, within the boundaries of the State." More specifically, SWRCB and its nine RWQCBs have jurisdiction over the bed and banks of a stream channel, its riparian corridor, and its beneficial uses. The San Francisco Bay RWQCB has jurisdictional authority to implement the Porter-Cologne Act in most of San Mateo County. All waters of the United States in the program area also are considered waters of the state and are subject to RWQCB jurisdiction under the Porter-Cologne Act. The Porter-Cologne Act assigns responsibility for implementing CWA Sections 303, 401, and 402 to SWRCB and RWQCBs, as described further below.

The Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin plan standards are primarily implemented by regulating waste discharges so that water quality objectives are met. Under the Porter-Cologne Act, basin plans must be updated every 3 years. Beneficial uses of the San Mateo's watershed are described in the Water Quality Control Plan for the San Francisco Bay Basin.

Clean Water Act

Section 303 and Total Maximum Daily Load Program

Under Section 303 of the CWA, the RWQCBs, in conjunction with USEPA, are responsible for:

- identifying "impaired water bodies" (those that do not meet established water quality standards);

- identifying the pollutants causing impairment;
- establishing priority rankings for waters on the list; and
- developing and implement pollution control plans, also called Total Maximum Daily Loads (TMDLs), to improve water quality.

The Section 303(d) list is updated every 3 years.

Section 401

All projects that have a federal component and may affect water quality in the state (including projects that require federal agency approval, such as issuance of a CWA Section 404 permit) also must comply with CWA Section 401. The purpose of Section 401 is to evaluate water quality when considering activities associated with dredging or placement of fill materials into waters of the United States. Section 401compliance involves obtaining a CWA Section 401 Water Quality Certification to confirm that any such discharge will comply with the applicable provisions of the CWA, including state water quality standards. Section 401 Water Quality Certifications are issued by the RWQCBs. For the proposed program, the District would apply for Section 401 Water Quality Certifications from the San Francisco Bay RWQCB and Central Coast RWQCB.

Section 402

As authorized under CWA Section 402, the RWQCBs regulate point-source and non-point-source discharges into surface waters (other than dredged or fill material) through the NPDES permit program. Applicants can acquire either general permits (those that cover a number of similar or related activities) or individual permits for discharges to waters of the United States. Examples of activities covered under the NPDES permit program include general construction activities, aquatic weed pesticide applications, and stormwater drainage. Permits are valid for a 5-year period. As discussed in Section 3.8, *Hazards and Hazardous Materials,* all aquatic pesticides applied by the District are done so in accordance with requirements of the NPDES permit (Water Quality Order 2022-0056-EXEC General Permit No. CAS612008) for the regulation of residual aquatic pesticides to control aquatic weeds in waters of the United States (SWRCB 2022).

CWA Section 402(p) requires NPDES permits for stormwater discharges from municipal separate storm sewer systems (MS4s), stormwater discharges associated with industrial activity (including construction activities), and designated stormwater discharges, which are considered significant contributors of pollutants to waters of the U.S. The County is subject to requirements in the Municipal Regional Stormwater NPDES Permit for Phase I municipalities and agencies in the San Francisco Bay Area (Order R2-2022-0018) also referred to as the Municipal Regional Permit (MRP). Each year, the County is required to submit an annual report to show compliance with requirements set forth in the Order (California Water Board 2022b).

Local Laws, Regulations, and Policies

<u>San Mateo County General Plan</u>

- Policy 1.25 Protect Vegetative Resources: Ensure that development will: (1) minimize the removal of vegetative resources and/or; (2) protect vegetation which enhances

microclimate, stabilizes slopes or reduces surface water runoff, erosion or sedimentation; and/or (3) protect historic and scenic trees.

- Policy 1.26 Protect Water Resources: Ensure that development will: (1) minimize the alteration of natural water bodies, (2) maintain adequate stream flows and water quality for vegetative, fish and wildlife habitats; (3) maintain and improve, if possible, the quality of groundwater basins and recharge areas; and (4) prevent to the greatest extent possible the depletion of groundwater resources.

- Policy 15.11 Designation of Flooding Hazard Areas Designate as Flooding Hazard Areas:

    - a. The areas of special flood hazard and dam failure inundation zones as illustrated on the Natural Hazards map.

    - b. Any additional area delineated in greater detail as an area of special flood hazard including but not limited to areas illustrated on special flood hazard the Flood Insurance Rate Maps (FIRM) or dam failure inundation zone maps on file with the County Office of Emergency Services.

<u>San Mateo County Local Coastal Program</u>

- Policy 1.35 All New Land Use Development and Activities Shall Protect Coastal Water Quality Among Other Ways By:

    a. Implementing appropriate site design and source control best management practices (BMPs). Site design BMPs are land use or site planning practices that aim to prevent runoff pollution by reducing the potential soil erosion or contact of runoff with pollutants. Source control BMPs are structural or non-structural practices that minimize the contact between pollutants and runoff.

    b. Implementing treatment BMPs along with site design and source control BMPs when the combination of site design and source control BMPs is not sufficient to protect water quality as required by the LCP, or when required by the Regional Board per municipal permit provisions. Treatment BMPs are practices designed to remove pollutants and/or solids from polluted stormwater runoff. Projects that drain directly to a sensitive habitat shall implement post-construction structural treatment BMPs.

    c. Where treatment BMPs are required, the BMPs (or suites of BMPs) shall be designed and implemented to remove pollutants from the amount of stormwater runoff produced by all storms up to and including the 85^{th} percentile, 24-hour storm event for volume-based BMPs and/or the 85^{th} percentile, 1-hour storm event (with an appropriate safety factor, i.e., 2 or greater) for flow-based BMPs or the flow of runoff from a rain event equal to at least 0.2 inches per hour intensity to the maximum extent feasible.

d. Using multi-benefit, natural feature, stormwater treatment systems, such as landscape-based bioretention systems, bioswales and green roofs, where feasible, in place of single purpose treatment BMPs.

e. Minimizing the introduction of pollutants into coastal waters (including the ocean, estuaries, wetlands, rivers, streams, and lakes).

f. Minimizing the amount of impervious surfaces and directly connected impervious surfaces in areas of new development and redevelopment and, where feasible, maximizing on-site infiltration of runoff.

g. Preserving and, where possible, creating or restoring areas that provide important water quality benefits, such as riparian corridors, wetlands, and buffer zones.

h. Limiting disturbances of natural water bodies and natural drainage systems caused by development including roads, highways, and bridges.

i. Avoiding development of areas that are particularly susceptible to erosion and sediment loss, where feasible and, where not feasible, incorporate appropriate BMPs to minimize erosion and sediment loss.

j. In projects where the combined amounts of impervious surface created and replaced total one acre or more (or smaller areas where required by the Regional Board), implementing hydromodification requirements as further detailed in Appendix 1.A. Developments that are exempt from this requirement are stipulated in NPDES Permit No. CAS612008, Order No. R2-2009-0074, issued October 14, 2009, except for single-family residences that drain directly to sensitive habitats.

k. Implementing the minimum stormwater pollution prevention requirements contained in Appendix 1.A.

- Appendix 1.A Minimum Stormwater Pollution Prevention Requirements. This Appendix outlines the required prevention requirements required for all new development within the LCP area.

3.10.2 Environmental Setting

The primary hydrological feature in the Project site is Burnham Creek. Burnham Creek drains the northeast portion of El Granada and the hillslopes above with a catchment area of approximately 0.5 square miles. The Creek is culverted from Quarry Park under El Granada before daylighting near Obispo Road. Burnham Creek flows parallel to Obispo Road along the southeastern end of the study area before crossing under SR-1 and discharging to the Pacific Ocean at Surfer's Beach. Two other hydrological features within the study area include unnamed drainages, which convey stormwater runoff from the El Granada stormwater system across the study area and through the culvert under SR-1 before discharging to the Pacific Ocean. Burnham Creek and the unnamed

drainage near Ave Portola maintain intermittent flow regimes and support dense vegetation, including riparian areas. The other unnamed drainage farther northwest is a relatively minor ephemeral drainage but with a well-defined bed and bank.

In addition, an approximately 400,000-gallon passive underground sewer wet weather storage facility retention basin lie beneath a portion of the study area. Evidence of the retention basin location is made visible by a series of manhole covers spread across the study area northwest of the ephemeral drainage. However, specifications and operations of the stormwater system and retention basin are outside the scope of this report and not discussed further.

The Project site is underlain by four soil types: (1) Denison loam, gently sloping and (2) Denison clay loam, nearly level and (3) Watsonville loam, sloping, eroded and (4) Denison clay loam, nearly level, imperfectly drained. These soils are not classified as hydric soils (Appendix C).

3.10.3 Discussion of Checklist Responses

a. Violate any water quality standards, waste discharge requirements or otherwise substantially degrade water quality

Ground-disturbing activities include sediment and vegetation removal, which could result in erosion and the movement of sediment to surface waters downstream from work areas. The movement and transport of soil, sediment, and other loose material associated with these activities could also emit dust which could affect surface waters in the vicinity of work areas. Other related water quality impacts include increased turbidity and water temperature and reduced dissolved oxygen levels in the water column. These ground-disturbing activities have the potential to degrade water quality or violate waste discharge requirements established by the San Francisco Bay RWQCB. Implementation of Mitigation Measure GEO-1, erosion and sediment control mentioned above, and Mitigation Measure WQ-1 SWPPP (Storm Water Pollution Prevention Plan [SWPPP]) would minimize impacts on water quality by ensuring that the Project would not discharge non-source pollutants into waterbodies.

Mitigation Measure WQ-1: SWPPP (Storm Water Pollution Prevention Plan)

Requires preparation and implementation of a SWPPP in accordance with the Project's Construction General Permit. Consistent with the requirements of the SWRCB's NPDES Construction General Permit, the District or its contractor will submit a notice of intent to the SWRCB's Division of Water Quality, develop a Stormwater Pollution and Prevention Plan (SWPPP), and implement BMPs to prevent discharges of non-point source pollutants (including chemicals, fuels, lubricants) within project channels.

The SWPPP will contain guidelines for cleanup and disposal of spilled and leaked materials at the project site. Recommended BMPs that will be included in the SWPPP are listed below; however, the measures may be altered, supplemented, or deleted during the RWQCB's review process.

- Contractor's designated field personnel will be appropriately trained in spill prevention, hazardous material control, and cleanup of accidental spills.

- Equipment and materials for cleanup of spills will be available on site, and spills and leaks will be cleaned up immediately and disposed of according to the following guidelines:

- For small spills on impervious surfaces, absorbent materials will be used to remove the spill, rather than hosing it down with water.

- For small spills on pervious surfaces such as soil, the spill will be excavated and properly disposed of rather than being buried.

- Absorbent materials will be collected and disposed of properly and promptly.

- Field personnel will ensure that hazardous materials are properly handled and natural resources are protected by all reasonable means.

- Spill response kits will be on hand at all times while hazardous materials are in use (e.g., at crew trucks and other logical locations). All field personnel will be advised of these locations.

- District staff or subcontractor(s) will routinely inspect the work site to verify that spill prevention and response measures are properly implemented and maintained.

Project construction would include the potential storage, use, transport, and/or disposal of hazardous materials (e.g., fuels, oils, solvents) for construction equipment. All construction materials and equipment would be stored in designated staging areas onsite. Accidental spills of these materials or improper material disposal could pose a significant risk to water quality. Furthermore, the proposed Project would be required to comply with all applicable federal, state, and local permits, such as the CWA Section 404 Individual Permit (issued by USACE), CWA Section 401 Water Quality Certification (issued by the San Francisco Bay RWQCB), and the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (Permit No. CAS612008). During operation, fencing would prevent visitors from accessing the drainage channels. Adherence to the permit requirements and implementation of mitigation would prevent potential violations to water quality standards or waste discharge requirements. Potential impacts of the proposed Project would be **less than significant with mitigation**.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin

Project-related maintenance activities would not interact with groundwater resources, nor increase impervious surface area. Construction of the various Project components, including the expanded recreation center, restrooms, central plaza, and parking, would increase the impervious surface area on the Project site, which could reduce the potential for groundwater recharge in these areas. Approximately 0.2 acres (8900 square feet) of the site would be paved with asphalt, exclusively within the two parking lots, and total area of concrete for sidewalks, shelters, structures, and restroom amount to approximately 0.41 acres (17,900 square feet). Thus, the

Project would result in an increase of 0.61 acres of impervious surface onsite. Pervious hardscape materials, including the gravel pathways and pervious concrete parking stalls, total approximately 0.99 acres (43,100 square feet). However, the Project would leave a majority of the site unpaved and would utilize Green Infrastructure strategies to reduce runoff and minimize impervious surfaces used on the site. Thus, while the construction of the park would increase impervious surfaces within the Project site, drainage would continue to be conveyed to areas where groundwater recharge potential remains. Therefore, the Project on balance would not contribute to the depletion of groundwater supplies and impacts associated with interference with groundwater recharge would be **less than significant**.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. result in substantial erosion or siltation on- or off-site

The Project site is approximately 7.72 acres and minor to moderate grading would be required in order to implement the Project, and impervious surfaces would increase as a result of construction of Project components. In the event drainage patterns were altered and/or increased impervious surfaces resulted, an increase in stormwater runoff onto existing natural slopes, on-site or off-site erosive scour could occur. Stormwater runoff would continue to run to the existing sheet flow onsite and overall site-wide drainage patterns would remain unchanged. The Project includes grading around the existing drainages in order to reduce runoff velocities, which in turn would prevent potential off-site erosive scour. In addition, implementation of Mitigation Measure GEO-1 would ensure that erosion is minimized through the inclusion of long-term drainage control, placement of erosion control mats, and seeding following construction. It should also be noted that San Mateo County Green Infrastructure Design Guide strategies would be incorporated into the Project design; these strategies are designed to reduce stormwater runoff and erosion in the post-construction condition. As a result, the Project would not substantially alter the existing drainage pattern of the site or project area. This includes through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site. Impacts would be **less than significant with mitigation incorporated**.

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite

Surface run-off on the Project site is generally directed to the Burnham Creek riparian area and two unnamed drainages, which currently serve as the main stormwater management onsite. Project implementation would result in no substantial change in overall drainage patterns and the Project would expand and improve the vegetation around the two unnamed drainages, thereby increasing their capacity onsite. The Project would be designed to comply with the San Mateo County Green Infrastructure Design Guide, which require implementation of Low Impact Development (LID) design strategies to manage and treat stormwater and require that a Project result in no net increase in offsite stormwater flows. As a result,

implementation of the park Project result in no changes to drainage that would result in flooding on or off site. Impacts would be **less than significant**.

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff

In the event that Project paving results in an increase in the rate or amount of surface runoff, the capacity of existing or planned stormwater drainages systems could be exceeded. The Project activities proposed would regrade the site and would increase the amount of impervious surface onsite. Currently, surface runoff onsite drains into the Burnham Creek area and two unnamed drainages. The Project proposes to improve and expand the vegetation around the two unnamed drainages, which would increase the onsite capacity of the drainages. Implementation of Mitigation Measure WQ-1 requires completion and implementation of a SWPPP and associated BMPs. BMPs implemented as part of the SWPPP would include measures to stabilize work areas including fiber wattles, silt fencing, concrete washout areas, soil stabilizers, revegetation, or other appropriate measures. Implementation of Mitigation Measure GEO-1 would require the preparation and implementation of an erosion control plan, consistent with County requirements. As discussed in Section 3.9, Hazards and Hazardous Materials, construction of the Project would involve temporary use of common hazardous materials used for construction purposes. However, implementation of Mitigation Measure GEO-1, as well as appropriate materials handling and spill prevention measures required by Mitigation Measure HAZ-1, would ensure that water quality would not be degraded by materials used during construction or inadvertent release of those materials. Following construction, the Project would not be expected to release pollutants into the storm drain system. During operation, the Project design includes fencing would prevent visitors from accessing the drainage changes. As a result, the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be **less than significant with mitigation incorporated**.

iv. impede or redirect flood flows

The Project site is located in Federal Emergency Management Agency Flood Insurance Rate Maps (Nos. 06081C0138F) and is not located within a 100-year or 500-year flood hazard zone (FEMA, 2024). The Project would have no impact on flood flows as the Project is not within a flood zone.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation

Seiche and tsunami are short duration earthquake-generated water waves in large, enclosed bodies of water and the open ocean, respectively. While the Project is not located downstream of a dam, reservoir, lake, or other large body of water and therefore would not be within a seiche zone, the Project site is within a tsunami hazard area (Appendix E). The extent and severity of a

tsunami would be dependent upon ground motions and fault offset from nearby active faults. The structures proposed onsite would not include permanent dwelling units. The proposed Project would not store a significant or atypical amount of hazardous materials onsite; hazardous materials onsite would include typical maintenance and cleaning supplies. These materials would be typical to a non-industrial land use, similar to adjacent residential and commercial land uses, and would not result in the potential to release a significant number of pollutants due to project inundation. In addition, the Project site is not located within a 100-year or 500-year flood hazard zone (County of San Mateo, 2024). Therefore, the Project is not located within a flood hazard and is not expected to be inundated. The Project would have a **less than significant** impact.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan

The proposed maintenance activities would not obstruct implementation of a water quality control plan or sustainable groundwater management plan as the project is not anticipated to change beneficial uses, significantly impact water quality, or impact groundwater. Therefore, the Project would have a **less than significant impact**.

3.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	☐	☐	☒	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

3.11.1 Regulatory Setting

Federal Laws, Regulations, and Policies

No federal regulations are applicable to land use in relation to the proposed Project.

State Laws, Regulations, and Policies

State Coastal Act

The State Coastal Act created the California Coastal Commission, which makes decisions regarding land use changes and development within the Coastal Zone. The Coastal Zone is defined as extending seaward to the state's outer limit of jurisdiction (three miles), including offshore islands. The inland boundary varies according to land uses and habitat values. In general, it extends inland 1,000 yards from the mean high tide line of the sea, but is wider in areas with significant estuarine, habitat, and recreational values, and narrower in developed urban areas. The Coastal Act emphasizes the importance of the public being able to access the coast, and the preservation of sensitive coastal and marine habitat and biodiversity. It prioritizes coastal recreation as well as commercial and industrial uses that need a waterfront location. The County's Local Coastal Program is certified by the California Coastal Commission and the County is given authority by the California Coastal Commission to issue Coastal Development Permits. The Local Coastal Program policies are described below.

Local Laws, Regulations, and Policies

San Mateo County General Plan

- Policy 4.17 Protections for Coastal Features: Regulate coastal development to protect and enhance natural landscape features and visual quality through measures that ensure the basic integrity of sand dunes, cliffs, bluffs and wetlands.

- Policy 6.9 Locate Suitable Park and Recreation Facilities in Urban Areas: Generally, encourage all providers to locate active park and recreation facilities in urban areas, taking advantage of existing service infrastructure systems and maximizing the recreational use of limited available land. Consider the following activities to be generally compatible with active park and recreation facilities such as group games, swimming, and tennis.

- Policy 6.39 Trail System Coordination:

    - a. Support, encourage and participate in the development of a system of trails that link existing and proposed park and recreation facilities within this County and adjacent counties.

    - b. Particularly encourage the development of: trails that link park and recreation facilities on San Francisco Bay to those on the Pacific Coast; multi-use trails where appropriate and trails in County lands under management by other public agencies. Ensure that these trails do not adversely affect adjacent land uses.

San Mateo County Local Coastal Program.

- Policy 1.36 Half Moon Bay Airport Influence Area Requirements. Within the Half Moon Bay Airport Influence Area, as shown on Map 1.5, the following shall apply:

    a. New development and land uses must comply with all relevant Federal Aviation Administration (FAA) standards and criteria regarding (1) safety, (2) flashing lights, (3) reflective material, (4) land uses which may attract large concentrations of birds, (5) HVAC exhaust fans, and (6) land uses which may generate electrical or electronic interference with aircraft communications and/or instrumentation.

    b. All transfers of real property must comply with the real estate disclosure requirements specified in Chapter 496, California Statutes of 2002.

3.11.2 Environmental Setting

The Project site is in San Mateo County within the unincorporated community of El Granada. Residential and commercial land uses are immediately northeast of the Project site. SR-1 and Surfer's Beach are located southwest of the site. Wilkinson School and the Coastside Fire Protection District station are located to the southeast. Land to the west is mainly undeveloped with the exception of a single residence. Further northwest, land uses consist of a mixture of commercial and single-family residential.

3.11.3 Discussion of Checklist Responses

a. Divide an established community

The Project would construct a new 7.72-acre park on land currently owned by the District. The Project site is adjacent to existing residential and commercial land uses that are immediately

northeast, school and fire facilities to the southeast and commercial and single family residential to the northwest and west. The Project site would connect to pedestrian access between the beach, the California Coastal Trail, and the San Mateo County Multi-Modal Highway 1 Parallel Trail. The Project would not include any construction of a barrier that would physically divide the existing developed areas surrounding the Project site. Further, it would serve as a neighborhood and community gathering location and connection between neighborhoods and existing facilities. No roadways, freeways, or railroad tracks are included as part of the Project. Therefore, implementation of the Project would not result in the division of an established community and the Project would have a **less than significant** impact.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

The Project would construct a new 7.72-acre park on land currently owned by District and would not require a land use designation change or rezone by San Mateo County. Land use on the Project site is regulated by the San Mateo County General Plan, San Mateo County Local Coastal Program (LCP), and the San Mateo County Zoning Ordinance. With approval of a use permit and coastal development permit, proposed park uses are allowable; therefore, the Project is consistent with the San Mateo County General Plan, San Mateo County LCP, and the San Mateo County Zoning Ordinance. Consistency with other regulations is discussed throughout this document in applicable resource sections. The applicable LCP policies are included throughout this document and analyzed in the context of each resource analysis. Impacts associated with inconsistency with local plans identified above would be **less than significant**.

3.12 MINERAL RESOURCES

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

3.12.1 Regulatory Setting

No federal, state, or local regulations are applicable to the proposed Project.

3.12.2 Environmental Setting

The Project would occur on a site owned by the District. The site does not support any mining activities and is not zoned specifically for mineral extraction or preservation and is not known to provide access to important mineral resources.

3.12.3 Discussion of Checklist Responses

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state

b. Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan

The Project would construct a new local-serving recreational park. The site is not identified as containing important minerals by the general plan. As there are no known mineral resources underlying the Project site, implementation of the Project would not result in a loss of availability of any known mineral resource. The proposed Project would result in no loss of availability of any locally important mineral resources delineated on a local general plan or other land use plan; the Project would have no impact.

3.13 NOISE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public-use airport, would the project expose people residing or working in the project site to excessive noise levels?	☐	☐	☒	☐

3.13.1 Overview of Noise and Vibration Concepts and Terminology

Noise

In the CEQA context, noise can be defined as unwanted sound. Sound is characterized by various parameters, including 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 is the most common descriptor used to characterize the loudness of an ambient sound level, or sound intensity. The decibel (dB) scale is used to quantify sound intensity. Because sound pressure can vary enormously within the range of human hearing, a logarithmic scale is used to keep sound intensity numbers at a convenient and manageable level. The human ear is not equally sensitive to all frequencies in the spectrum, so noise measurements are weighted more heavily for frequencies to which humans are sensitive, creating the A-weighted decibel (dBA) scale.

Different types of measurements are used to characterize the time-varying nature of sound. Below are brief definitions of these measurements and other terminology used in this chapter.

Decibel (dB) is a measure of sound on a logarithmic scale that indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals.

A-weighted decibel (dBA) is an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

Maximum sound level (Lmax) is the maximum sound level measured during a given measurement period.

Minimum sound level (Lmin) is the minimum sound level measured during a given measurement period.

Equivalent sound level (Leq) is the equivalent steady-state sound level that, in a given period, would contain the same acoustical energy as a time-varying sound level during that same period.

Percentile-exceeded sound level (Lxx) is the sound level exceeded during *x* percent of a given measurement period. For example, L_{10} is the sound level exceeded 10 percent of the measurement period.

Day-night sound level (Ldn) is the energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels during the period from 10:00 p.m. to 7:00 a.m. (typical sleeping hours). This weighting adjustment reflects the elevated sensitivity of individuals to ambient sound during nighttime hours.

Community noise equivalent level (CNEL) is the energy average of the A-weighted sound levels during a 24-hour period, with 5 dB added to the A-weighted sound levels between 7:00 p.m. and 10:00 p.m. and 10 dB added to the A-weighted sound levels between 10:00 p.m. and 7:00 a.m.

In general, human sound perception is such that a change in sound level of 3 dB is barely noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level. **Table 3.13-1** presents approximate noise levels for common noise sources, measured adjacent to the source.

Table 3.13-1. Examples of Common Noise Levels

Common Outdoor Activities	Noise Level (dBA)
Jet flyover at 1,000 feet	110
Gas lawnmower at 3 feet	100
Diesel truck at 50 feet traveling 50 miles per hour	90
Noisy urban area, daytime	80
Gas lawnmower at 100 feet, commercial area	70
Heavy traffic at 300 feet	60
Quiet urban area, daytime	50

Common Outdoor Activities	Noise Level (dBA)
Quiet urban area, nighttime	40
Quiet suburban area, nighttime	30
Quiet rural area, nighttime	20

Source: Caltrans 2009

Vibration

Ground-borne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may be composed of a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in Hertz (Hz). Most environmental vibrations consist of a composite, or "spectrum," of many frequencies. The normal frequency range of most ground-borne vibrations that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz. Vibration information for this analysis has been described in terms of the peak particle velocity (PPV), measured in inches per second, or of the vibration level measured with respect to root-mean-square vibration velocity in decibels (VdB), with a reference quantity of 1 micro-inch per second.

Vibration energy dissipates as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. High-frequency vibrations reduce much more rapidly than do those characterized by low frequencies, so that in a far-field zone distant from a source, the vibrations with lower frequency amplitudes tend to dominate. Soil properties also affect the propagation of vibration. When ground-borne vibration interacts with a building, a ground-to-foundation coupling loss usually results but the vibration also can be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows, shaking of loose items, or the motion of building surfaces. In some cases, the vibration of building surfaces also can be radiated as sound and heard as a low-frequency rumbling noise, known as ground-borne noise.

Ground-borne vibration is generally limited to areas within a few hundred feet of certain types of industrial operations and construction/demolition activities, such as pile driving. Road vehicles rarely create enough ground-borne vibration amplitude to be perceptible to humans unless the receiver is in immediate proximity to the source or the road surface is poorly maintained and has potholes or bumps. Human sensitivity to vibration varies by frequency and by receiver. Generally, people are more sensitive to low-frequency vibration. Human annoyance also is related to the number and duration of events; the more events or the greater the duration, the more annoying it becomes.

3.13.2 Regulatory Setting

Federal Laws, Regulations, and Policies

No federal laws, regulations, or policies for construction-related noise and vibration apply to the Project. However, the Federal Transit Administration (FTA) *Guidelines for Construction Vibration in Transit Noise and Vibration Impact Assessment* state that for evaluating daytime construction

noise impacts in outdoor areas, a noise threshold of 90 dBA L_{eq} should be used for residential areas (FTA 2006).

For construction vibration impacts, the FTA guidelines use an annoyance threshold of 80 VdB for infrequent events (fewer than 30 vibration events per day) and a damage threshold of 0.12 inches per second (in/sec) PPV for buildings extremely susceptible to vibration damage (FTA 2006). The ground-borne vibration annoyance level is 65 VdB for buildings where vibration would interfere with interior operations, 72 VdB for residences, and 75 VdB for institutional land uses with primarily daytime uses.

State Laws, Regulations, and Policies

California requires each local government entity to implement a noise element as part of its general plan. California Administrative Code, Title 4, presents guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. The state land use compatibility guidelines are listed in **Table 3.13-2**.

For the protection of fragile, historic, and residential structures, Caltrans recommends a more conservative threshold of 0.2 in/sec PPV for normal residential buildings and 0.08 in/sec PPV for old or historically significant structures (Caltrans 2013).

Table 3.13-2. State Land Use Compatibility Standards for Community Noise Environment

Land Use Category	Community Noise Exposure - L_{dn} or CNEL (dB)						
	55	60	65	70	75	80	
Residential – Low Density Single Family, Duplex, Mobile Homes							
Residential – Multi-Family							
Transient Lodging – Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

Normally Acceptable:	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable:	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable:	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise

	reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable:	New construction or development generally should not be undertaken.

Source: California Governor's Office of Planning and Research 2017

Local Laws, Regulations, and Policies

San Mateo County Noise Ordinance

San Mateo County regulates noise via Municipal Code Chapter 4.88 Noise Control (Noise Ordinance), which was designed to control unnecessary, excessive, and annoying noise in the County. Chapter 4.88.330 establishes exterior noise level standards based on receiving land use, as shown in Table 3.13-3.

Table 3.13-3. San Mateo County Exterior Noise Level Standards (dBA)

Cumulative Number of Minutes in any One Hour Time Period	Daytime (7 am to 10 pm)	Nighttime (10 pm to 7 am)
Receiving land use: Single- or multiple-family residence, school, hospital, church, or public library		
30	55	50
15	60	55
5	65	60
1	70	65
0	75	70

Notes:
In the event the measured background noise level exceeds the applicable noise level standard in any category above, the applicable standard shall be adjusted in five (5) dBA increments so as to encompass the background noise level. Each of the noise level standards specified above shall be reduced by 5 dBA for simple tone noises, consisting primarily of speech or music, or for recurring or intermittent impulsive noises. If the intruding noise source is continuous and cannot reasonably be stopped for a period of time whereby the background noise level can be measured, the noise level measured while the source is in operation shall be compared directly to the noise level standards in Table 3.
Source: San Mateo County Municipal Code Chapter 4.88.330.

San Mateo County Municipal Code Chapter 4.88.360 identifies activities that are exempt from the provisions of the Noise Ordinance. The exempt activities that are relevant to the Project are listed below:

- Outdoor gatherings, public dances, shows and sporting and entertainment events providing said events are conducted pursuant to all County regulations.
- Activities conducted on parks, public playgrounds and school grounds provided such parks, playgrounds and school grounds are owned and operated by a public entity.
- Noise sources associated with demolition, construction, repair, remodeling, or grading of any real property, provided said activities do not take place between the hours of 6:00 pm and

7:00 am weekdays, 5:00 pm and 9:00 am on Saturdays or at any time on Sundays, Thanksgiving and Christmas.

San Mateo County Local Coastal Program

- Policy 8.18 Development Design.

  a. Require that development (1) blend with and be subordinate to the environment and the character of the area where located, and (2) be as unobtrusive as possible and not detract from the natural, open space or visual qualities of the area including, but not limited to, siting, design, layout, size, height, shape, materials, colors, access and landscaping.

  The colors of exterior materials shall harmonize with the predominant earth and vegetative colors of the site. Materials and colors shall absorb light and minimize reflection. Exterior lighting shall be limited to the minimum necessary for safety. All lighting, exterior and interior, must be placed, designed and shielded so as to confine direct rays to the parcel where the lighting is located.

  Except for the requirement to minimize reflection, agricultural development shall be exempt from this provision. Greenhouse development shall be designed to minimize visual obtrusiveness and avoid detracting from the natural characteristics of the site.

  b. Require screening to minimize the visibility of development from scenic roads and other public viewpoints. Screening shall be by vegetation or other materials which are native to the area or blend with the natural environment and character of the site.

  c. Require that all non-agricultural development minimize noise, light, dust, odors and other interference with persons and property off the development site.

3.13.3 Environmental Setting

A Noise Study was prepared by Baseline, Inc., and is included in **Appendix F**. Traffic along nearby roadways, such as SR-1, Avenue Alhambra, Obispo Road, and Coronado Street, is the primary source of noise in the vicinity of the Project site. Airport operations at the Half Moon Bay Airport located about 1 mile northwest of the Project site also contribute to the ambient noise levels.

Sensitive Receptors

Noise-sensitive land uses typically include residences, motels and hotels, schools, libraries, houses of worship, hospitals, convalescent homes, and parks and outdoor recreation areas. Noise-sensitive receptors near the Project site include: single-family homes as close as 70 feet to the north along Avenue Alhambra, multi-family apartments as close as 200 feet to the northeast along Avenue Alhambra, and the Wilkinson School about 160 feet to the east across Coronado Street.

3.13.4 Discussion of Checklist Reponses

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

Construction

The primary source of noise during construction would be off-road equipment activities on the Project site. Construction noise levels would vary from day-to-day, depending on the number and type of equipment being used, the types and duration of activity being performed, the distance between the noise source and the receptor, and the presence or absence of barriers, if any, between the noise source and receptor. Pile driving, which can generate extreme levels of noise, is not proposed as part of the Project.

Construction of the Project is anticipated to begin in Summer 2025 and be completed by Summer 2028, lasting approximately 36 months. To evaluate noise levels during Project construction, the types of construction equipment that would be used on the Project site were generated by the most recent version of the California Emissions Estimator Model (CalEEMod, version 2022.1.1), and then refined using Project-specific construction equipment usage information.

In accordance with guidance from FTA, daytime construction noise impacts were evaluated by quantifying the maximum noise levels that would result from the simultaneous operation of the two noisiest pieces of equipment near the perimeter of the Project site closest to a sensitive receptor. The Project's construction noise levels were estimated at the nearest residence about 70 feet to the north of the Project site for all construction phases. Construction noise levels were also estimated for the Wilkinson School for the following construction phases:

1) Site preparation and grading about 160 feet from the Wilkinson School for the permeable trail extending to Obispo Road.

2) Trenching, building construction, paving, and architectural coatings about 850 feet from the Wilkinson school for the Active Recreation Zone.

As shown in Table 3.13-4, Project construction would not generate noise levels that could potentially exceed the FTA 90 dBA Leq noise threshold at the nearby noise sensitive receptors. The Project would have a **less than significant** impact during construction.

Table 3.13-4. Potential Noise Impacts from Project Construction (dBA Leq)

Construction Phase	Nearest Residence	Wilkinson School
Site Preparation	81	74
Grading	82	74
Trenching	81	59
Building Construction	80	58
Paving	82	60
Architectural Coating	79	57
Exceed the 90 dBA Threshold?	**No**	**No**

Source: Detailed calculations are provided in **Attachment B**.

Operation

The primary operation period noise generation sources from the Project would include general park operation (e.g. recreational activities at the skate area, picnic areas, playgrounds, active play lawn, and the dog park); occasional special events held at the Village Green area with amplified sound; District programming associated with the use of the Community Recreation Center and after-hours and weekend activities at the Community Recreation Center for both private rentals and public events; fixed mechanical equipment such as HVAC systems for the Community Recreation Center; and vehicle trips generated by the Project. Noise impacts associated with these sources are discussed in the sections below, and detailed calculations are provided in **Appendix F**.

General Park Operation Noise

The park would be open daily between dawn to dusk, and park use outside of the open hours would be prohibited. According to Municipal Code Chapter 4.88.360, activities conducted on parks owned and operated by a public entity are exempt from the County's Noise Ordinance requirements. General park recreational activities (e.g., picnics, exercise, small gatherings) that do not require the use of amplified sound systems would not be expected to substantially contribute to the existing ambient noise environment outside of the Project site, which is dominated by traffic-generated noise. In addition, the proposed active recreational areas, such as the playgrounds and the enclosed dog park, would be buffered on all sides by new planting areas to screen and provide a sense of enclosure to the spaces. Overall, general park operations associated with the Project would not substantially contribute to the existing ambient noise environment at nearby sensitive receptors. The Project would have a **less than significant** impact during operation.

Amplified Sound System Noise

The Village Green area and Community Recreation Center would occasionally hold special events requiring the use of amplified sound systems. Special events at the Village Green area that may require the use of amplified sounds systems include small concerts, craft markets, and movie

nights. The frequency of the special events for the Village Green area is expected to be less than two times per month, with increased frequency in the summer, which are expected to be up to three or four times per month. Special events at the Community Recreation Center would occur after-hours and on the weekend for both private rentals and public events, such as book readings, receptions, or community meetings. The anticipated frequency of special events at the Community Recreation Center would be up to three to four times per month.

Special events would require permits with District approval. The use of amplified sound systems is required to stop by 10:00 pm, Monday through Saturday, and by 9:00 pm on Sunday. The use of amplified sound systems during more sensitive hours when people sleep (nighttime between 10:00 pm to 7:00 am) would not occur. According to Municipal Code Chapter 4.88.360, outdoor gatherings, public dances, shows and sporting and entertainment events that would be conducted pursuant to all County regulations are exempt from the County's Noise Ordinance requirements. Although exempt from the County's Noise Ordinance requirements, the outdoor use of amplified sound systems have the potential to generate substantial noise levels in the vicinity of the Project site.

The nearest noise-sensitive receptors to the Village Green area and Community Recreation Center are residences located about 220 feet and 170 feet to the north, respectively, along Avenue Alhambra. As presented in Table 2, the existing daytime noise level along Avenue Alhambra is 65.5 dBA. Therefore, the County's applicable daytime exterior noise level standard for evaluating noise levels from the use of amplified sounds systems is 70 dBA. Conservatively assuming the speakers systems are located along the northern boundary of the Village Green area and Community Recreation Center (closest to the noise-sensitive receptors), the sound systems would need to generate noise levels greater than 109 dBA and 106 dBA, respectively, at 5 feet from the boundary of the special event area to potentially exceed the daytime exterior noise level standard of 70 dBA at the nearest noise-sensitive receptors to the north (see Appendix F). To be conservative, Baseline recommends operating the amplified sound systems at or below 105 dBA at 5 feet from the boundary of the special event area by implementing Mitigation Measure NOI-1.

Mitigation Measure NOI-1: Amplified Sound Systems

The District shall require permit applications for the use of amplified sound systems during special events at the Village Green area and Community Recreation Center to include a provision to operate the speaker system at or below 105 dBA at 5 feet from the boundary of the special event area. The permit applications shall also acknowledge that speaker systems will be positioned and angled away from residences to the north of the Village Green area and Community Recreation Center to the extent feasible.

Alternatively, the District shall consult a qualified acoustical engineer to prepare a refined acoustical analysis for operation of amplified sound systems that account for the system design (e.g., speaker position and angles) and the presence of barriers (e.g., building walls) based on the final building designs to determine the maximum noise level allowed for operating the speaker system without exceeding San Mateo County's Noise Ordinance standards (Municipal Code Chapter 4.88 Noise Control) at nearby noise-sensitive receptors.

Implementation of Mitigation Measure Noise-1 would ensure that the use of amplified sound systems at the Village Green area and recreation center do not substantially contribute to the existing ambient noise environment at nearby sensitive receptors. The Project would have a **less than significant** impact due to amplified sound systems.

HVAC System Noise

It was conservatively assumed that the Community Recreation Center would include an HVAC system. Although the noise-generating characteristics and location of the HVAC system for the project was not available at the time of preparation of this analysis, noise from a typical commercial-scale HVAC system can range from approximately 65 to 75 dBA at 50 feet. The nearest residence is located about 170 feet north of the proposed Community Recreation Center. The estimated noise levels at the nearest residence from the HVAC system would range from 52 to 62 dBA. Combined with the existing ambient noise level of 65.5 dBA, operation of the HVAC system would increase the noise level at the nearest receptor up to about 67 dBA. Because the combined noise level is below the County's applicable daytime exterior noise level standard of 70 dBA at the nearest residence, the Project would not result in a substantial permanent increase in ambient noise levels from operation of HVAC systems. The Project would have a **less than significant** impact due to HVAC noise.

Vehicle Traffic Noise

Noise levels near the Project site would potentially increase due to the additional vehicle trips contributed by the Project. As discussed under Noise and Vibration Concepts in the setting section, the Project would need to double the existing traffic volume on nearby roadways to increase the ambient noise level by approximately 3 dBA. Operation of the Project would generate up to 15.5 trips per day (see the CalEEMod report in Appendix F). Since the Project would not double the amount of traffic on nearby roadways, the Project would not result in a substantial permanent increase in ambient noise levels from project-generated traffic trips, and the Project would have a **less than significant** impact.

b. Generation of excessive groundborne vibration or groundborne noise levels

Construction can result in varying degrees of ground vibration depending on the type of equipment and activity. To evaluate the Project's potential vibration effects on nearby sensitive receptors, a buffer distance that would be needed to avoid exceeding the FTA and Caltrans construction vibration thresholds listed above was estimated for each type of equipment. It was conservatively assumed that the equipment that could generate substantial ground vibration would be used near the Project site perimeter. The estimated buffer distances for potential disturbance and building damage are summarized in **Table 3.13-5**. The primary types of equipment that could generate substantial ground vibration during Project construction, reference vibration levels, and the associated vibration calculations are included in **Appendix F**.

Table 3.13-5. Buffer Distances for Potential Vibration Impacts from Project Construction Equipment

Construction Equipment	Buffer Distance for Potential Vibration Impacts (feet)	
	Human Disturbance Impacts[1]	Building Damage Impacts[2]
Vibratory Roller	58	20
Large Bulldozer	34	11
Loaded Trucks	31	10
Small Bulldozer	4	1

Notes:

[1] The FTA thresholds of 83 VdB for institutional land uses from infrequent construction events was used to calculate the buffer distances from construction equipment.

[2] To be conservative, the Caltrans vibration threshold of 0.3 in/sec for older residential structures was used to calculate the buffer distances from construction equipment.

Source: Detailed calculations are provided in **Appendix F**.

As shown in **Table 3.13-5**, the construction equipment that would require the largest buffer distance to avoid generating vibration levels that could disturb institutional land uses with primarily daytime use is the vibratory roller. Vibration from a vibratory roller could exceed the 83 VdB threshold at institutional land uses located within 58 feet. The closest institutional land use (Wilkinson School) is located at least 160 feet east of the Project construction activities, which is well outside of the 58-foot buffer distance. Therefore, Project construction activities would not generate excessive vibration levels that could potentially disturb normal school operations. As nighttime work is not anticipated, vibration annoyance impacts on people within residential buildings related to nighttime construction would not occur. Therefore, Project construction activities would not be expected to generate excessive vibration levels that would disturb nearby residents and institutional land uses.

As shown in **Table 3.13-5**, vibration from a vibratory roller could exceed the 0.3 in/sec PPV threshold for potential structural impacts to older residential buildings located within 20 feet. As described under *Sensitive Receptors*, all receptors near the Project site would be located outside of the 20-foot buffer where a vibratory roller could exceed the 0.3 in/sec PPV threshold. Therefore, Project construction activities would not generate excessive vibration levels with the potential to damage adjacent buildings.

The Project would have a **less than significant** impact.

c. For a project located within the vicinity of a private airstrip or an airport land use plan area, or, within 2 miles of a public airport or public-use airport, would the project expose people residing or working in the project site to excessive noise levels

The Half Moon Bay Airport is located about 1 mile northwest of the Project site. According to the Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport Exhibit 2G, the Project site is located outside the 60 dBA CNEL aircraft noise contour. Both the FAA and the State of California provide guidance for acceptable noise levels for a variety of land uses. According to the OPR General Plan Guidelines, recreational land uses are acceptable in areas below 70 CNEL. Therefore, while the Project is within two miles of an airport, the Project would have a **less than significant impact** related to the exposure of people to excess noise levels from aircraft noise.

3.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 Regulatory Setting

No federal, state, or local regulations are applicable to population and housing in relation to the proposed Project.

3.14.2 Environmental Setting

The Project site is mostly undeveloped and no residential development exists on the site. The site contains one structure that is currently leased to a preschool. The site is zoned as El Granada Gateway Zoning District and designated as Open Space with Park Overlay. Existing residences are adjacent to the Project site on the north and west.

3.14.3 Discussion of Checklist Responses

a. Induce unplanned population growth

The Project would require no substantial extension of infrastructure into unserved areas that would promote growth; the Project site is within an area of existing urban development already served by infrastructure. Since the Project would result in no population growth associated with new home construction or creation of a large number of new jobs, and would not extend infrastructure into new areas, **no impact** would result from unplanned population growth.

b. Displace a substantial number of existing people or housing

The Project would construct new recreation facilities on land owned and managed by the District. No housing currently exists on the Project site that would be displaced by the proposed park and the Project includes no uses that would displace residents from existing residential uses in areas adjacent to the Project site. Therefore, the Project would result in **no impact** associated with construction of replacement housing due to displacement of people or existing housing.

3.15 PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

3.15.1 Environmental Setting

Fire protection and emergency services to the Project site are provided by Coastside Fire Protection District, which is located adjacent to the Project site on Obispo Road. Law enforcement response is provided by San Mateo County Sheriff, the nearest station of which is located approximately 2.7 miles north of the Project site in Moss Beach.

3.15.2 Regulatory Setting

Federal Laws, Regulations, and Policies

No federal, state, or local regulations are applicable to public services in relation to the proposed Project.

3.15.3 Discussion of Checklist Responses

a. Result in adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities

i. Fire protection

ii. Police protection

iii. Schools

iv. Parks

v. Other public facilities

The Project proposes the construction of new recreational and community center facilities on the site. The Project would not induce substantial population growth by constructing housing, generating a substantial number of new jobs, or extending infrastructure. The Project would increase the square footage of the existing structure onsite; the retrofitted structure and its expansion would be built to CBC standards and would include fire sprinklers and other standard fire suppression features. No substantial additional demand for fire protection, police protection, schools, or other public services is expected that would result in the need to construct new public services facilities offsite to maintain existing service levels and performance objectives for services. Therefore, **no impact** would result from construction of new facilities to meet an increased demand for services as a result of the Project.

3.16 RECREATION

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.16.1 Environmental Setting

The Project site is partially developed with an existing structure that is currently leased out to a preschool on an expiring contract. The Project site is located across SR-1 from Surfer's Beach, a publicly accessible beach. There are outdoor recreational opportunities in adjacent communities including, but not limited to Quarry Park, Rancho Corral de Tierra, and Pillar Point Bluff.

3.16.2 Regulatory Setting

No federal, state, or local regulations are applicable to recreation in relation to the proposed Project.

3.16.3 Discussion of Checklist Responses

a. Increase use of existing parks or recreational facilities

b. Creation of new or altered recreational facilities

The Project would add developed park facilities on the 7.72-acre Project site and would help satisfy the local demand for additional public park amenities to serve the local community. The Project does not include residential development and would not directly or indirectly induce substantial population growth in the Project area that would require additional recreation facilities or generate increased demand for recreational facilities. The Project would, therefore, have **no impact** associated with deterioration of existing recreation facilities and no adverse impact associated with the construction of new recreation facilities to meet increased demand. The impacts associated with the Project, which would construct new recreational facilities, are discussed throughout this document.

3.17 TRANSPORTATION

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d. Result in inadequate emergency access?	☐	☒	☐	☐

3.17.1 Regulatory Setting

Federal Laws, Regulations, and Policies

No federal regulations are applicable to transportation in relation to the proposed Project.

State Laws, Regulations, and Policies

No state regulations are applicable to transportation in relation to the proposed Project.

Local Laws, Regulations, and Policies

San Mateo County General Plan

- 12.18 Recreational Traffic to the Coastside: Seek methods to mitigate the impact of peak recreational traffic to and along the Coastside.
- 12.21 Local Circulation Policies In unincorporated communities, plan for providing:
    - a. Maximum freedom of movement for all transportation users and adequate access to various land uses;
    - b. Improved streets, sidewalks, bicycle routes, landscaping, shared-use paths, and other site-appropriate design features that enhance the safety and usability of transportation networks in developed areas;

- c. Minimal through traffic in residential areas; 12.4P
- d. Routes for truck traffic which avoid residential areas and are structurally designed to accommodate trucks;
- e. Access for emergency vehicles;
- f. Safe and efficient bicycle and pedestrian travel;
- g. Access by all transportation users, including persons with disabilities, seniors, children, and youth, to public buildings, shopping areas, hospitals, offices, and schools;
- h. Prioritization of accessibility to transit services and to routes and turnouts for public transit;
- i. Parking areas for ridesharing; and
- j. Coordination of transportation improvement with adjacent jurisdictions.

- 12.48 Pedestrian Paths: Encourage the provision of safe and adequate pedestrian paths in new development connecting to activity centers, schools, transit stops, and shopping centers.

<u>San Mateo County Local Coastal Program</u>

- Policy 2.52 Traffic Mitigation for all Development in the Urban Midcoast. In the urban Midcoast, require applicants for new development, as defined in Section 30106 of the Coastal Act, that generates any net increase in vehicle trips on Highways 1 and/or 92, except for a single-family dwelling, a second dwelling unit, or a two-family dwelling, to develop and implement a traffic impact analysis and mitigation plan (TIMP). Prior to the approval of any coastal development permit (CDP) application involving the above, information necessary for the analysis and implementation of all components of the TIMP shall be submitted in support of any CDP application. Calculation of new vehicle trips generated shall assume maximum occupancy/use of any approved development. The TIMP shall include:

  a. Traffic mitigation measures, including but not limited to transportation demand management (TDM) measures set forth by the City/County Association of Governments (CCAG), establishing a shuttle service for employees of the subject development, subsidizing transit for employees of the specific development, charging for non-public access parking, establishing a carpool or vanpooling program for employees of the subject development, having a compressed work week for employees of the subject development, providing bicycle storage facilities and showers for employees of the subject development, and establishing a day care program for employees of the subject development. Prior to approval of the coastal development permit, the County must be able to

make the finding that the proposed mitigation measures are adequate to offset new vehicle trips generated by the project to the extent feasible.

b. Specific provisions to assess, and mitigate for, the project's significant adverse cumulative impacts on public access to, and recreational use of, the beaches of the Midcoast region of San Mateo County. This shall include an assessment of project impacts combined with other projects causing related impacts, including all reasonably foreseeable future projects as defined in 14 CCR Section 15130(b). Public access and recreation mitigation measures to consider include: providing public access parking that is not time restricted, public access signage indicating that public access parking is available, providing a public recreation shuttle bus to all the beaches during key recreational use times that commences at the junction of Highways 92 and 280, dedication of construction of various public access improvements such as bikeways, and vertical and lateral public paths to and along the beaches and/or bluffs.

- Policy 2.55 Increased Recreational Transit Use. Encourage use of transit by visitors through the following actions:

  a. Encourage SamTrans to continue special recreation transit service to Año Nuevo State Reserve and Half Moon Bay during the Pumpkin Festival.

  b. Encourage SamTrans to expand and publicize their existing weekend and holiday bus service.

  c. Encourage SamTrans, as a first phase, to make the following modifications in their existing routes on weekends and holidays from March through October in order to better inform and serve recreationists:

    (1) In cooperation with the County and the State Department of Parks and Recreation, place transit information signs at recreation facilities and established shoreline access points.

    (2) Locate and designate bus stops near each of the following recreation facilities: (a) Grey Whale Cove State Beach (Route 1A/1H only), (b) Montara State Beach, (c) Fitzgerald Marine Reserve, (d) Pillar Point Harbor, (e) Park and Ride Facility near the intersection of Routes 1 and 92 described in Policy 2.54, and (f) Half Moon Bay State Beach.

    (3) Use more direct routes, with very limited side trips into residential neighborhoods, during the peak recreation periods.

  d. As a second phase, after the above improvements in service have been made, encourage SamTrans to do the following on holidays and weekends between March and October:

(1) Expand regular transit service to the South Coast and provide frequent express recreational transit service to the Coastside from school and shopping center locations on the Bayside and in San Francisco.

(2) Provide shuttle service between inland parking lots on the Coastside, such as the commuter park and ride lots, and beaches.

City/County Association of Governments Congestion Management Program

The purpose of the Congestion Management Program is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The Congestion Management Program is required to be consistent with the Metropolitan Transportation Commission MTC planning process that includes regional goals, policies, and projects for the Regional Transportation Improvement Program.

Unincorporated San Mateo County Active Transportation Plan

The Unincorporated San Mateo County Active Transportation Plan (SMC ATP) provides a comprehensive framework to guide the development of active transportation projects and programs for walking, bicycling and other forms of human powered movement for people of all ages and abilities throughout unincorporated County communities. The Plan builds on the County's ongoing work across multiple County departments, adjacent jurisdictions and other public agencies to help ensure safe and seamless connected networks. Implementation of the program and policy recommendations included in the SMC ATP will support the development of a safer, more connected walking and biking network throughout the County's unincorporated communities.

3.17.2 Environmental Setting

The Project site is access via Alhambra Avenue and Obispo Road, which connect to SR-1, thereby connecting regionally to the western portion of San Mateo County. The existing crosswalk at the intersection of Coronado Street and SR-1 provides access to San Mateo County's Midcoast Multi-Modal Trail (Highway 1 Parallel Trail) to the south and to Surfer's Beach and the California Coastal Trail to the west.

3.17.3 Traffic and Transportation Terminology

The following are definitions of key traffic and transportation terms used in this section and based on materials published by the Transportation Research Board (2010).

Delay. Delay refers to the additional travel time experienced by a driver or traveler that results from the inability to travel at optimal speed, and stops resulting from congestion or traffic control.

Freeway/highway. Freeways and highways are controlled access routes that provide for major intra and interregional travel. They are corridors that accommodate trips at highest speeds with access only from selected links to the network, consistent with the population and network densities of the areas they traverse.**Arterial Streets.** Arterial streets are intended to provide for

the movement of through-traffic between major traffic generators such as the Civic Center, the Central Business District and other commercial centers, and distribute traffic from freeways to less important arterials serving residential areas directly.

Collector Streets. Collector streets collect and distribute traffic to and from major highways and local streets. Collector streets also serve secondary traffic generators such as shopping and business centers, schools, parks and high density or large-scale residential areas.

3.17.4 Discussion of Checklist Responses

a. Conflict with applicable circulation plans, ordinances, or policies and applicable congestion management programs

The Project would construct a new local-serving park that would result in recreational resources in an underserved community. The park would be connected to adjacent residential areas via pedestrian and bicycle facilities. Additionally, the park trails would provide access to San Mateo County's Midcoast Multi-Modal Trail. As such, the Project would not generate traffic at volumes that have the potential to conflict with a program, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, including transit, roadway, bicycle, and pedestrian facilities. As such, the Project would be consistent with the Congestion Management Program as it would not result in a traffic-generating land use. The Project would also be neighborhood, local serving and be accessible via pedestrian and bicycle facilities; thus, the Project would be consistent with the Active Transportation Plan. Temporary impacts include an increase in construction-related traffic levels, which would temporarily increase the traffic volumes on Alhambra Avenue and Obispo Road in the vicinity of the Project site. Vehicle trips would be generated by construction workers commuting to and from the work site, and by trucks hauling materials and equipment to and from the site. Construction vehicles entering and existing public roadway can present an impact to the existing congestion management program; implementation of Mitigation Measure TR-1, which would require a Construction Traffic Management Plan, would ensure that the potential for inference would be reduced. Inclusion of TR-1 would ensure that the Project is compliant with Policy 2.52 of the LCP.

Mitigation Measure TR-1. Prepare and Implement a Construction Traffic Management Plan

The District shall require that the construction contractor(s) prepare and implement a construction traffic management plan to manage traffic flow during construction, reduce potential interference with local emergency response plans, reduce potential traffic safety hazards, and ensure adequate access for emergency responders. The District and/or the construction contractor(s) will ensure that the plan is implemented during construction and coordinate with Coastside Fire District. The plan will include, but not be limited to, the following measures:

- Identify construction truck haul routes and timing to limit conflicts between truck and automobile traffic on nearby roads. The identified routes will be designed to minimize impacts on vehicular and pedestrian traffic, circulation, and safety.
- Provide signage indicating the alternative access routes.

- Coordinate construction activities to ensure that one travel lane remains open at all times, unless flaggers or temporary traffic controls are in place, to provide emergency access.
- Evaluate the need to provide flaggers or temporary traffic control to assist trucks in accessing the roadway with minimal disruption of traffic.
- Document road pavement conditions before and after Project construction. Make provisions to monitor the condition of roads used for haul routes so that any damage or debris attributable to haul trucks can be identified and corrected. Roads damaged by construction vehicles shall be repaired to their preconstruction condition.

Therefore, the Project would have a **less-than-significant impact with mitigation** related to conflicts with transit, roadway, bicycle, and pedestrian circulation systems.

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)

Per SB 743, CEQA Guidelines Section 15064.3 establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts. Approval of the proposed Project would not require a land use designation change or a rezone. The creation of a community park and recreation center in an underserved community would not result in a VMT-producing land use. There are no other recreation resources within the community of El Granada that include similar amenities as the proposed Project. The Project would not create a destination park but would rather recapture recreational trips within the community that would currently travel to other communities. In order to estimate whether the Project would exceed OPR's 110 trips per day threshold, the average daily visitor count was estimated via the visitor counts from the nearby 577-acre Quarry Park. The Quarry Park Master Plan included the visitor counts from 2015 to 2021 and ranged from 9,391 to 24,415 annual visitors. Using the annual median of 16,545 visitors, Quarry Park would have an annual visitor rate of 45.33 visitors per day and thus would generate approximately 90.66 trips per day. It is a reasonable expectation that, as the Project would be local serving and significantly smaller, the Project would generate fewer than the threshold of 110 trips per day. Therefore, the Project would have no adverse impact related to conflict or inconsistency with section 15064.3, subdivision (b).

c. Increased hazards resulting from geometric design features

The Project site would be accessed by the existing Avenue Alhambra and Obispo Road. The Project does not require street reconfiguration such as changes in lane geometry and re-striping for vehicles and bicycles, lane transitions, transit stop and bus shelters, or curb and street engineering modifications. The Project would introduce no incompatible uses to the local roadway system. The Project site would include access via new driveways. There are no existing sight line obstructions and the Project would include landscaping plans that would not block the sight lines. The Project includes parking spaces along Obispo Road; these parking spaces are angled and thus would not result in a safety conflict for vehicles pulling in or out of these spaces. Construction worker vehicles and haul trucks associated with the Project would share public roads with other vehicles. The use of these roads to access the site could potentially increase traffic hazard concerns due to the presence of slow-moving trucks requiring access to staging and work areas. While the number of daily trips would be low and the duration of project construction would be short, this conflict is considered potentially significant. Implementation of Mitigation Measure TR-1 would reduce traffic safety hazard impacts to **less than significant with mitigation**.

d. Inadequate emergency access

Emergency access would be maintained on all public roads at all times during Project construction and operation. As discussed in Section 3.15, Public Services, during operation, the Project site would be served adequately by Coastside Fire Protection District and San Mateo County Sheriff's Department during an emergency. The Project would not change or reconstruct existing roadways and would result in no impediment to existing emergency access in the area. Project construction would not generate any substantial impacts on local roads and with implementation of Mitigation Measure TR-1, the Project would not cause substantial delays for emergency vehicles. Thus, impacts related to emergency access would be **less than significant with mitigation**.

3.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Proposed Project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)	☐	☒	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

3.18.1 Regulatory Setting

Federal Laws, Regulations, and Policies

No federal regulations are applicable to tribal cultural resources in relation to the proposed Project.

State Laws, Regulations, and Policies

Assembly Bill (AB) 52 requires, per Pub. Res. Code 21080.3.1, that CEQA lead agencies consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed Project, if so requested by the tribe, and if the agency intends to release a negative declaration, mitigated negative declaration, or environmental impact report for a project. The bill also specifies, under Pub. Res. Code 21084.2, that a project with an effect

that may cause a substantial adverse change in the significance of a Tribal Cultural Resource (TCR) is considered a project that may have a significant effect on the environment.

As defined in Section 21074(a) of the Pub. Res. Code, TCRs are:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

a. Included or determined to be eligible for inclusion in the California Register of Historical Resources (CRHR); or

b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

TCRs are further defined under Section 21074(b) and (c) as follows:

(b) A cultural landscape that meets the criteria of subdivision (a) is a TCR to the extent that the landscape is geographically defined in terms of the size and scope of the landscape; and

(c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

Mitigation measures for TCRs must be developed in consultation with the affected California Native American tribe pursuant to Pub. Res. Code Section 21080.3.2, or according to Pub. Res. Code Section 21084.3. Section 21084.3 identifies mitigation measures that include avoidance and preservation of TCRs and treating TCRs with culturally appropriate dignity, considering the tribal cultural values and meaning of the resource.

Local Laws, Regulations, and Policies

No local laws, regulations, and policies apply specifically to tribal cultural resources.

3.18.2 Environmental Setting

Prior to the arrival of the Spanish explorers in northern California in the late 1700s, the area now known as San Mateo was occupied by several different Costanoan tribes, some of which also occupied more southern counties. These tribes included the Urebure, the Ssalson, the Lamchin, the Puichun, the Olpen, and the Quiroste (Milliken et al. 2009:87-89). Many different village

locations pertaining to some of the above groups have been identified within San Mateo County (Milliken et al. 2009:4-5).

3.18.3 Discussion of Checklist Responses

a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)

None of the Native American tribes in the Project area have submitted letters of interest to the District pursuant to Pub. Res. Code Section 21080.3.1(b)(1). However, in the spirit of compliance with Pub. Res. Code Section 21080.3.1, a list of tribes with a traditional and cultural affiliation with the Project area was requested from the NAHC. The NAHC replied in May 25, 2023 with a list of eight tribal contacts. On June 21, 2023, all eight contacts were sent letters requesting information via certified U.S. mail with a return receipt. **Table 3.18-1** lists those contacted and summarizes the results of the outreach.

Table 3.18-1. Native American Consultation

Organization/Tribe	Name of Contact	Letter Date	Response	Comments
Amah Mutsun Tribal Band of Mission San Juan Bautista	Irenne Zwierlein, Chairperson	June 21, 2023	August 16, 2023 via email	Tribe emailed a form letter recommending a record search and sensitivity training/monitoring if resources are identified in the area; also provided a rate sheet for their services. The letter did not request consultation on the project.
Costanoan Rumsen Carmel Tribe	Tony Cerda, Chairperson	June 21, 2023	None to date	
Indian Canyon Mutsun Band of Costanoan	Ann Marie Sayers, Chairperson	June 21, 2023	None to date	
Indian Canyon Mutsun Band of Costanoan	Kanyon Sayers-Roods, MLD Contact	June 21, 2023	None to date	
Muwekma Ohlone Indian Tribe of the SF Bay Area	Charlene Nijmeh, Chairperson	June 21, 2023	None to date	

Organization/Tribe	Name of Contact	Letter Date	Response	Comments
Muwekma Ohlone Indian Tribe of the SF Bay Area	Monica Arellano, Vice Chairwoman	June 21, 2023	None to date	
Ohlone Indian Tribe	Andrew Galvin	June 21, 2023	None to date	
Wuksache Indian Tribe/Eshom Valley Band	Kenneth Woodrow, Chairperson	June 21, 2023	None to date	

*MLD = Most Likely Descendent

One response has been received from Irene Zwierlein of the Amah Mutsun Tribal Band of Mission San Juan Bautista. Chairperson Zwierlein recommended worker training and tribal monitoring, if warranted. No other responses have been received to date.

The District did not receive requests for formal consultation under Pub. Res. Code Section 21080.3.1(b)(2) from any of those individuals contacted. It is possible that TCRs could be discovered during the course of construction, specifically during ground-disturbing activities. It is possible that Native American archaeological remains or Native American human remains that could be TCRs could be discovered during the course of construction, specifically during ground-disturbing activities. If such resources are identified, they would be treated according to Mitigation Measure CR-1 or Mitigation Measure CR-2, respectively, as described in Section 3.5, "Cultural Resources." Implementation of these mitigation measures would result in a less-than-significant impact with regard to TCRs. As a result, the Project would have a **less than significant impact with mitigation** on TCR resources that are listed or eligible for listing in the CRHR or in a local register of historical resources.

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

As mentioned above, although the District notified tribes with a traditional and cultural affiliation with the Project area about the proposed Project, none of the tribes contacted identified TCRs. Although in-depth field surveys of the Project area did not identify any human remains, it is possible that Native American archaeological remains or Native American human remains that could be TCRs could be discovered during the course of construction, specifically during ground-disturbing activities. If such resources are identified, they would be treated according to Mitigation Measure CR-1 or Mitigation Measure CR-2, respectively, as described in Section 3.5, "Cultural Resources." Implementation of these mitigation measures would result in a less-than-significant impact with regard to TCRs. As a result, this impact would be **less than significant with mitigation**.

3.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

3.19.1 Regulatory Setting

Federal Laws, Regulations, and Policies

No federal regulations are applicable to utilities in relation to the proposed Project.

State Laws, Regulations, and Policies

No state regulations are applicable to utilities in relation to the proposed Project.

Local Laws, Regulations, and Policies

San Mateo County General Plan:

- Policy 10.7 Park and Recreation Water Supplies:

    - a. Encourage the provision of water supplies in park and recreation areas commensurate with the desired level of development. (Please see the Park Chapter for related information.)

    - b. Encourage coastal recreation and visitor serving facilities to provide drinking water.

- Policy 10.8 Water Systems for Coastal Areas: Support efforts to provide adequate water systems for the Mid-Coast, rural service centers, and other unincorporated urban areas.

- Policy 10.12 Coordination of Water Suppliers: Encourage water providers to coordinate the planned capacity of their facilities commensurate with the level of development permitted by adopted land use plans and wastewater management plans.

- Policy 10.13 Water Systems: in Unincorporated Areas Support efforts to improve water distribution and storage systems in unincorporated neighborhoods and communities.

- Policy 11.4 Adequate Capacity for Unincorporated Areas Plan for the availability of adequate sewerage collection and treatment capacity for unincorporated urban areas.

- Policy 13.10 Long-Term Landfill Disposal Capability: Provide long-term landfill disposal capability for nonrenewable wastes and residues from resource recovery operations.

<u>San Mateo County Local Coastal Program</u>

- Policy 1.19 Ensure Adequate Public Services and Infrastructure for New Development in Urban Areas

    No permit for development in the urban area shall be approved unless it can be demonstrated that it will be served with adequate water supplies and wastewater treatment facilities, consistent with the subsections below:

    a. Development that relies upon municipal water and wastewater treatment systems shall not be approved, except as provided in the subsections below, if there is: (a) insufficient water and wastewater public works capacity within the system to serve the development given the already outstanding commitments by the service provider or (b) evidence that the entity providing the service cannot provide such service for the development.

    b. Development that relies upon municipal water and is located within the Coastside County Water District (CCWD) service area shall not be approved unless the allocation of CCWD water to the projects is consistent with the Coastal Development Permit for the El Granada Pipeline Project (Coastal Commission CDP A-2-SMC-99-063; A-1-HMB-99-020) as amended.

c. New public water connections in the Montara Water and Sanitary District (MWSD) water service area will be allowed only if consistent with the MWSD Public Works Plan (Coastal Commission PWP No. 2-06-006), Chapter 2 of the LCP, and all other applicable policies of the LCP as amended.

d. Approval of any new private wells within the urban/rural boundary and the Montara Water and Sanitary District (MWSD) water service area shall be limited to five per year for three years of the effective date of this policy (i.e., on August 8, 2012), or until MWSD obtains the necessary approvals from the California Coastal Commission to provide water service to vacant properties, whichever comes first.

e. Approval of any new private well or development that relies on a new private well may only be considered if a connection to the public water supply is not available. In such instances, the applicant for the development must obtain a coastal development permit (CDP) for a test well, and document compliance with all Environmental Health standards and requirements for the proposed use of the well, prior to submitting a CDP application for the development. The CDP application for the development shall include a report prepared by a California Registered Geologist or Registered Civil Engineer which demonstrates, to the satisfaction of the Environmental Health Director and the Community Development Director, that:

i. The yield of the well meets the Standards for Adequate Water as described in the County Well Ordinance and will be adequate to meet the needs of the development for the design life of the development;

ii. The water quality meets safe drinking water standards, or will meet such standards with treatment;

iii. The well will be sited, designed, and operated in a manner that avoids contamination from any potential pollutant sources; and

iv. Operation of the well will, at the level contemplated for the development, avoid individual or cumulative adverse impacts to other wells, or to biological resources including streams, riparian habitats, and wetlands.

The approval of any development that relies on a private well shall be conditioned to require recordation of a Deed Restriction, to the satisfaction of County Counsel and the Planning and Building Department, prior to the issuance of building permits, that requires the applicant and any successor in interest to abandon the well consistent with Environmental Health requirements and connect to the public water system within 90 days of the date on which a connection becomes available, availability being determined in the reasonable judgment of the Community Development Director. Except as limited above, private wells shall not be prohibited or required to be abandoned if the applicable water district has

the authority to issue new connections but refuses or is unable to provide water service.

f. If a public water supply is available, major remodels or expansions of existing development, or new development on vacant lots, served by private wells constructed after September 12, 1989, are not permitted unless the project will connect to the public water system and abandon the well. For purposes of this policy, major remodels or expansions include all projects where new construction has a value equal or greater to 50% of the value of the existing structure.

g. New private septic systems shall be prohibited within the urban/rural boundary of the Midcoast unless: (1) there is no public sewer hookup available; (2) system complies with all the requirements for individual septic disposal systems; and (3) the system is approved by San Mateo County Environmental Health and other applicable authorities.

h. Lack of adequate water supplies and wastewater facilities, as defined above, shall be grounds for denial of the development applications.

3.19.2 Environmental Setting

The District currently provides wastewater management to the Project area. Water to the Project site would be provided by Coastside County Water District as it currently serves the existing structure onsite. PG&E provides both electricity and natural gas to the Project area. District provides solid waste removal within its service area.

3.19.3 Discussion of Checklist Responses

a. Require the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects

The construction of infrastructure to support the construction of park facilities would require the extension of potable water, electric power, natural gas, and/or telecommunications lines to the Project site from Obispo Road and Avenue Alhambra. This extension is considered part of the Project analyzed throughout this Initial Study and is described in Chapter 2, Project Description. Utility extensions would be within the overall Project footprint, and offsite construction of infrastructure would not be required. As part of the proposed Project, the Project would relocate existing utility lines to existing utility poles on the opposite side of Obispo Road; relocation would require the removal of the onsite utility poles but would not require the installation of new offsite poles or the extension of the utility lines to previously unserved parcels. Water demand for the Project would be generated primarily by on-site bathrooms, irrigation needs, outdoor showers, a dog park, and recreation center. These uses would be served by existing Coastside County Water District supplies and would be within Coastside County Water District's capacity for service. As discussed in Section 3.10 above, the Project would implement Mitigation Measure WQ-1: SWPPP, which requires the preparation and implementation of a SWPPP in accordance with the Project's Construction General Permit; the

mitigation measure would also include stormwater management facilities onsite in order to obtain a Construction General Permit. The Project would not result in substantial additional population in the area and would not require a substantial increase in demand for wastewater, electrical power and natural gas; thus, the Project would require no new or expanded facilities to support adequate water service, wastewater treatment, electric power, natural gas, or telecommunications facilities. Impacts would be **less than significant**.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years

Water demand for the Project would be generated primarily by on-site bathrooms, irrigation needs, outdoor showers, a dog park, and recreation center. The Coastside County Water District has indicated that it has sufficient supplies to serve the site in conversations with the District (Gina Brazil, personal communication, May 1, 2024). These uses would be served by existing Coastside County Water District supplies and would be within Coastside County Water District's capacity for service and thus would not require additional construction to expand existing facilities. Therefore, the Project would have a **less than significant** impact on water supply availability.

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

Wastewater collection, conveyance, and treatment in the Project area is provided by the District via an existing sewer main onsite. The restrooms proposed as part of the Project would not generate such a substantial wastewater volume that it would exceed the treatment system's ability to accommodate the waste. This is due to the limited number of restrooms proposed and their anticipated frequency of use. Therefore, the addition of wastewater flows from the Project would not exceed the capacity of the wastewater treatment plant. No impact would result from inadequate capacity to serve the Project's projected demand for wastewater treatment.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals

Typical construction debris would be generated during construction of the Project. However, the amount of waste generated would be minor and would be accommodated by existing capacity at the Ox Mountain Sanitary Landfill. During operation, the Project would generate small quantities of waste typically associated with a local, small recreational area. Waste would be collected by the District and transported to the Ox Mountain Sanitary Landfill. The anticipated waste to be generated due to the Project will not exceed the waste collection capacity of the District. The Ox Mountain Sanitary Landfill has existing permitted capacity to accept waste that would be generated by the Project; as of 2019, Ox Mountain Sanitary Landfill was estimated to have 18,206,200 CU remaining, with an estimate of reaching design capacity in 2039 (Republic Services 2019). All waste would be transported and disposed of by the District in accordance with applicable regulations, including the County's Construction & Demolition requirements. The Project would have a less than significant impact associated with solid waste exceeding State or

local standards or the capacity of the Ox Mountain Sanitary Landfill and all solid waste would be handled in accordance with solid waste reduction goals and recycling mandates.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste

Project construction would generate solid waste in the form of building materials, asphalt, and general construction waste. Construction waste materials would be hauled to the Ox Mountain Sanitary Landfill, which has adequate permitted and physical capacity to accept construction waste materials. Park operations would not generate large quantities of solid waste. Solid waste generated during park operations would be collected by the District and transported to the Ox Mountain Sanitary Landfill. Solid waste transport and disposal would comply with all applicable regulations for solid waste handling, disposal, and recycling, and **no impact** would result from non-compliance with applicable statutes and regulations.

3.20 WILDFIRE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

3.20.1 Regulatory Setting

Federal Laws, Regulations, and Policies

No federal regulations are applicable to wildfire in relation to the proposed Project.

State Laws, Regulations, and Policies

2018 Strategic Fire Plan for California

The Strategic Fire Plan, developed by the State Board of Forestry and Fire Protection, provides direction and guidance to the California Department of Forestry and Fire Protection (CAL FIRE) and its 21 field units. The 2018 Plan sets forth a number of goals focused on fire prevention, natural resource management, and fire suppression efforts, and are summarized here:

- Improve the availability and use of consistent, shared information on hazard and risk assessment;

- Promote the role of local planning processes, including general plans, new development, and existing developments, and recognize individual landowner/homeowner responsibilities;

- Foster a shared vision among communities and the multiple fire protection jurisdictions, including county-based plans and community-based plans such as Community Wildfire Protection Plans (CWPP);

- Increase awareness and actions to improve fire resistance of man-made assets at risk;

- Increase awareness and actions to improve fire resistance of man-made assets at risk and fire resilience of wildland environments through natural resource management;

- Integrate implementation of fire and vegetative fuels management practices consistent with the priorities of landowners or managers;

- Determine and seek the needed level of resources for fire prevention, natural resource management, fire suppression, and related services; and

- Implement needed assessments and actions for post-fire protection and recovery.

California Public Resources Code

The Public Resources Code (PRC) includes fire safety regulations restricting the use of certain equipment that could produce sparks or flames, and specifies requirements for the safe use of gasoline-powered tools in fire hazard areas. District staff and contractors must comply with the following requirements in the PRC during construction activities at any sites with forest-, brush-, or grass-covered land:

a. Earthmoving and portable equipment with internal combustion engines must be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (PRC Section 4442).

b. Appropriate fire-suppression equipment must be maintained from April 1 to December 1, the highest-danger period for fires (PRC Section 4428).

c. On days when a burning permit is required, flammable materials must be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor must maintain the appropriate fire-suppression equipment (PRC Section 4427).

d. On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines must not be used within 25 feet of any flammable materials (PRC Section 4431).

3.20.2 Environmental Setting

The Project site is within the service area of Coastside Fire Protection District. CAL FIRE mapping identifies the Project site as a Non-Very High Fire Hazard Severity Zone in a Local Responsibility Area (CAL FIRE 2024).

3.20.3 Discussion of Checklist Responses

a. Substantially impair an adopted emergency response plan or emergency evacuation plan

The Project would construct new recreational facilities on a site owned by the District. The Project would not increase traffic in the Project area in a way that could impede emergency response and does not include any structures or features that would physically interfere with implementation of emergency response or evacuation plans. The Project would rely on access via existing roadways and would not alter any public streets in such a way that would impair emergency response. The Project would not increase population that could result in indirect effects associated with impairing implementation of emergency response or evacuation plans. Project construction would not generate any substantial impacts on local roads and with implementation of Mitigation Measure TR-1, the Project would not cause substantial delays for emergency vehicles. Therefore, the Project would have a **less than significant** impact with mitigation.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire

The Project site is not located within a Very High Fire Hazard Severity Zone, as mapped by CAL FIRE (CAL FIRE 2024). Urbanized areas and existing development exist adjacent to the Project site on the north, south, and east. The Project site currently supports Arroyo Willow thickets and non-native grassland; informal uses and unofficial parking on the site are frequently used by the general public.

Because Project construction could be conducted during the dry summer months when fire danger is the highest, there is a potential for an accidental ignition of a wildland fire during construction activities. Use of vehicles and equipment for construction activities could ignite a fire through generation of sparks or heat. Implementation of Mitigation Measure WF-1, which requires on-site fire suppression equipment, spark arrestors on all equipment with internal combustion engines, and restricts activities on high fire danger days, would reduce the potential of accidental fire ignition.

Mitigation Measure WF-1: Accidental Ignition

a) All earthmoving and portable equipment with internal combustion engines will be equipped with spark arrestors.
b) During the high fire danger period (April 1–December 1), work crews will:
    - Have appropriate fire suppression equipment available at the work site.

- Keep flammable materials, including flammable vegetation slash, at least 10 feet away from any equipment that could produce a spark, fire, or flame.
- Not use portable tools powered by gasoline-fueled internal combustion engines within 25 feet of any flammable materials unless a round-point shovel or fire extinguisher is within immediate reach of the work crew (no more 25 feet away from the work area)"

Development of the Project would allow for a more frequent presence of District staff, contracted security, and law enforcement for monitoring visitor activities, and signs would be posted onsite advising of park rules, including rules prohibiting activities with potential to result in wildfire ignition. Developed activity areas would be subject to defensible space treatments to further reduce the potential for wildfire ignition and spread, and the Project would facilitate better access for emergency responders should a fire occur. The proposed Project would have a **less than significant impact with mitigation** from increased fire hazard or pollution generated from wildfire.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment

The Project would rely on an existing roadway for access to the proposed parking lot and would not require the installation or maintenance of a new road, fuel break, or emergency water source. Utilities brought onsite would connect to existing utility lines along Obispo Road. The utilities lines would be relocated to existing utility poles on the other side of Obispo Road. Typical park vegetation maintenance would ensure that the impacts associated with elevated risk of fire as a result of park operations and maintenance would be **less than significant**.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

The Project site is not located within a Very High Fire Hazard Severity Area Zone, as mapped by CAL FIRE (CALFIRE 2024), and topography onsite is relatively flat and would not be subject to post-fire slope instability or landslides, rapid runoff, or drainage changes resulting in flooding if a fire were to occur. As discussed above, the Project would be expected to reduce the risk of wildfire occurring on the Project site and would therefore reduce associated post-fire risks related to geologic instability and changes in runoff; **no impact** is expected to occur associated with from changes resulting from the Project.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plan or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

3.21.1 Discussion of Checklist Responses

a. Effects on environmental quality, fish or wildlife, and historic resources

Wildlife Habitat and Populations; Rare and Endangered Species

As described in Section 3.4, "Biological Resources," no special-status plant were observed or special status animal species were observed on the site during a reconnaissance-level site visit. There is potential that two special-status bats, pallid bat (*Aquila chrysaetos*) and Townsend's big-eared bat (*Corynorhinus townsendii*), could roost in the riparian habitat. Bird species that are protected by the MBTA and Fish & Game Code Sections 3503 and 3503.5 could nest in the vicinity of the proposed Project site. No other special-status species have the potential to occur within the Project site due to habitat fragmentation and isolation from urban development, Highway 1, high pedestrian usage, feral cat presence, and limited suitable habitat.

Project construction activities would involve use of heavy machinery, ground disturbance, and removal of vegetation on the site. If species were present, these activities could directly injure or

kill such species, or could cause avoidance behaviors or other adverse effects. Implementation of Mitigation Measure BIO-1 and BIO-2, however, would reduce this potential impact to a level that is less than significant. Mitigation Measure BIO-1 would require preconstruction surveys prior to construction activities and potentially construction buffers or relocation by a qualified biologist. Mitigation measure BIO-2 would require that vegetation removal be conducted outside the bird nesting season, to the extent feasible; for activities that must be performed within the bird nesting season, Mitigation Measure BIO-2 requires that preconstruction surveys be performed for nesting birds and that adequate buffers. Compliance with existing hazardous materials laws and regulations, and implementation of Mitigation Measures HAZ-1 and WQ-1 would avoid or substantially reduce any potential impacts to special-status species that may be present in nearby creeks and streams from discharge of contaminated runoff.

As the Project would avoid or substantially reduce impacts to species through implementation of Mitigation Measure BIO-1, BIO-2, and WQ-1 and compliance with existing laws and regulations, it would not substantially affect biological resources. Therefore, this impact would be **less than significant with mitigation**.

California History and Prehistory

As described in Section 3.5, "Cultural Resources," no historical resources exist on the Project site, and no archaeological resources were discovered during the archaeological survey that was conducted for the proposed Project. Nevertheless, the region was occupied by prehistoric and native peoples at one time, and it is possible that artifacts from these populations could be present below-ground. The ground-disturbing activities associated with Project construction (e.g., site clearing and grading, excavation for foundations and utilities) could potentially encounter these resources, and, if the Project activities were to adversely affect their eligibility for listing in the CRHR, a significant impact could result. Likewise, human remains could potentially be encountered during ground-disturbing activities (although this is considered unlikely given the nature of the site); if such remains were not preserved and/or treated correctly, then a significant impact could occur.

The proposed Project would avoid or substantially reduce potential impacts on cultural resources and TCRs of significance with respect to California history and prehistory by implementing Mitigation Measures CR-1 and CR-2**.** Mitigation Measure CR-1 would require that construction activities be immediately halted if cultural resources are discovered, and that proper protocols be followed for the cultural resources to be evaluated for eligibility for inclusion in the CRHR, and for additional mitigation measures to be implemented for any eligible resources that could be adversely affected by Project construction activities. Mitigation Measure CR-2 would require that construction be immediately halted and that the applicable provisions of the California Health and Safety Code be implemented (e.g., notification of the coroner, and, if applicable, the NAHC and MLD) if human remains are accidentally discovered.

Overall, given the Project site's history of disturbance and lack of cultural resources at the surface, it is considered relatively unlikely that the Project's construction activities would encounter or adversely affect cultural resources, TCRs, or other materials of significance to California history or prehistory. Nevertheless, ground-disturbing activities could encounter buried resources that are currently unknown, and, if proper protocols are not followed, a significant impact could potentially occur. Implementation of Mitigation Measures CR-1 and CR-2 would ensure that the

proposed Project's effects on California history and prehistory would be **less than significant with mitigation**.

b. Cumulative Impacts

A cumulative impact refers to the combined effect of "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines § 15355). Cumulative impacts reflect "the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (CEQA Guidelines § 15355[b]).

Lead agencies may use a "list" approach to identify related projects or may base the identification of cumulative impacts on a summary of projections in an adopted general plan or related planning document (CEQA Guidelines § 15130[b]), also known as the "projection" approach. This document utilizes a combination of the list and projection approaches. Project contributions to localized cumulative impacts (air quality, biological resources, noise and vibrations) are evaluated using the list approach, while Project contributions to regional cumulative impacts (greenhouse gas [GHG] emissions and traffic) are evaluated using the projection approach.

Projects with the potential to contribute to the same cumulative impacts as the proposed Project are, to a large extent, within close geographic proximity to the Project area, except for certain resources (e.g., air quality, greenhouse gas emissions). **Table 3.21-1** defines the geographic scope that will be used in the impact analysis for applicable resource areas.

Table 3.21–1. Geographic Scope for Resources with Potential Cumulative Impacts

Resource	Scope
Air Quality	The San Francisco Bay Air Basin.
Biological Resources	Migratory nesting sites and natural habitat in the Project site and surrounding area.
Greenhouse Gas Emissions	The geographic scope for GHG emissions is the State of California, where GHG policies and regulations have been established. However, the true impact of GHG emissions is global in nature.
Noise and Vibrations	Project site and surrounding areas exposed to noise and vibration generated in the Project site.

The list approach is applied by developing a list of past, present, and reasonably foreseeable projects. Projects considered in this analysis are listed in **Table 3.21-2**. The list of projects used for this analysis was developed by identifying projects listed in the CEQANet database. Several of these projects may have construction activities occurring at the same time as the proposed Project. While not every possible cumulative project is likely listed, the list of cumulative projects is believed to be comprehensive and representative of the types of impacts that would be generated by other projects related to the proposed Project. The cumulative impact evaluation

assumes that the impacts of past and present projects are represented by baseline conditions, and cumulative impacts are considered in the context of baseline conditions alongside reasonably foreseeable future projects.

Table 3.21–2. List of Reasonably Foreseeable Future Projects that May Cumulatively Affect Resources of Concern for the Proposed Project

Project Number	Project Title	Brief Project Description
1	435 El Granada Blvd Culvert Repair	The project consists of lining a 15-inch diameter, 280-foot long corrugated metal ditch-relief culvert.
2	Vallemar Sewer Infrastructure Relocation Project	The Vallemar Sewer Infrastructure Relocation Project will conduct community outreach and prepare technical studies, preliminary design plans, and environmental review and permit documents to prepare for the relocation of public sewer infrastructure away from an eroding coastal bluff in the Montara community of coastal San Mateo County.
3	Montara State Beach: Gate and Fencing Repair/Installation	Project consists of replacing a storm damaged chain link fence in the Montara Dirt lot at Montara State Beach and adding a new swing gate where the emergency access lane meets Highway.
4	Caltrans' State Route 1 Multi-Asset Roadway Rehabilitation Project	Caltrans plans to repave all of Highway 1 and convert the shoulder into bike lanes for the north and southbound lanes. The existing 8-foot shoulder will be converted into a 6-foot wide bike lane with a 2-foot buffer.

Detailed analysis of a project's contribution to cumulative impacts is required when (1) a cumulative impact to which a project may contribute is expected to be significant, and (2) the project's contribution to the cumulative impact is expected to be cumulatively considerable, or significant in the context of the overall (cumulative) level of effect. **Table 3.21-3** summarizes cumulatively significant impacts and identifies the proposed Project's contribution. Additional analysis follows for those impacts to which the proposed Project would contribute.

Table 3.21–3. Summary of Cumulative Significant Impacts and Proposed Project's Contribution

Resource Topic	Cumulatively Significant Impacts	Proposed Project's Contribution
Agricultural Resources	None identified.	No analysis required.
Air Quality	San Mateo County, within which the proposed Project would be located, is designated as a federal and state non-attainment area for ozone and $PM_{2.5}$, and a state non-attainment area for PM_{10}. Major existing sources of pollution in the San Francisco Air Basin include on- and off-road vehicles, fuel combustion, and wood burning.	Construction of the proposed Project would not increase emissions above cumulative thresholds for significant air quality impacts. The Project's contribution would therefore be less than considerable. Further analysis is provided below.

Resource Topic	Cumulatively Significant Impacts	Proposed Project's Contribution
Biological Resources	Past and present actions in San Mateo County have adversely affected regionally sensitive biological resources. Although the area is home to many special-status species, these species face threats from any number of development projects and human activities.	The proposed Project would be unlikely to substantially affect biological resources, including special-status species. There is minimal suitable habitat on the site or nearby populations of special-status species, from which individuals could stray. Although the Project could potentially impact amphibians, nesting birds and sensitive habitats, implementation of Mitigation Measure BIO-1, BIO-2, and BIO-3 would reduce this possible impact to a level that is less than significant. The Project's contribution to the cumulatively significant impact would not be considerable.
Cultural Resources	Throughout California, the Native American cultural legacy, including culturally important sites and traditional cultural practices, has been substantially affected by land management practices and urbanization over the past 150 years. While the County general plans of various jurisdictions contain policies regarding preservation of important cultural resources, ongoing development could lead to the cumulative loss of significant historic, archeological, and paleontological resources. This impact would be considered cumulatively significant.	The proposed Project would not impact any known cultural resources, as no cultural resources were identified on the site based on the record search and archaeological survey. Nevertheless, Project construction activities could encounter buried unknown cultural resources, including archaeological or paleontological finds, or human remains. With implementation of Mitigation Measures CR-1 and CR-2, the proposed Project's effects on cultural resources would be less than significant. Likewise, the Project's contribution to cumulatively significant impacts would be less than considerable.
Geology, Soils, and Seismicity	None identified.	No analysis required.
Greenhouse Gas Emissions	Anthropogenic emissions of GHGs are widely accepted in the scientific community as contributing to global warming. This impact is considered cumulatively significant.	Use of construction equipment and vehicles during Project construction would emit GHGs. However, these emissions would be below applicable significance thresholds, and, likewise, would be considered less than cumulatively considerable.

Resource Topic	Cumulatively Significant Impacts	Proposed Project's Contribution
Hazards and Hazardous Materials	None identified.	No analysis required.
Hydrology and Water Quality	The water quality of the San Francisco Bay Region as the San Francisco Bay is listed as impaired under CWA Section 303(d) for a number of contaminants, including chlordane, DDT, dieldrin, dioxin compounds, furin compounds, invasive species, mercury, polychlorinated biphenyls (PCBs), and trash.	Construction and operation of the proposed Project could adversely affect aquatic resources via discharge of pollutants. Further analysis provided below.
Land Use and Planning	None identified.	No analysis required.
Mineral Resources	None identified.	No analysis required.
Noise	Given its location, the Project site experiences noise from vehicle traffic and agricultural activities. Cumulatively significant impacts could occur if noise from other projects in the area were to combine with the effects of the proposed Project to result in adverse effects and/or exceed significance thresholds.	Construction of the proposed Project would involve use of heavy construction equipment and noise-intensive equipment, while operation of the Project would not result in an increase in the existing setting.
Population and Housing	None identified.	No analysis required.
Public Services	None identified.	No analysis required.
Recreation	None identified.	No analysis required.
Transportation and Traffic	None identified.	No analysis required.
Utilities and Service Systems	None identified.	No analysis required.

The following sections provide a detailed analysis of the proposed Project's contribution to existing significant cumulative impacts. As identified in **Table 3.21-3**, the following resource issues are discussed: air quality, biological resources, cultural resources, greenhouse gas emissions, and hydrology and water quality.

Air Quality: Emissions of Criteria Air Pollutants

San Mateo County is located in a non-attainment area for ozone, PM10, and PM2.5. Construction of the Project would involve ground disturbance and vehicle usage that would emit criteria air pollutants and toxic air contaminants. Project-related construction and operational emissions are minimal and below the BAAQMD's significance thresholds, which means they are unlikely to result in a cumulatively considerable impact. In addition, the proposed Project will comply with fugitive dust regulations, including implementation of the BAAQMD's BMPs related to fugitive dust control. Therefore, the proposed Project would not have a considerable contribution to this cumulative effect. This impact is less than significant.

Biological Resources: Impacts to Special-Status Species

As described in Section 3.4, "Biological Resources," no special-status species were observed on the site during a reconnaissance-level site visit. There is potential that two special-status bats, pallid bat (*Aquila chrysaetos*) and Townsend's big-eared bat (*Corynorhinus townsendii*), could roost in trees in the riparian area. Bird species that are protected by the MBTA and Fish & Game Code Sections 3503 and 3503.5 could nest in the vicinity of the proposed Project site. No other special-status species have the potential to occur within the Project site due to habitat fragmentation and isolation from urban development, Highway 1, high pedestrian usage, feral cat presence, and limited suitable habitat.

There is the potential of construction activities to affect special status species, but Mitigation Measure BIO-1, BIO-2, and WQ-1 would avoid or minimize potential for adverse impacts to these species, if they were to be present during Project construction activities. None of the reasonably foreseeable projects identified in the area of the proposed Project (see **Table 3.21-2**) would be anticipated to have especially significant biological resources impacts, as all of the projects are not immediately adjacent to the Project site and all of the foreseeable projects would be required to implement their own BMPs or mitigation in order to reduce any potential to impact special status species. With implementation of Mitigation Measure BIO-1, BIO-2 and WQ-1, the Project's contribution to cumulatively significant impacts on biological resources is considered less than considerable. This impact would be **less than significant with mitigation.**

Cultural Resources: Impacts to Unknown Cultural Resources

The record search and archaeological survey conducted for the proposed Project did not find any significant cultural resources on the Project site. Nevertheless, there may be buried unknown archeological or paleontological resources, or human remains within the Project site that could potentially be discovered during Project construction activities. As described in Section 3.5, "Cultural Resources," and under "a" above, implementation of Mitigation Measures CR-1 and CR-2 would avoid or minimize potential for the Project to adversely impact these resources, were they to exist.

Other projects in the area of the proposed Project could impact buried unknown cultural resources to the extent that they involve excavation and/or ground disturbance. The reasonably foreseeable projects listed in **Table 3.21-2** would likely have a similar, if reduced, potential to impact buried cultural resources as the proposed Project, given that all the projects would involve relatively minimal excavation. Overall, given the limited size of the proposed Project and implementation of effective mitigation measures, the proposed Project would not significantly

affect cultural resources, and its contribution to cumulatively significant impacts would be less than considerable. Therefore, this impact would be **less than significant with mitigation.**

Greenhouse Gas Emissions: Emissions of GHGs—Less than Significant

As noted in **Table 3.21-3**, climate change is a global issue that is inherently cumulative in nature, as anthropogenic GHG emissions are generally believed to be one of the primary drivers. As described in Section 3.8, "Greenhouse Gas Emissions," the proposed Project would emit some GHGs during construction and operation (e.g., from operation of construction equipment, use of the back-up generator, vehicle trips by workers, etc.); however, these emissions would be below applicable thresholds of significance established by BAAQMD.

Virtually all development projects contribute some level of GHG emissions because, at a minimum, such projects require operation of heavy equipment in their construction. Therefore, all of the reasonably foreseeable projects nearby the Project site identified in **Table 3.21-2** would contribute GHG emissions; however, given the relatively modest sizes of these individual projects, they also may not exceed significance thresholds. While any level of GHG emissions can be considered to contribute to global climate change, given that the proposed Project's emissions would be below BAAQMD significance thresholds, its contribution to cumulatively significant impacts is considered less than considerable. Therefore, this impact would **less than significant.**

Hydrology and Water Quality: Contributions to Water Quality Impairments—Less than Significant

During construction, the proposed Project would implement Mitigation Measure WQ-1, which would prevent or minimize sediment, and Mitigation Measure HAZ-1, which would ensure that hazardous materials releases during construction are contained; thus, construction-related contaminants from disturbed areas from discharging to the stormwater collection system and reaching surface waters.

Operation and maintenance activities at the Project site may require the use of a minor amount of hazardous materials; all hazardous materials used during operation and maintenance would comply with existing federal, State, and local regulations, and would not create a significant hazard to the public or the environment. Overall, the proposed Project would not make a considerable contribution to existing cumulative impacts related to water quality impairment. Therefore, this impact would be **less than significant**.

Conclusion

In summary, the proposed Project would not contribute considerably to any cumulatively significant impacts. With implementation of applicable mitigation measures, all impacts would be **less than significant with mitigation**.

c. Effects on Human Beings

A project could have adverse effects on human beings if it were to expose construction workers or the public to hazardous materials, or expose people to hazards from wildfire, flooding, seismicity, or other dangers. The analysis described in Section 3.9, "Hazards and Hazardous Materials" found that the proposed Project would not pose a substantial hazard to human health

given compliance with existing laws and regulations related to hazardous materials. The proposed Project would follow OSHA regulations for worker safety, SWPPP requirements for management of hazardous materials during construction, and applicable Unified Program requirements for storage of hazardous materials during Project operation. Overall, given compliance with existing laws and regulations, the proposed Project would not have adverse effects on human beings. This impact would be **less than significant**.

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None.

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None.

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Section 3.21, *Cumulative Impacts*

None.

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Chapter 5
REPORT PREPARATION

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