San Pedro Terrace Subdivision, General Plan Land Use Designation and Zoning Map Amendments

ENVIRONMENTAL CHECKLIST AND INITIAL STUDY
MITIGATED NEGATIVE DECLARATION

PREPARED BY:

METROPOLITAN PLANNING GROUP
307 ORCHARD CITY DRIVE, SUITE 100
CAMPBELL, CA 95008

August 21, 2017

M-GROUP

[Page Intentionally Left Blank]

SAN PEDRO TERRACE SUBDIVISION
CEQA ENVIRONMENTAL CHECKLIST AND INITIAL STUDY

Project Title:	San Pedro Terrace Subdivision
Lead agency name and address:	City of Pacifica Planning Department 1800 Francisco Blvd. Pacifica, CA 94044
Contact person and phone number:	Robert Smith, Assistant Planner (650) 738-7442
Project Location:	San Pedro Terrace Road Pacifica, CA 94044 (APN 023-075-050)
Project sponsor's name and address:	Mike O'Connell, P.E. 900 Rosita Road Pacifica, CA 94044
Property Owner/Developer:	Benaiah Ventures, LLC 11 Bay Road Menlo Park, CA 94025
Existing General Plan Designation: Proposed General Plan Designation:	High-Density Residential Low-Density Residential
Existing Zoning: Proposed Zoning:	C-3 Service Commercial District R-1 Single-Family Residential District
Description of Project:	The proposed Project consists of the development of a six-unit single-family dwelling tentative subdivision map on a 2.42- acre vacant triangular lot in the Linda Mar neighborhood, and sited approximately 20 feet south of San Pedro Creek. Proposed residential lots range in size from 5,035 to 36,104 square feet. The Project would also introduce a new 16,783 square foot private street to facilitate site access, and the extension of utilities into the site (e.g. sanitary sewer, water, stormdrain, joint trench). Project entitlements include a General Plan Amendment to change the Land Use Designation from High Density Residential to Low Density Residential, rezone the Project site from C-3, Service Commercial Zoning to R-1, Single Family Residential Zoning, a Tentative Subdivision Map for six single family lots, and the removal (and replacement) of several mature trees including three (3) Monterey Cypress trees that qualify as Heritage Trees.
Surrounding land uses and setting; briefly describe the Project's surroundings:	The subject site is a vacant level lot located in an area bordered by Caltrans right-of-way property, agricultural uses, in addition to open space to the south and west, the San Pedro Creek to the north and the Linda Mar Convalescent Home to the east. The subject site is also located adjacent to a pedestrian/bicycle path that runs from the end of San Pedro Terrace Road to Highway 1. Across San Pedro Creek from the subject site, to the north lies the Linda Mar residential neighborhood which consists of mostly single-family dwellings. Highway 1 is located on the hillside, approximately 400 feet south of the Project site.
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, Regional Water Quality Control Board, and U.S. Army Corps of Engineers, and National Marine Fisheries Service.

SAN PEDRO TERRACE SUBDIVISION

TABLE OF CONTENTS PAGE #

TABLE OF FIGURES

LIST OF TABLES

1. OVERVIEW AND BACKGROUND

Legal Authority

This Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed San Pedro Terrace Subdivision Project (hereinafter referred to collectively as the "Project") has been prepared in full accordance with the procedural and substantive requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

CEQA Guidelines Section 15063(c) lists the following purposes of an Initial Study:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration.
2. Enable an Applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby possibly enabling the project to qualify for a Negative Declaration.
3. Assist in the preparation of an EIR, if one is required.
4. Facilitate environmental assessment early in the design of a project.
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment.
6. Eliminate unnecessary EIRs.
7. Determine whether a previously prepared EIR could be used with the project.

The City of Pacifica, as the lead agency, has conducted an Initial Study to determine the level of environmental review necessary for the proposed San Pedro Terrace Subdivision Project. Consistent with Section 15070(b) of the CEQA Guidelines, the Initial Study identified potentially significant effects, but:

1. Revisions in the Project plans or proposal made by or agreed to by the applicant before a proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect would occur; and
2. There is no substantial evidence, in light of the whole record before the agency, that the Project as revised may have a significant effect on the environment.

Therefore, as the lead agency, the City of Pacifica, has determined that a mitigated negative declaration is the appropriate level of environmental review.

Public Review

In accordance with CEQA and the state CEQA Guidelines, a 30-day public review period for the Project commenced on Monday August 21, 2017 and will conclude on Tuesday September 19, 2017. This IS/MND has been distributed to interested or involved public agencies, organizations, and private individuals for review. In addition, the IS/MND has been made available for general public review at the following locations:

Location	Address	Hours
City of Pacifica Planning Department, Planning and Building Office	1800 Francisco Boulevard Pacifica, CA 94044	Monday, Tuesday, Thursday: 8:00 AM to 5:00 PM* Wednesday: 8:00 AM to 7:30 PM* Friday: 8:00 AM to 1:00 PM *Closed During Lunch 12:30 PM to 1:30 PM
Pacifica-Sanchez Library	1111 Terra Nova Boulevard Pacifica, CA 94044	Monday: 12:00 PM – 8:00 PM Wednesday: 10:00 PM – 6:00 PM Friday: 10:00 AM – 5:00 PM Saturday: 10:00 AM – 5:00 PM Closed: Tuesday, Thursday, Sunday, & Holidays
Pacifica-Sharp Park Library	104 Hilton Way Pacifica, CA 94044	Tuesday: 12:00 PM – 8:00 PM Wednesday: 12:00 PM – 8:00 PM Thursday: 10:00 AM – 5:00 PM Saturday: 10:00 AM – 5:00 PM Closed: Monday, Friday, Sunday, & Holidays

During the public review period, the public will have an opportunity to provide written comments on the information contained within this IS/MND. The City will use the final IS/MND and all comments and correspondence received within the public comment period for all environmental decisions related to this Project.

In reviewing the IS/MND and as articulated in Section 15204(a) of the CEQA Guidelines, affected public agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential Project-related impacts on the environment, and ways in which the significant effects of the Project are proposed to be avoided or mitigated. Pursuant to Section 15204(b) of the CEQA Guidelines, such public agencies and persons should focus on the proposed finding that the Project will not have a significant effect on the environment. If public agencies or persons believe that the Project may have a significant effect, they should:

1. Identify the specific effect;
2. Explain why they believe the effect would occur; and
3. Explain why they believe the effect would be significant.

Finally, per Section 105204(c), reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments.

Comments on the IS/MND should be submitted in writing and received by the City prior to the end of the 30-day public review period on September 19, 2017. Written comments should be submitted to:

Robert Smith, Assistant Planner
City of Pacifica
Planning Department
1800 Francisco Blvd.
Pacifica, CA 94044

Phone: 650.738.7442
Fax: 650.359.5807
Email: smithr@pacifica.ca.us

Purpose and Intent

The main purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to analyze the environmental impacts associated with the proposed San Pedro Terrace Subdivision Project. This IS/MND is intended to inform City decision-makers, responsible agencies, interested parties and the general public of the proposed Project and its potential environmental effects. This IS/MND is also intended to provide the CEQA-required environmental documents for all city, local and state approvals or permits that might be required to implement the proposed Project.

The proposed San Pedro Terrace Subdivision Project ("Project") is subject to the policies and programs set forth in the City of Pacifica's General Plan for which an Environmental Impact Report was prepared.

City of Pacifica 1980 General Plan

The City's 1980 General Plan guides all development within City limits. The City of Pacifica General Plan was adopted on July 28, 1980. The 1980 General Plan for the City of Pacifica represents a major review of planning options for the City. In developing this plan, the nine mandatory elements were considered, including: land use, circulation, scenic highways, housing, noise, conservation, open space, seismic safety and safety. In addition, community facilities, history and community design also were considered. The Policy Plan contains the recommendations of each element. The Land Use Plan represents the conclusion of the interaction among the element studied. Findings of each element are included in the General Plan document so that persons using the Plan are aware of the major influences of each of these subject areas.

The General Plan program in Pacifica also included preparation of a Local Coastal Land Use and Implementation Plan (LCP). Conclusions of the Coastal Land Use Plan are included in the General Plan Report. Pacifica's Coastal Zone extends from the eastern edge of Highway 1 to the Pacific Ocean, and the Local Coastal Land Use Plan designates land uses consistent with State Coastal Act policies. These land use descriptions are more detailed and oriented specifically to Coastal Act policies. Consistent with the intent of the 1976 Coastal Act, planning in the Coastal Zone includes more detailed recommendations than are required of general plans. The proposed Project is outside of the Coastal Zone and therefore is not subject to the LCP.

City of Pacifica 1980 General Plan EIR

On April 30, 1979, the Planning Commission "recommended that the City Council certify the Environmental Impact Report and adopt the proposed Pacifica General Plan. On July 14, 1980, the City Council certified the Environmental Impact Report. The General Plan EIR analyzed potential impacts from implementation of the General Plan including full buildout of all Land Uses. The analysis found that with adherence to General Plan policies and programs and mitigation measures in the General Plan EIR, potential environmental impacts would be reduced to less than significant levels.

City of Pacifica 2035 Draft General Plan Update and EIR

The Pacifica 2035 Draft General Plan Update is currently in draft form. The draft General Plan Update is public and available along with the Draft General Plan EIR, which has not yet been certified. The City of Pacifica last comprehensively updated its General Plan in May 2015 as part of the Housing Element update. Many issues facing Pacifica are enduring but the legal environment governing land use, environmental preservation, housing, and other planning issues have changed. New priorities have emerged with a new generation of Pacifica residents and stakeholders. The General Plan update provides for a comprehensive assessment of current conditions; it allows today's residents to express a vision for the future. This update plan can provide an opportunity to eliminate obsolete text and policies, ensure legal conformity, and address today's challenges.

The Pacifica General Plan is a policy document mandated by State law to address issues related to physical development and conservation of resources. The Plan embodies the expressed goals of residents, business owners, and elected officials and establishes concrete and achievable actions within the planning period. Broad objectives such as "create economic development," "preserve open

space," and "support sustainable practices" are translated into policies, maps, and specific actions that are tangible and can be implemented. Where greater specificity is needed, the City will rely on specific plans, an updated Zoning Ordinance, Subdivision Regulations and other environmental, building code and construction regulations to implement its policies. This General Plan aims to achieve the following purposes:

- Outline a long-range vision that reflects the aspirations of the community;
- Establish goals and policies to guide development and conservation decisions by the Planning Commission, City Council, and City staff;
- Provide a basis for determining whether specific development proposals and public projects are in harmony with the City's long-range vision;
- Reflect Pacifica's current planning and economic development efforts;
- Allow City departments, other public agencies, and private developers to design projects that enhance the character of the community, promote public health, preserve environmental resources, and minimize hazards;
- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, sub- division regulations, specific and area plans, and the Capital Improvement Program; and
- Ensure that the statewide goals of the California Coastal Act are served within the Coastal Zone.

The draft General Plan Update EIR was released in March 2014 **(SCH #2012022046)**. The Final EIR is available to the public.

1.1. PROJECT DESCRIPTION

The Project site is located in the southwestern portion of the City of Pacifica, San Mateo County, California (See **Figure 1: Regional Map**). The Project site is outside of the Coastal Zone and situated at the edge of an established residential neighborhood of single-family homes and at the edge of the City's urban development footprint. The vacant property (APN 023-075-050) is located at the termination of San Pedro Terrace Road northwest of the Linda Mar Rehabilitation Facility within the West Linda Mar neighborhood (See **Figure 2: Site Vicinity Map)**. California State Highway 1 is located approximately 400 feet to the west of the Project site. The Project proposes the development of a six-lot single-family tentative subdivision map on a 2.42-acre vacant triangular lot, and sited approximately 20 feet south of San Pedro Creek (See **Figure 3: Project Site Map)**.

The majority of the vacant triangular parcel is flat containing soil, vegetation, and mature trees dispersed throughout the Project site. The Project site has a history of ground disturbance, including the placement of fill onsite. The northern property line of the parcel abuts San Pedro Creek, which has a bank with an approximate 35% slope, and a depth of approximately 15 feet. The proposed six single-family lots would range in size from 5,035 to 36,104 square feet. Ingress and egress would be provided by a new 16,783 square foot private street accessed from San Pedro Terrace Road, located along the southwestern property line of the Project site. The configuration of the six new lots on the Project site is as follows (See **Figure 4: Tentative Subdivision Map)**:

- Lot 1 (6,139 square feet) would be situated near the South-southeastern corner of the subject parcel;
- Lot 2 (5,073 square feet) would be adjacent to Lot 1 to the north;
- Lot 3 (5,035 square feet) would be located north of Lot 2;
- Lot 4 (22,744 square feet) would be located directly east of Lot 1 through Lot 3;
- Lot 5 (13,590 square feet) would be located near the northern portion of the subject lot just north of the where the proposed private road ends in a cul-de-sac; and,
- Lot 6 (36,104 square feet) would be located directly north of Lot 5.

All lots would be accessed via private driveways from the proposed private road. The new private street would facilitate site access, and the extension of utilities into the Project site (e.g. sanitary

sewer, water, stormdrain, joint trench). A stormwater overflow pipe currently exists on the site, which drains runoff into San Pedro Creek. A new storm drain outfall to the creek is proposed as part of the Project. The proposed Project includes construction of a 24" stormwater outfall structure as part of a stormwater retention overflow into San Pedro Creek. Minor grading and excavation work is anticipated. Excavation work at the Project site is expected to be limited to foundation excavations and trenching for utilities. Approximately 400 cubic yards (cy) of soil export is anticipated during site preparation and 1,250 cy of soil export is anticipated during grading. No fill placement is anticipated. Lots 1 and 2 will require the removal of several blue gum eucalyptus and Monterey cypress trees. The construction schedule assumes that the Project would be built out over a period of approximately 12-month construction timeline.

Entitlements

The applicant is requesting approval of a General Plan Amendment to change the Land Use Designation from High Density Residential to Low Density Residential, a Zone Change from C-3, Service Commercial Zoning to R-1, Single Family Residential Zoning, and a Tentative Subdivision Map for six single family lots and tree removals (and replacements) including three (3) Monterey Cypress that are classified as Heritage Trees. The Project applicant has applied to the City of Pacifica for the following entitlements:

- General Plan Land Use Designation Amendment
- Zoning Map Amendment
- Tentative Subdivision Map

If the Project is approved, it will create a six-lot subdivision for six single family detached residences. Development of the homes within the subdivision is not proposed at this time, but is considered under this analysis. Subsequent building permits will be required for the development of the individual homes, which could occur incrementally over time as the lots are sold, or conceivably all at once if one person, persons, or entity purchases all of the lots and chooses to construct them at the same time. It is also possible that further discretionary review for a Site Development Permit (per Pacifica Municipal Code Section 9-4.4301) could be triggered in the future for each individual home or addition to a home if the size of the proposed home exceeds floor to area ratio standards within the code.

General Plan Land Use and Zoning Designations

Project entitlements include a General Plan and Zoning change to bring the proposed General Plan designation and Zoning Classification of the Project property in conformance with the proposed single-family land uses. The Project, as proposed, is not consistent with current General Plan Land Use designation and Zoning classification standards. The Project site currently has a General Plan Land Use designation of High Density Residential (HDR) per the City's 1980 General Plan (see **Figure 5**) and the draft 2035 General Plan Update (see **Figure 6**), which allows for a density up to 21 dwelling units per acre. The General Plan states that this area is within the designated San Pedro Creek flood plain, and that High Density Residential uses are appropriate here as long as development meets the constraints of the area and the appropriate level of public safety and access is provided. The City undertook a major creek widening project through the late 1990's and early 2000's to address broader issues of flooding in the area which also is referenced in FEMA flood maps to have removed the Project site from the flood plain.

The Project applicant is requesting a General Plan Amendment to change the land use designation from HDR to Low Density Residential (LDR) designation. LDR is intended for single-family housing development ranging from three to nine dwelling units per gross acre. Residential care facilities, schools, and community uses are also permitted within the LDR Land Use. Clusters of small-lot development as well as standard subdivisions will be allowed within the LDR land use designation. The six-lot subdivision, located on the 2.42-acre parcel, has a density buildout of approximately six (6) units per gross acre.

The Project site is currently designated as a Service Commercial Zoning District (C-3) per the City's Zoning Map (February 2001). The C-3 district zoning designation identifies permitted uses consisting mostly of light industrial uses. The Project applicant is requesting a Zone change from the C-3 Service Commercial District to a Single-Family Residential District (R-1). The West Linda Mar neighborhood is almost entirely built out with single-family development and has a Zoning Designation of R-1 (see **Figure 7: Zoning Map**).

The R-1 district includes most of the City's established neighborhoods. It allows detached single-family residential development on lots of 5,000 square feet or greater. Subject to more restrictive regulations, it is also possible to develop housing on lots of less than 5,000 square feet. The purpose of the R-1 district is to retain the low-density character of these areas and its development standards are structured accordingly. The following are the permitted uses and associated development regulations for the R-1 district:

Permitted uses:

a) One single-family dwelling per lot;
b) Accessory buildings and uses;
c) Child day care homes for twelve (12) children or less;
d) Special care facilities for six (6) or fewer persons; and
e) Manufactured homes consistent with Chapter 14 of Title 8 of this Code.

Development regulations:

a) Minimum building site area: 5,000 square feet;
b) Minimum lot area per dwelling unit: 5,000 square feet;
c) Minimum lot width: fifty (50′) feet;
d) Minimum front setback: fifteen (15′) feet; however, the minimum front setback to a garage entrance shall be twenty (20′) feet. The minimum setback entrance on the street side of a corner lot shall be twenty (20′) feet.
e) Minimum side setback: five (5′) feet; however, the minimum exterior side yard for corner lots shall be ten (10′) feet;
f) Minimum rear setback: twenty (20′) feet;
g) Minimum setback for non-dwelling accessory buildings: one and a half (1½′) feet from the side or rear lot line within the rear setback;
h) Maximum lot coverage by all structures: forty (40%) percent;
i) Minimum landscaped area: twenty (20%) percent. In addition, the front yard setback shall be landscaped and adequately maintained. Concrete and asphalt paving shall only be allowed on the driveways and pathways; and
j) Maximum height: thirty-five (35′) feet; however, the maximum height for a detached accessory building shall be twelve (12′) feet.

1.2.PROJECT LOCATION

The triangular shaped Project site (APN 023-075-050) occupies 2.42-acres and is located north of where San Pedro Terrace Road terminates in the West Linda Mar neighborhood, in the City of Pacifica, San Mateo County, California. The Project site is located within the southwestern portion of the City limits, and outside of the Coastal Zone. The site is situated at the edge of an established residential neighborhood of single-family homes and at the edge of the City's urban development footprint. The Project site is bounded by Caltrans right-of-way property, agricultural uses, in addition to open space to the south and west; San Pedro Creek to the north; and the Linda Mar Rehabilitation Facility to the east. The subject site is also located adjacent to a pedestrian/bicycle path that runs from the end of San Pedro Terrace Road to Highway 1. Across San Pedro Creek north of the Project site lies the Linda Mar residential neighborhood made up with mostly single-family dwellings. State Highway 1 is located on a hillside approximately 400 feet south of the Project site. An existing paved pedestrian and bicycle path adjacent to the Project site extends from the termination of San Pedro Terrace Road and connects to State Highway 1 west of the Linda Mar Shopping Center.

The West Linda Mar neighborhood is in the lower portion of the San Pedro Creek Valley and extends up the hillsides to the north. West Linda Mar has two access points to Highway 1, at Crespi Drive and Linda Mar Boulevard. Linda Mar Shopping Center, Pacifica's largest, is at the junction of Linda Mar Boulevard and Highway 1. A variety of uses, including a hotel, multi-family housing, service commercial and small retail centers, Cabrillo Elementary School, the Pacifica Community Center, including Senior Services, and a post office, are clustered along lower Crespi Drive. Public parking for beach visitors and commuters is provided in both areas, and served by Samtrans buses. A smaller commercial/office area is located at the corner of Linda Mar Boulevard and Adobe Drive. The area includes the Sanchez Adobe, the oldest structure in San Mateo County and a preserved historic resource. Alma Heights Christian Academy is to the east along Linda Mar Boulevard. Oddstad Park is a large, mostly wooded park serving the area and is located approximately 1 mile east of the Project site.

1.3.ENVIRONMENTAL SETTING

The Project site is located on a flat, irregularly-shaped parcel located northwest of San Pedro Terrace Road. The property is bounded by an approximately 15 feet deep creek channel to the north, undeveloped areas to the southeast, the Linda Mar Rehabilitation facility to the east, and San Pedro Terrace Road to the south. The site is across the San Pedro Creek from the West Linda Mar neighborhood. The Project site contains no buildings or paved surfaces. The site is currently a vacant lot overgrown with small to medium bushes, small to large trees, and various native plants and grasses. San Pedro Creek is located along the northeastern property line of the Project site and supports a riparian corridor containing vegetation and mature trees. The western portion of the property contains non-native grassland dominated by a number of species. The southeastern portion of the property consists of a grove of eucalyptus and cypress trees intermixed. An asphalt pathway extends from the end of San Pedro Terrace Road (where bollards prevent vehicle access) south of the Project site and continues west until it connects with Highway 1.

The site is located approximately 4 miles from the San Andreas Alquist-Priolo Fault Zone, outside of the Pacifica city limits, which runs parallel to the Interstate I-280 along the entire length of the San Francisco Peninsula. The identified alquist-priolo zone does not extend to the Project site (See **Figure 8: Alquist-Priolo Fault Zone Map)**. Nonetheless, due to the site's proximity to the fault and location within the seismically active region, the potential for severe ground shaking is recognized along with related ground stability considerations. A site specific Geotechnical Engineering Investigation was performed to evaluate potential geotechnical conditions that may affect the development of the site. The primary concerns relate to ground rupture, ground shaking, landsliding, liquefaction, ground subsidence, and lateral spreading. As further discussed under the Geology and Soils discussion below, the site is suitable to support the proposed six single-family buildings, with incorporation of design recommendations provided by the geotechnical engineer.

Further discussion on the existing environmental setting is provided under each environmental category within Section 3, Evaluation of Environmental Impacts, below.

[Page Intentionally Left Blank]

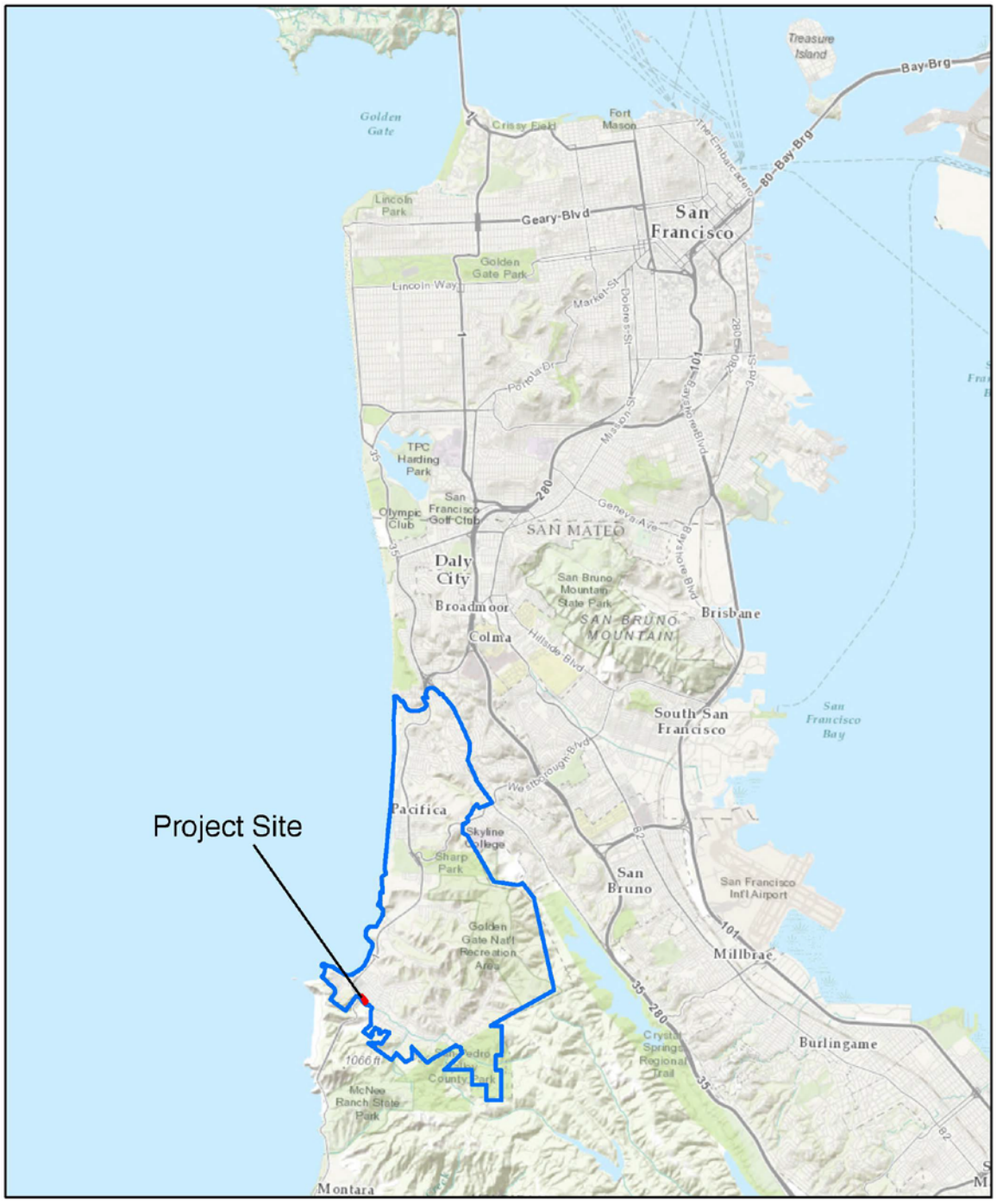


Figure 1: Regional Map

City of Pacifica

Project Site

Source: San Mateo County

[Page Intentionally Left Blank]

Figure 2: Site Vicinity Map

San Mateo County

City of Pacifica

Project Site

Source: San Mateo County

[Page Intentionally Left Blank]

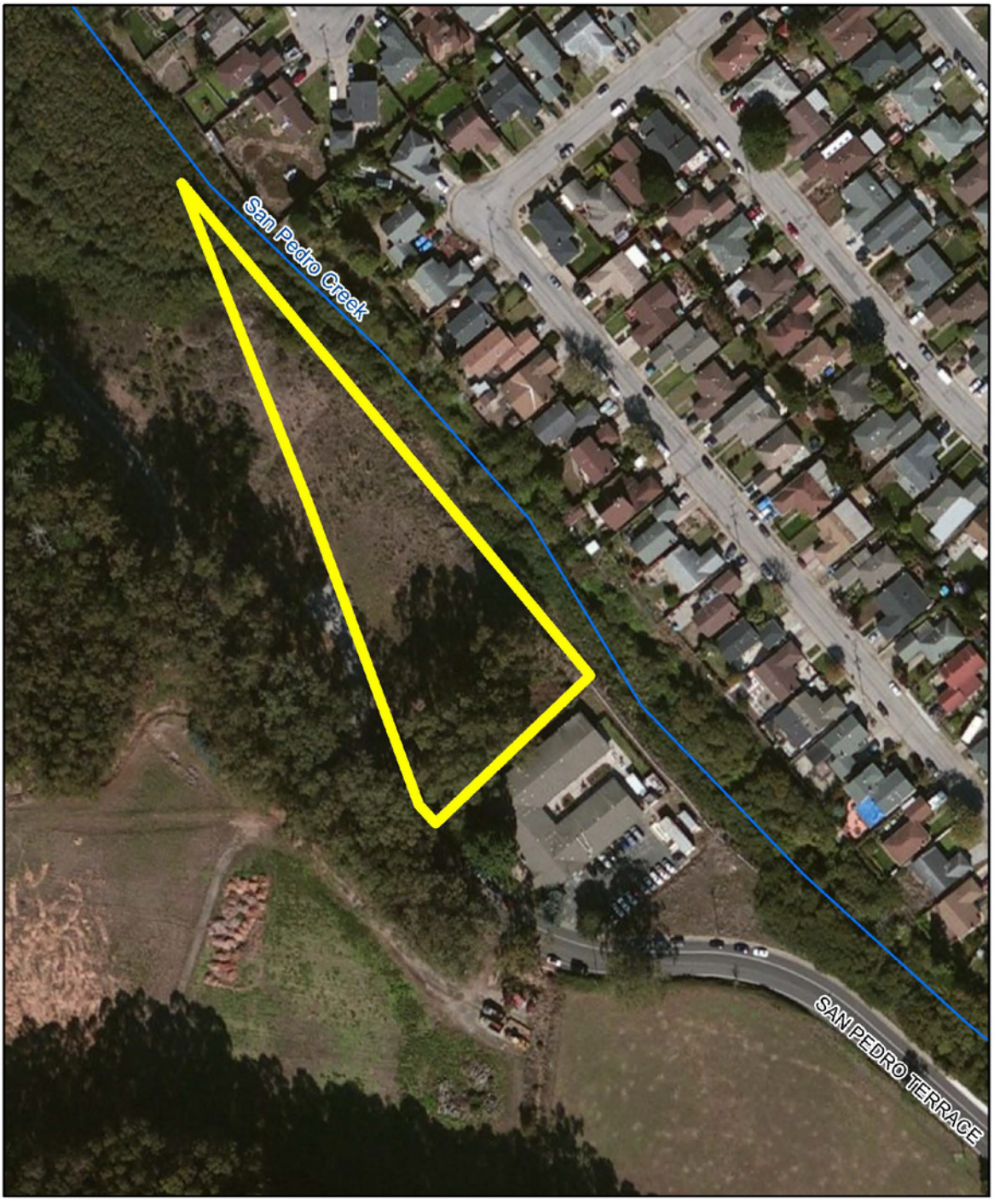


Figure 3: Project Site Map

Project Site

0 150 300 Feet

N

Source: San Mateo County

[Page Intentionally Left Blank]

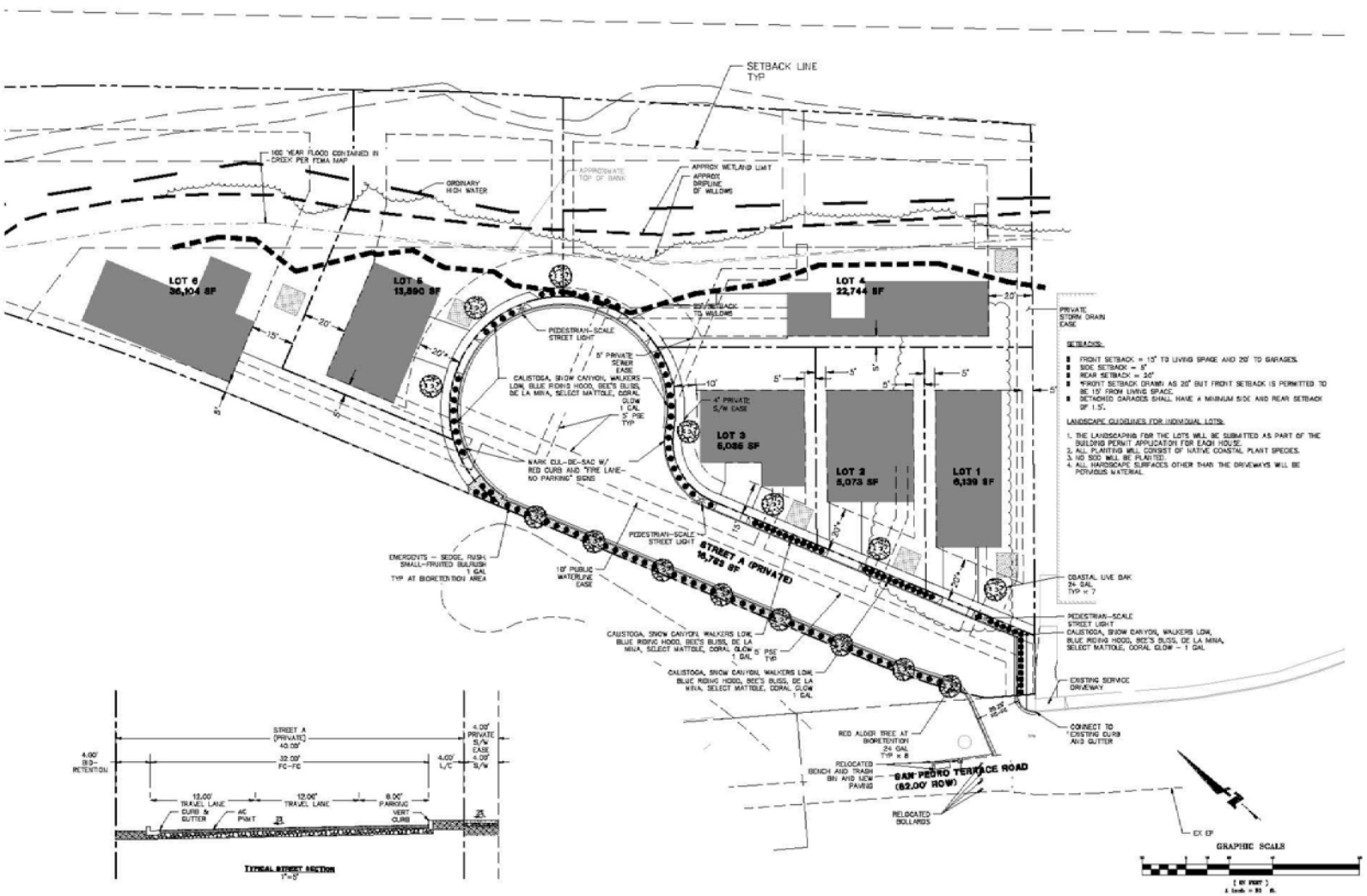


Figure 4: Tentative Subdivision Map

Source: Mike O'Connell, P.E. (Tentative Map Submittal dated 7/4/17)

[Page Intentionally Left Blank]

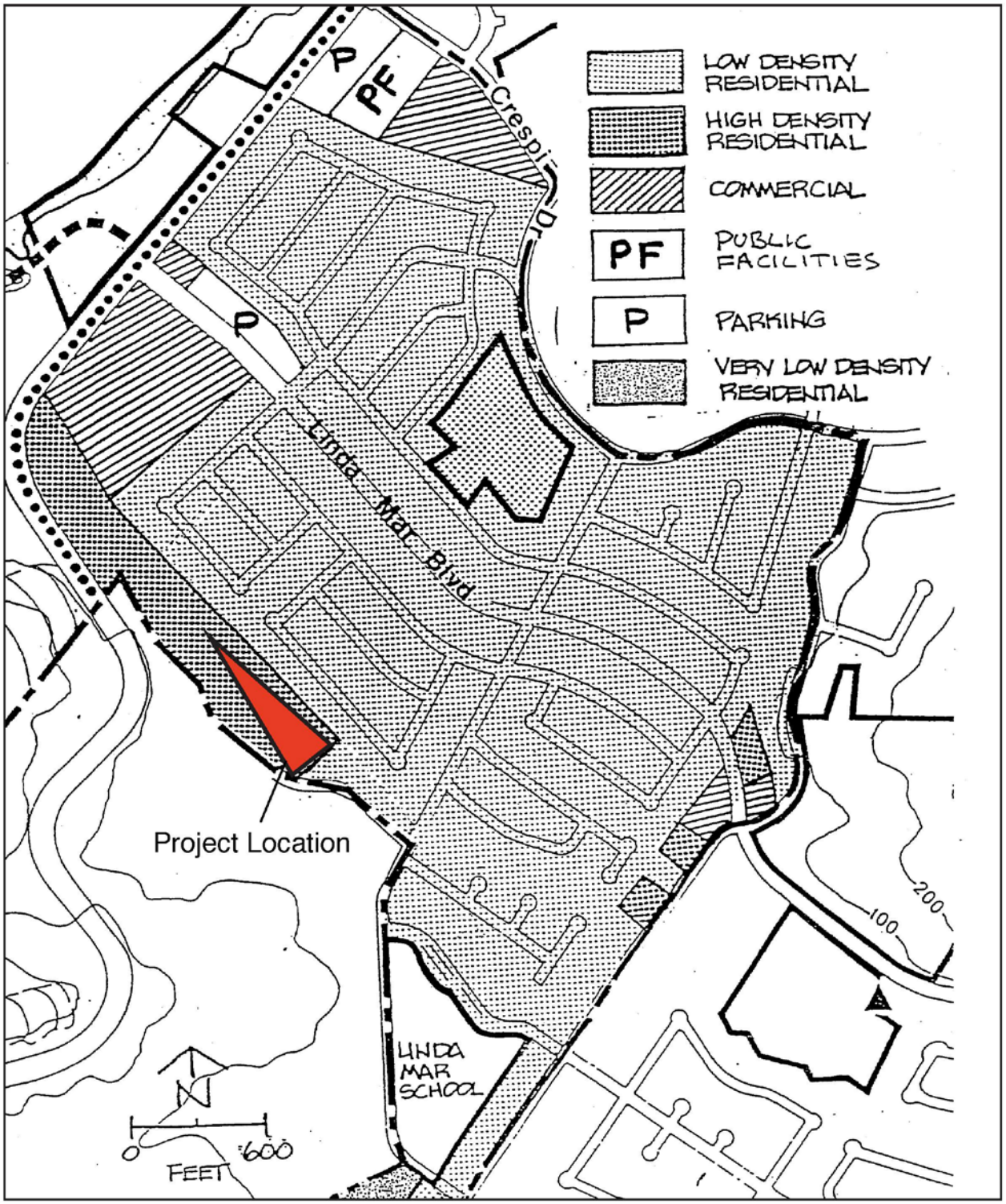


Figure 5 - 1980 General Plan Land Use Map

Project Location (Approximate)

Source: City of Pacifica General Plan 1980

[Page Intentionally Left Blank]

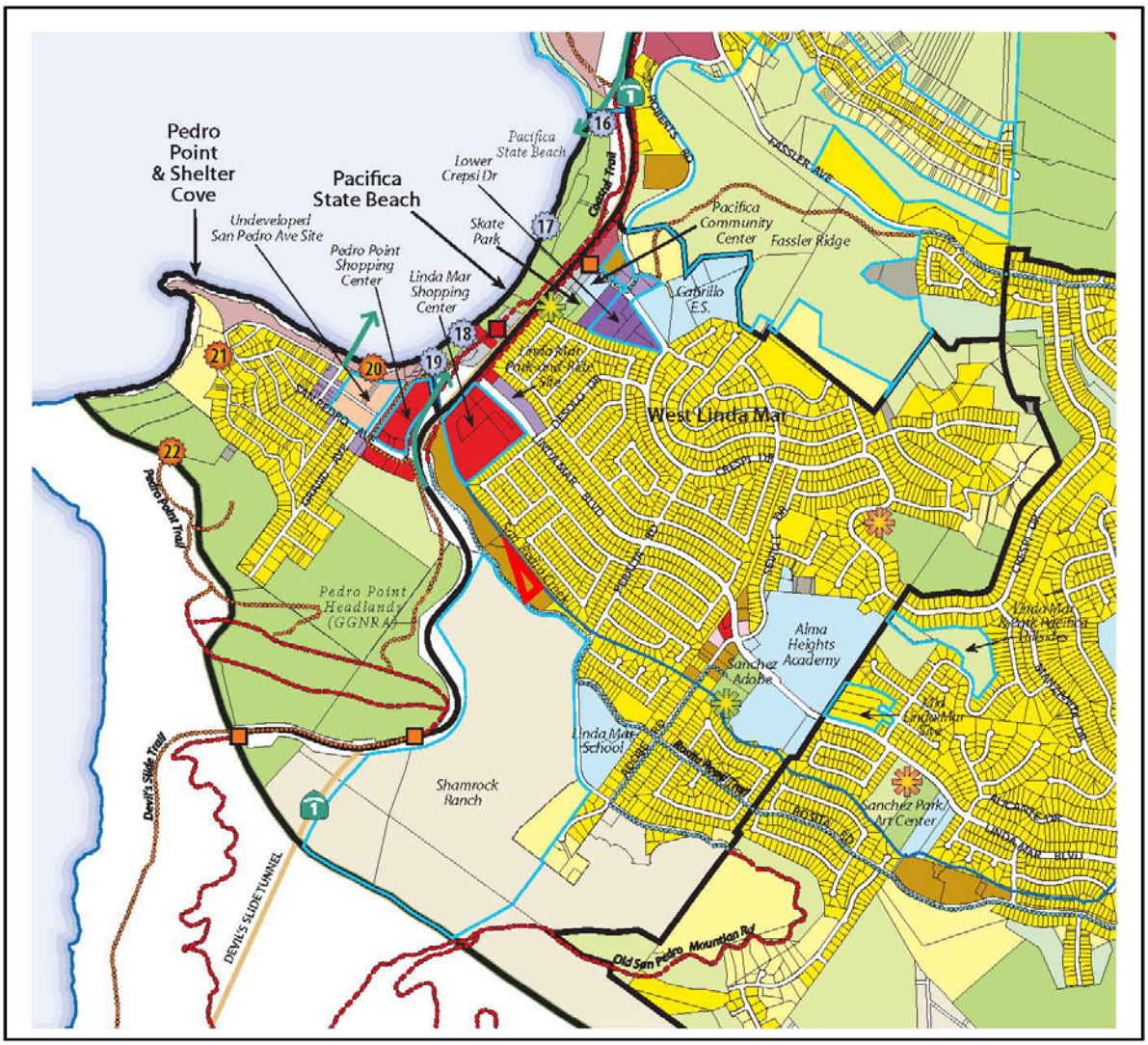


Figure 6: Draft General Plan Land Use Map

Source: City of Pacifica Draft General Plan Update

[Page Intentionally Left Blank]

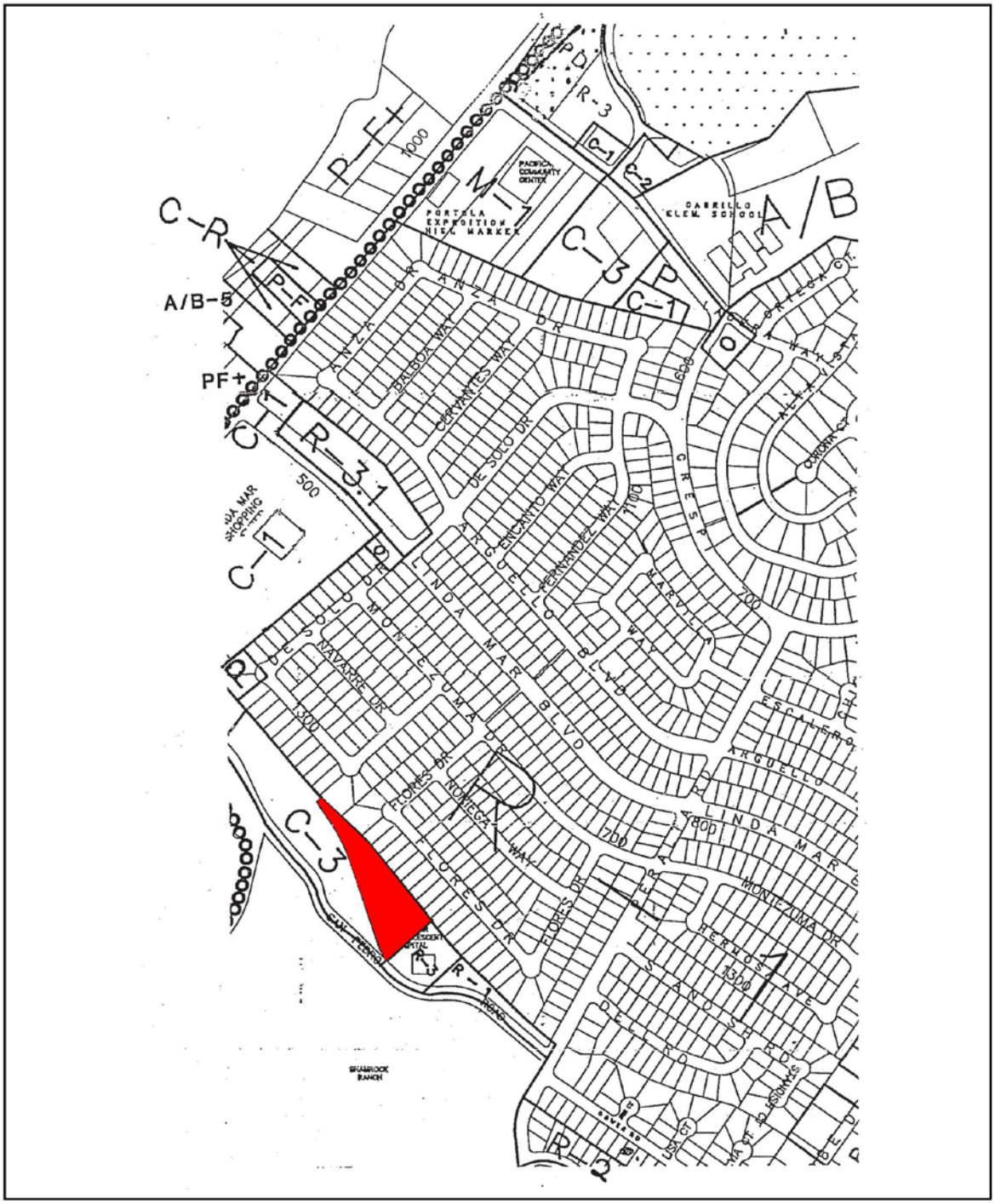


Figure 7: Zoning Map

N

Project Site

Source: City of Pacifica 2001 Zoning Map

[Page Intentionally Left Blank]

Figure 8: San Andreas Alquist-Priolo Zone Map

Source: San Mateo County, USGS

[Page Intentionally Left Blank

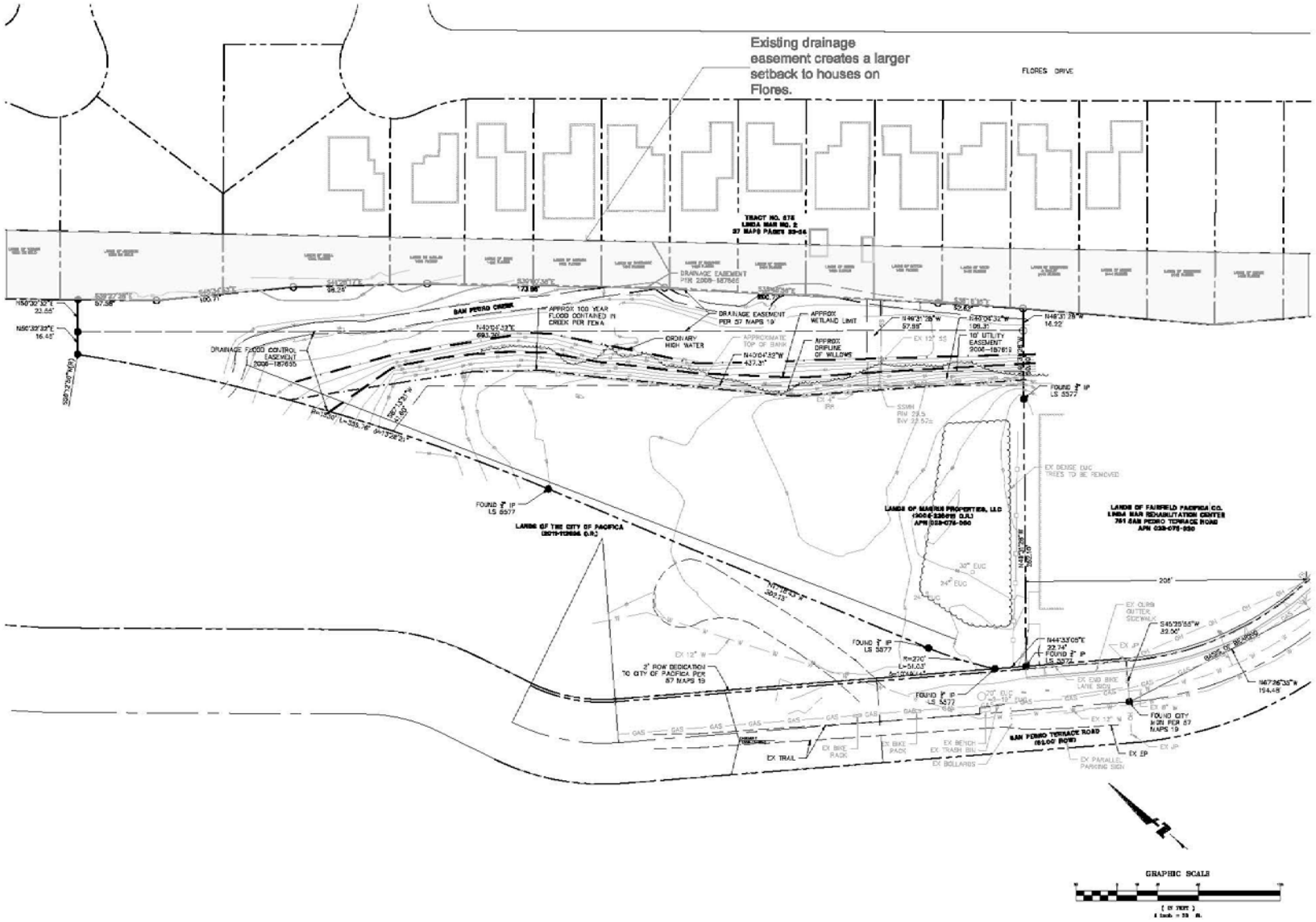


Figure 9: Existing Conditions

Source: Mike O'Connell, P.E.

[Page Intentionally Left Blank

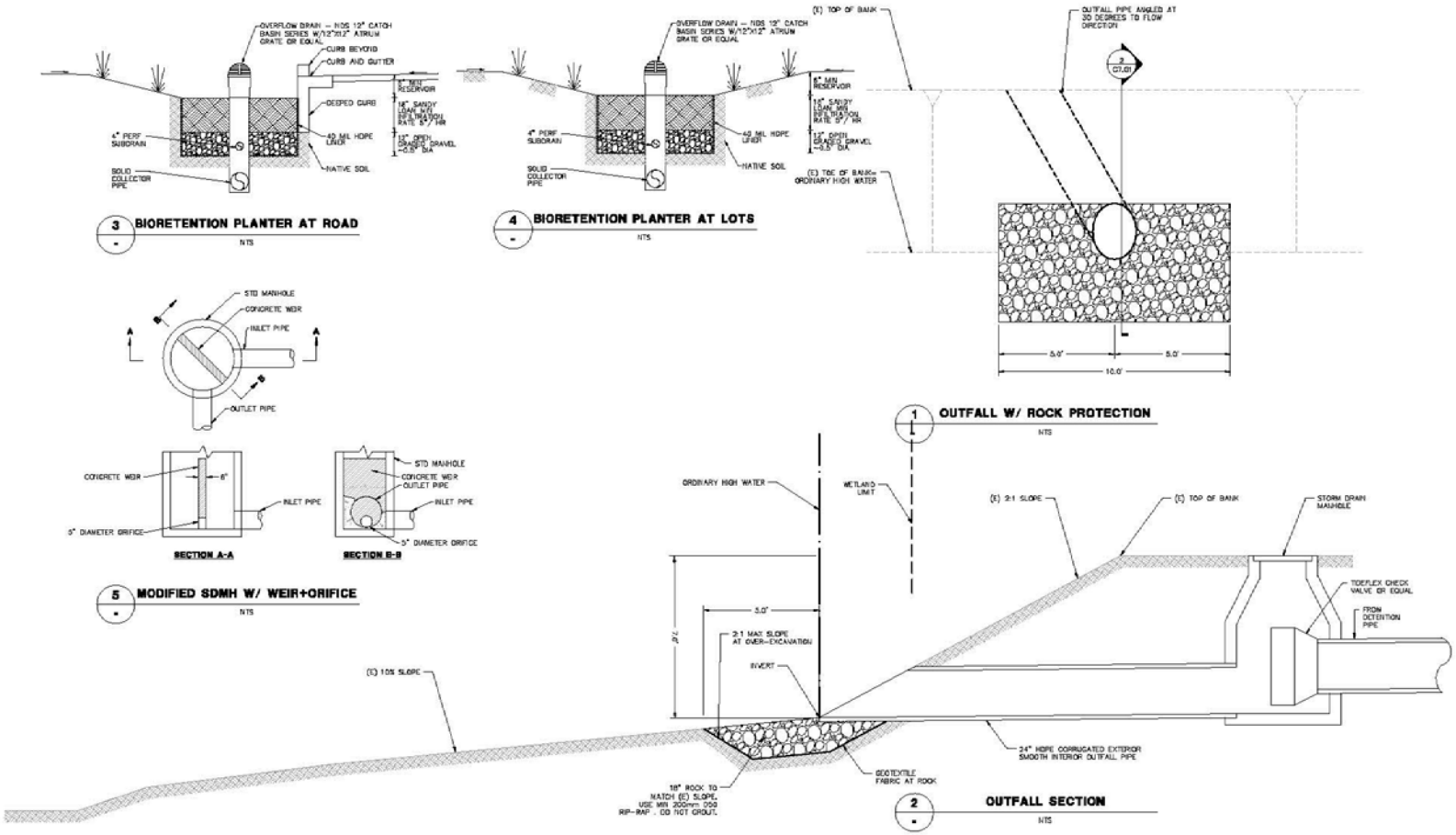


Figure 10: Storm Drain Outfall Details

Source: Mike O'Connell, P.E.

[Page Intentionally Left Blank

2. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact Unless Mitigation is Incorporated" as indicated by the checklist on the following pages.

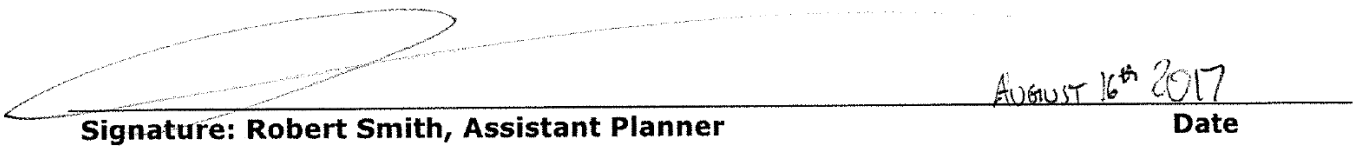
Aesthetics		Hazards & Hazardous Materials		Recreation	
Agricultural & Forestry		Hydrology/Water Quality	**X**	Transportation /Traffic	
Air Quality	**X**	Land Use/Planning		Tribal Cultural Resources	
Biological Resources	**X**	Mineral Resources		Utilities/Service Systems	
Cultural Resources	**X**	Noise	**X**	Mandatory Findings of Significance	
Geology / Soils	**X**	Population / Housing			
Greenhouse Gases		Public Services			

The CEQA Initial Study (IS) Checklist and written explanations are provided in Section 3 below. The IS Checklist and narrative indicate the level of significance of the potential environmental effects of the proposed Project upon each of the noted environmental resources.

3. DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment. 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.	**X**
I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.	
I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	



Signature: Robert Smith, Assistant Planner **Date**

[Page Intentionally Left Blank

4. EVALUATION OF ENVIRONMENTAL IMPACTS

The following discussion addresses the potential level of impact relating to each aspect of the environment.

4.1. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
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) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Sources: City of Pacifica 1980 General Plan.

Existing Aesthetics Setting: The Project site is located on a vacant and flat, triangular-shaped parcel located off the west end of San Pedro Terrace Road. The property is bounded by an approximately 15-foot-deep creek channel to the north (San Pedro Creek), undeveloped areas to the south and west, the Linda Mar Rehabilitation building to the southeast, and San Pedro Terrace Road to the south. The site is across the San Pedro Creek from the West Linda Mar neighborhood which is mostly built out with single-family development. The subject site is a vacant level lot located in an area bordered by open space to the north and west, the San Pedro Creek to the northeast and the Linda Mar Rehabilitation Facility to the southeast. Across San Pedro Creek, which forms the northeastern border of the subject site lies the Linda Mar residential neighborhood with mostly single-family dwellings. State Highway 1 is located approximately 400 feet north and west of the subject site.

Aesthetics Impact Discussion:

4.1(a-b) (Effect a Scenic Resource or Vista) Less Than Significant Impact: A significant impact may occur if a project were to introduce incompatible scenic elements within a field of view containing a scenic vista or substantially block views of a scenic vista. Although the General Plan does not define the term “scenic vista,” the 1980 General Plan Open Space and Recreation Element identifies views of hillsides and the ocean as important visual resources. The General Plan provides that views of open space are as important as access to open space and viewsheds should be identified and protected.

An identified scenic vista is located to the south, beyond the subject site, that includes the hills of the San Pedro and Montara Ranges. Since the proposed Project is located across San Pedro Creek from the West Linda Mar neighborhood primarily comprised of other dwellings, the Project would not result in an incompatible scenic element being introduced into the area. In addition, since the Project is located approximately 160 feet below the Highway 1 hillside, development of six single-family

residences on the Project site would have sufficient vertical space above the proposed residences to maintain unobstructed views of the surrounding hillsides.

The 1980 General Plan proposed that the Linda Mar Boulevard-Oddstad-Terra Nova Boulevard-Fassler Avenue loop be considered for scenic roadway designation. However, the Project site is approximately 0.25 miles away from Linda Mar Boulevard, which would be the closest portion of the loop. The Highway 1 State Scenic Roadway traverses the area approximately 160 feet above the Project site, therefore no scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings visible from a State Scenic Highway would be impacted. Therefore, impacts associated with views from a State Scenic Roadway would be considered less than significant for the proposed Project.

Aesthetic and visual resources within, and viewed from, the Project site include the nearby hillside ridgelines to the northwest and the San Pedro Creek corridor to the west and east. Existing vegetation, existing development, and the nearby highway obscure other visual resources surrounding the Project site. Views of the hillside have the potential to be partially obstructed by the new development at certain vantage points near the Project site. However, views of the ridgeline from the Linda Mar Neighborhood, across San Pedro Creek from the Project site, is mostly obscured by existing vegetation along the creek. Introduction of the proposed Project would not substantially alter views of the adjacent Highway 1 hillside ridgeline in a manner that adversely affects scenic vistas or viewpoints. Therefore, the proposed Project would have a less than significant impact to scenic vistas and visual resources.

4.1(c) (Degrade Visual Character) Less Than Significant Impact: The proposed Project would not be expected to have a substantial adverse impact on panoramic views or create incongruous visual elements because the height and massing of new development would be similar to existing development in the Project vicinity. The proposed six new single-family lots shown on the proposed tentative subdivision map indicates a pattern that is similar in scale and intensity to the adjacent West Linda Mar neighborhood. Therefore, development of the proposed subdivision would not degrade the visual quality or character of the area and potential impacts would be less than significant.

4.1(d) (Light and Glare) Less Than Significant Impact: Implementation of the proposed Project would introduce new sources of light and glare, including interior and exterior building lighting and vehicle headlights, reflective surfaces, such as windows and light-colored paint in an area that is currently vacant. The introduction of additional light and glare from the new development would be noticeable to viewers in the surrounding area. However, the new sources of light and glare from the proposed six single-family residences would be compatible in a similar scale and intensity with the adjacent residential neighborhood. In addition, the neighborhood consists of residences on lots that appear to be smaller than the proposed six subdivided lots, and therefore, the light and glare impacts are spread out over larger lots. The proposed Project's exterior lighting would be similar to what exists at nearby residential areas. The Project would be approximately 100 feet away from the closest residential structure; and therefore, any new light and glare impacts would be minimal and would result in a less than significant impact.

Mitigation Measures: None Required.

4.2. AGRICULTURAL AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

Sources: City of Pacifica 1980 General Plan; California Division of Land Resource Protection, Farmland Mapping and Monitoring Program. San Mateo County Important Farmland 2014. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/smt14.pdf, Accessed December 2, 2016; City of Pacifica Zoning Maps, Edited 2001. Zoning Map # 32. Prepared by the City of Pacifica Planning Department.

Agricultural Setting: The Farmland Mapping and Monitoring Program (FMMP) designates the site as "Other Land". Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. The Project site is not under Williamson Act Contract. No forest land uses are located on or in close proximity to the Project site. The adjacent West Linda Mar neighborhood is primarily zoned R-1 (Single-Family Residential). There are no portions of the proposed Project site that contain lands that are designated as farmlands or forest lands.

Agricultural Resources Impact Discussion:

4.2(a-e) (Farmland and Forest Land) No Impact: The Project site does not include any designated agricultural land, nor does the City of Pacifica contain any forestland or timberland within its boundaries. The Project, as proposed, consists of the development on a site that is adjacent to existing urban development. The proposed subdivision would not impact prime farmland, unique farmland or farmland of statewide importance and would not interfere with Williamson Act contracts or any existing agricultural uses. In the absence of forested lands there is no potential for the Project to conflict with existing forested land zoning or encourage the loss or conversion of forested land to

another use. As the Project is located within the Urban Growth Boundary outside of any designated farmlands, it will not provide an impetus for the conversion of farmland or forestland to any alternative use. Therefore, the Project will have no impacts associated with agricultural lands or forestlands.

Mitigation Measures: None Required.

4.3. AIR QUALITY

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

Sources: City of Pacifica 1980 General Plan; "San Pedro Terrace Residential Development Community Risk Assessment," prepared by Illingworth & Rodkin, Inc., April 13, 2017; 2017 BAAQMD Clean Air Plan; BAAQMD 2014 Network Plan; and BAAQMD CEQA Guidelines 2011.

Air Quality Setting: The proposed Project is located at the end of San Pedro Terrace Road in the City of Pacifica, San Mateo County, California. The subject site is a vacant, level lot located in an area bordered by open space to the south and west, the San Pedro Creek to the north and the Linda Mar Rehabilitation Facility to the east. Across San Pedro Creek from the subject site, to the north lies the Linda Mar residential neighborhood which consists of mostly single-family dwellings. Highway 1 is located approximately 400 feet west of the site. The Project site is located in San Mateo County, which is in the San Francisco Bay Area Air Basin. Ambient air quality standards have been established at both the State and federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM10), and fine particulate matter (PM2.5).

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NOx). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. The highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant of the Bay Area Air Basin. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM10) and fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM2.5). Elevated concentrations of PM10 and PM2.5 are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the Federal Hazardous Air Pollutants programs.

CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations. In 2008, CARB approved a new regulation to reduce emissions of DPM and nitrogen oxides from existing on-road heavy-duty diesel fueled vehicles. The regulation requires affected vehicles to meet specific performance requirements between 2014 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or equivalent by 2023. These requirements are phased in over the compliance period and depend on the model year of the vehicle.

The Bay Area Air Quality Management District (BAAQMD) is the regional agency tasked with managing air quality in the region. At the State level, the CARB (a part of the California Environmental Protection Agency [EPA]) oversees regional air district activities and regulates air quality at the State level. The BAAQMD published California Environmental Quality Act (CEQA) Air Quality Guidelines were used in this assessment to evaluate air quality impacts of projects.

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA and were posted on BAAQMD's website and included in the Air District's updated CEQA Guidelines (updated May 2011). The significance thresholds identified by BAAQMD and used in this analysis are summarized in **Table 1** below.

The BAAQMD's adoption of significance thresholds contained in the 2011 CEQA Air Quality Guidelines was called into question by an order issued March 5, 2012, in California Building Industry Association (CBIA) v. BAAQMD (Alameda Superior Court Case No. RGI0548693). The order requires the BAAQMD to set aside its approval of the thresholds until it has conducted environmental review under CEQA. The ruling made in the case concerned the environmental impacts of adopting the thresholds and how the thresholds would indirectly affect land use development patterns. In August 2013, the Appellate Court struck down the lower court's order to set aside the thresholds (Cal. Court of Appeal, First Appellate District, Case Nos. A135335 & A136212). CBIA sought review by the California

Supreme Court on three issues, including the appellate court's decision to uphold the BAAQMD's adoption of the thresholds, and the Court granted review on just one. In December 2015, the Supreme Court determined that an analysis of the impacts of the environment on a project – known as "CEQA-in-reverse" – is only required under two limited circumstances: (1) when a statute provides an express legislative directive to consider such impacts; and (2) when a proposed project risks exacerbating environmental hazards or conditions that already exist (Cal. Supreme Court Case No. S213478). The Supreme Court reversed the Court of Appeal's decision and remanded the matter back to the appellate court to reconsider the case in light of the Supreme Court's ruling. Because the Supreme Court's holding concerns the effects of the environment on a project (as contrasted to the effects of a proposed project on the environment), and not the science behind the thresholds, the significance thresholds contained in the 2011 CEQA Air Quality Guidelines are applied to this Project. The significance thresholds identified by BAAQMD and used in this analysis are summarized in **Table 1**.

Table 1: Air Quality Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG	54	54	10
NOx	54	54	10
PM10	82	82	15
PM2.5	54	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Single-Source Health Risks and Hazards for New Sources or New Receptors			
Excess Cancer Risk	> 10.0 per one million		
Chronic or Acute Hazard Index	> 1.0		
Incremental annual average PM2.5	> 0.3 µg/m3		
Cumulative Health Risks and Hazards for Sensitive Receptors			
Excess Cancer Risk	> 100.0 per one million		
Chronic Hazard Index	> 10.0		
Annual Average PM2.5	> 0.8 µg/m3		

Source: BAAQMD's 2011 CEQA Air Quality Guidelines
Note: ROG = reactive organic gases, NOx = nitrogen oxides, PM10 = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM2.5 = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; and GHG = greenhouse gas.

Air Quality Impact Discussion:

4.3(a) (Conflict With Applicable Air Quality Plan) No Impact: The BAAQMD adopted the Bay Area 2017 Clean Air Plan (CAP) on April 19, 2017 to comply with state air quality planning requirements set forth in the California Health & Safety Code. The 2017 CAP includes a wide range of control measures designed to decrease emissions of the air pollutants that are most harmful to Bay Area residents, such as particulate matter (PM), ozone (O_3), and toxic air contaminants (TACs); to reduce emissions of methane and other "super-greenhouse gases (GHGs)" that are potent climate pollutants in the near-term; and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

The proposed control strategy for the 2017 CAP consists of 85 distinct measures targeting a variety of local, regional and global pollutants. The control measures have been developed for stationary sources, transportation, energy, buildings, agriculture, natural and working lands, waste management, water, and super-GHG pollutants. Implementation of some of the control measures could involve retrofitting, replacing, or installing new air pollution control equipment, changes in product formulations, or construction of infrastructure that have the potential to create air quality impacts. Measures to implement control strategies include the use of clean and efficient vehicles, Green Construction Fleets, enhanced bicycle and pedestrian access, energy efficiency, and others.

The BAAQMD CEQA Guidelines set forth criteria for determining consistency with the CAP. In general, a project is considered consistent if a) the project supports the primary goals of the CAP, b) includes control measures and c) does not interfere with implementation of the CAP measures. The proposed Project would not conflict with the latest Clean Air planning efforts since, 1) the proposed Project would introduce less intensive land uses compared to the intensity considered in the City's adopted General Plan; 2) the Project would have emissions below the BAAQMD criteria pollutant thresholds (see Section 4.3(b-c) below); and 3) the Project, at six (6) new single-family residences, would not exceed any of the criteria pollutant significance thresholds. As such, the Project is not required to incorporate Project-specific transportation control measures listed in the latest Clean Air Plan. Therefore, the Project will have no impacts due to a conflict with the regional air quality plan.

4.3(b-c) (Violate Air Quality Emission Standards) Less Than Significant Impact with Mitigation: A Project specific Community Risk Assessment (CRA) was conducted by Illingworth and Rodkin that quantified the emission levels projected to be generated from construction of the six new single-family lots and buildings.

The Bay Area is considered a non-attainment area for ground-level ozone and PM2.5 under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM10 under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM10, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NOx), PM10, and PM2.5 and apply to both construction period and operational period impacts.

The California Emissions Estimator Model (CalEEMod) Version 2016.3.1 was used to estimate emissions from construction and operation of the site assuming full build-out of the Project. The Project land use types and size, and anticipated construction schedule were input to CalEEMod.

Operational Period Emissions

Direct emissions are those that are emitted on a site and include stationary sources and on-site mobile equipment. Examples of land uses and activities that generate direct emissions are industrial operations and sources subject to an operating permit by the BAAQMD. Indirect emissions come from mobile sources that access the Project site but generally emit off site. For many types of land-use development projects, the principal sources of air pollutant emissions are the motor vehicle trips generated by the project.

Operational emissions associated with the ultimate development and operation of the proposed Project would result primarily from increased vehicular trips to and from the proposed single-family homes. The proposed Project would result in a minimal increase in daily vehicle trips (58 daily vehicle trips); therefore, Project operations would not generate emissions (ROG: 0.1043 ton/year, NOx: 0.0681 tons/year, or PM10: 0.0485 tons/year) that would exceed BAAQMD-recommended annual emissions thresholds as outlined in Table 1 above. Therefore, regional emissions associated with the proposed Project operations would be less than significant.

Construction Period Emissions

CalEEMod provided annual emissions for construction. CalEEMod provides emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. A construction build-out scenario, including equipment list and schedule, was based on information provided by the Project applicant. The proposed Project land uses were input into CalEEMod, which included: six (6) dwelling units entered as "Single-Family Housing" on a 2.42-acre site.

Approximately 400 cubic yards (cy) of soil export is anticipated during site preparation and 1,250 cy of soil export is anticipated during grading, and was entered into the model. Demolition of 40 tons of pavement is anticipated as a measure of the hard surfaces that will be removed from the site. The 40 tons is a maximum in the range to ensure that the Project sufficiently takes account of the likely pavement removal and emission can be calculated accordingly and was entered into the model. Additionally, 110 cement truck round-trips during building construction and 20 paving roundtrips are expected and were entered into the model. Site clearing for this Project is expected to generate about 20 truck trips which was added to the building construction truck trips. Modeling assumed 16 cy/truck and 20 tons/truck.

The construction schedule assumes that the Project would be built out over a period of approximately 12 months, or an estimated 260 construction workdays (assuming an average of 260 construction days per year). Average daily emissions were computed by dividing the total construction emissions by the number of construction days. **Table 2** shows average daily construction emissions of ROG, NOX, PM10 exhaust, and PM2.5 exhaust during construction of the Project. As indicated in **Table 2**, predicted construction period emissions would not exceed the BAAQMD significance thresholds.

Table 2: Construction Period Emissions

	ROG	NO_x	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Construction emissions (tons)	0.36 tons	2.26 tons	0.12 tons	0.12 tons
Average daily emissions (pounds)	2.8 lbs.	17.4 lbs.	0.9 lbs.	0.9 lbs.
BAAQMD Thresholds (pounds per day)	*54* lbs.	*54* lbs.	*82* lbs.	*54* lbs.
Exceed Threshold?	**No**	**No**	**No**	**No**
Notes: Assumes 260 workdays				

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM10 and PM2.5. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are implemented to reduce these emissions. **Mitigation Measure AQ-1** would implement BAAQMD-recommended best management practices. Therefore, the Project's potential impacts due to violation of air quality emission standards during construction and operational activities would be reduced to levels below significance with mitigation.

4.3(d) (Exposure sensitive receptors to Pollutant Concentrations) Less Than Significant Impact with Mitigation: Project impacts related to increased community risk can occur by

introducing a new sensitive receptor, such as a residential use, or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the Project vicinity. The Project would introduce new sensitive receptors (residences). The BAAQMD recommends using a 1,000-foot screening radius around a Project site for purposes of identifying community health risk from siting a new sensitive receptor or a new source of TACs. Construction activity would generate dust and equipment exhaust on a temporary basis that could affect nearby sensitive receptors.

Operational Community Risk Impacts

Community health risk assessments typically look at all substantial sources of TACs that can affect sensitive receptors that are located within 1,000 feet of a Project site. These sources include freeways or highways, busy surface streets and stationary sources identified by BAAQMD. Traffic on high volume roadways is a source of TAC emissions that may adversely affect sensitive receptors in close proximity to the roadway. For local roadways, BAAQMD considers roadways with traffic volumes of over 10,000 vehicles per day to have a potentially significant impact on a proposed project. A review of the Project area indicates that traffic on Highway 1 (Cabrillo Highway) is the only substantial source of mobile TAC emissions within 1,000 feet of the Project site. A review of BAAQMD's Google Earth map tool did not identify any stationary source with the potential to affect the Project site.

BAAQMD provides a Highway Screening Analysis Google Earth Map tool to identify estimated risk and hazard impacts from highways throughout the Bay Area. Cumulative risk, hazard and PM2.5 impacts at various distances from the highway are estimated for different segments of the highways. The tool uses the average annual daily traffic (AADT) count, fleet mix and other modeling parameters specific to that segment of the highway. Impacts from Link 788 (6 feet elevation) California State Highway 1 (Highway 1), which is about 400 feet west of the Project, were identified at the nearest Project receptor, using this tool. The cancer risk at the nearest sensitive receptor was found to be 2.6 in a million. The PM2.5 concentration was found to be less than 0.04 µg/m3 and the hazard index (HI) was computed as less than 0.01. Therefore, Highway 1 would have a less than significant impact on new sensitive receptors onsite.

Project Construction Activity

Construction activities, particularly during site preparation and grading would temporarily generate fugitive dust in the form of respirable particulate matter (PM10) and PM2.5. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are employed to reduce these emissions. **Mitigation Measure AQ-1** would implement BAAQMD-required best management practices.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. As discussed above, construction exhaust air pollutant emissions would not contribute substantially to existing or projected air quality violations. However, construction exhaust emissions may still pose community risks for sensitive receptors such as existing nearby residents and patients at the Linda Mar Rehabilitation Facility adjacent to the Project site. The primary community risk impact associated with construction emissions are cancer risk and exposure to PM2.5. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. A community risk assessment of the Project construction activities was conducted that evaluated potential health effects of sensitive receptors at these existing nearby residences from construction emissions of DPM and PM2.5. The closest sensitive receptors to the Project site are the Linda Mar Rehabilitation Center to the east and the single-family residences to the north (across San Pablo Creek). Dispersion modeling was conducted to predict the off-site DPM concentrations resulting from Project construction, so that lifetime cancer risks and non-cancer health effects could be evaluated.

On-Site Construction TAC Emissions

Construction period emissions were computed using CalEEMod along with projected construction activity, as described above. The CalEEMod model provided total annual PM10 exhaust emissions

(assumed to be DPM) for the off-road construction equipment used for construction of the Project and for the exhaust emissions from on-road vehicles (haul trucks, vendor trucks, and worker vehicles) of 0.12 tons (240 pounds) over the construction period. A trip length of one-half mile was used to represent vehicle travel while at or near the construction site. For modeling purposes, it was assumed that these emissions from on-road vehicles would occur at the construction site. Fugitive dust PM2.5 emissions were also computed and included in this analysis. The model predicts emissions of 0.03 tons (60 pounds) of fugitive PM2.5 over the construction period.

Dispersion Modeling

The U.S. EPA ISCST3 dispersion model was used to predict concentrations of DPM and PM2.5 concentrations at sensitive receptors (residences and rehabilitation center) in the vicinity of the Project construction area. The ISCST3 dispersion model is a BAAQMD-recommended model for use in modeling analysis of these types of emission activities for CEQA projects. For each phase of construction, the ISCST3 modeling utilized two area sources to represent the on-site construction emissions, one for exhaust emissions and one for fugitive dust emissions. To represent the construction equipment exhaust emissions, an emission release height of 6 meters (19.7 feet) was used for the area source. The elevated source height reflects the height of the equipment exhaust pipes plus an additional distance for the height of the exhaust plume above the exhaust pipes to account for plume rise of the exhaust gases. For modeling fugitive PM2.5 emissions, a near-ground level release height of 2 meters (6.6 feet) was used for the area source. Emissions from the construction equipment and on-road vehicle travel were distributed throughout the modeled area sources. Construction emissions were modeled as occurring daily between 7 a.m. to 4 p.m., when the majority of construction activity would occur.

The modeling used a 5-year meteorological data set (2001-2005) from the Fort Funston meteorological station prepared for use with the ISCST3 model by the BAAQMD. Annual DPM and PM2.5 concentrations from construction activities during the 2017-2018 period were calculated using the model. DPM and PM2.5 concentrations were calculated at nearby sensitive receptor locations. Receptor height of 1.5 meters (4.9 feet) was used to represent the breathing height of residents in nearby single-family homes.

Cancer Risks

Results of this assessment indicate that the maximum excess residential cancer risks would be 33.0 in one million for an infant exposure and 0.7 in one million for an adult exposure. The maximum excess cancer risk at the Linda Mar rehabilitation center was computed as 9.8 for infant exposure and 0.2 in one million for adult exposure. The maximum residential excess cancer risk for infant exposure would be greater than the BAAQMD significance threshold of 10 in one million. Implementation of **Mitigation Measures AQ-1** and **AQ-2** would reduce this impact to a level of less than significant by controlling exhaust emissions. MM AQ-1 would achieve a 5 percent reduction in exhaust and MM AQ-2 would further limit exhaust emission. With mitigation, the Cancer Risks would be reduced to 7.6 in one million, which is below the BAAQMND significance threshold.

Predicted Annual PM2.5 Concentration

The maximum-modeled annual PM2.5 concentration, which is based on combined exhaust and fugitive dust emissions, was 0.4 $\mu g/m^3$. The maximum annual PM2.5 concentration at the MEI residential receptor location would exceed the BAAQMD significance threshold of 0.3 $\mu g/m^3$. Implementation of **Mitigation Measures AQ-1** and **AQ-2** would reduce this impact to a level of less than significant by controlling exhaust emissions. MM AQ-1 would achieve a 5 percent reduction in exhaust and MM AQ-2 would further limit exhaust emission. With mitigation, the PM2.5 concentrations would be reduced to 0.1 $\mu g/m^3$, which is below the significant threshold.

Non-Cancer Hazards

The maximum modeled annual residential DPM concentration (i.e., from construction exhaust) was 0.237 $\mu g/m^3$. The maximum computed HI based on this DPM concentration is 0.04, which is much lower than the BAAQMD significance criterion of a HI greater than 1.0. Therefore, DPM concentration impacts would be less than significant.

Cumulative Construction Risk Assessment

Community health risk assessments typically look at all substantial sources of TACs that can affect sensitive receptors that are located within 1,000 feet of a Project site. These sources include freeways or highways, busy surface streets and stationary sources identified by BAAQMD. Traffic on high volume roadways is a source of TAC emissions that may adversely affect sensitive receptors in close proximity to the roadway. For local roadways, BAAQMD considers roadways with traffic volumes of over 10,000 vehicles per day to have a potentially significant impact on a proposed Project. A review of the Project area indicates that traffic on Highway 1 (Cabrillo Highway) is the only substantial source of mobile TAC emissions within 1,000 feet of Project site. A review of BAAQMD's Google Earth map tool did not identify any stationary source with the potential to affect the Project site. Cumulative risk impacts from onsite construction and Highway 1 emission sources upon the MEI are reported in **Table 3**.

BAAQMD provides a Highway Screening Analysis Google Earth Map tool to identify estimated risk and hazard impacts from highways throughout the Bay Area. Cumulative risk, hazard and PM2.5 impacts at various distances from the highway are estimated for different segments of the highways. The tool uses the average annual daily traffic (AADT) count, fleet mix and other modeling parameters specific to that segment of the highway. Impacts to existing sensitive receptors from Link 788 (6 feet elevation) Hwy. 1, which is about 760 feet west of the PM2.5 MEI and 860 feet west of the cancer risk MEI, were identified using this tool. Therefore, any impacts due to exposure of toxic air contaminants will be less than significant for all sources combined.

Table 3: Cumulative Construction Risk Assessment

Source	Maximum Cancer Risk (per million)	Maximum Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)	Maximum Hazard Index
Unmitigated Project Construction	33.1	0.42	0.04
Highway 1 (Cabrillo Highway)	1.64	<0.03	<0.01
Cumulative Total	34.7	<0.45	<0.05
BAAQMD Threshold – Cumulative Sources	***>100***	***>0.8***	***>10.0***
Significant?	***No***	***No***	***No***

4.3(e) (Objectionable Odors) Less Than Significant Impact: There may occasionally be localized odors during site development associated with construction equipment, paving and the application of architectural coatings. Any odors generated during construction would be temporary and not likely to be noticeable beyond the immediate construction zone. As a single-family residential development, operation of the Project will not create objectionable odors affecting a substantial number of people. Therefore, the Project will have less than significant impacts to air quality due to objectionable odors.

Mitigation Measures:

AQ-1: Include basic measures to control dust and exhaust during construction. During any construction period ground disturbance, the applicant shall ensure that the Project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant level. The contractor shall implement the following best management practices that are required of all projects:

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 track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (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. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

AQ-2: Selection of equipment during construction to minimize emissions. The Project shall develop and implement a plan demonstrating that the off-road equipment used on-site to construct the Project would achieve a fleet-wide average 69 percent reduction in PM2.5 exhaust emissions or more. One feasible plan to achieve this reduction would include the following:

1. All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent; and

2. All diesel-powered portable equipment (i.e., aerial lifts, air compressors, concrete and industrial saws, forklifts, and generators) operating on the site for more than two days shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent. Note that the construction contractor could use other measures to minimize construction period DPM emission to reduce the predicted cancer risk below the thresholds. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.

4.4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (Formerly Fish and Game) or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (formerly Fish and Game) or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
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 habitat conservation plan?	☐	☐	☐	☒

Sources**:** City of Pacifica 1980 General Plan; "Biological Assessment: San Pedro Terrace," prepared by Toyon Consultants, April 6, 2017; "San Pedro Terrace Final Wetland Delineation Report," Toyon Consultants, January 17, 2017; "San Pedro Terrace Restoration Mitigation and Monitoring Plan," Toyon Consultants, September 15, 2016; Arborist Report, Kielty Arborist Service, LLC, July 11, 2017.

Biological Resources Setting: Biological resources are protected by numerous statutes including the Federal Endangered Species Act (FESA), the California Endangered Species Act (CESA), the Clean Water Act (CWA), and the Migratory Bird Treaty Act (MBTA). These regulations provide the legal protection for plant and animal species of concern and their habitat at the Federal and State levels. The following discussion is based on a Biological Assessment: San Pedro Terrace; San Pedro Terrace Final Wetland Delineation Report; and San Pedro Terrace Restoration Mitigation and Monitoring Plan, prepared for the proposed project by Toyon Consultants and subsequently peer-reviewed by Coast Ridge Ecology.

The triangular shaped Project site (APN 023-075-050) occupies 2.42-acres and is located north of where San Pedro Terrace Road terminates in the West Linda Mar neighborhood, in the City of Pacifica, San Mateo County, California. The Project site is located within the southwestern portion of the City limits, and outside of the Coastal Zone. The site is situated at the edge of an established residential neighborhood of single-family homes and at the edge of the City's urban development footprint. The Project site is bounded by Caltrans right-of-way property, agricultural uses, in addition to open space to the south and west; San Pedro Creek to the north; and the Linda Mar Rehabilitation Facility to the east. The subject site is also located adjacent to a pedestrian/bicycle path that runs from the end of San Pedro Terrace Road to Highway 1. Across San Pedro Creek north of the Project site lies the Linda Mar residential neighborhood made up with mostly single-family dwellings. State Highway 1 is located on a hillside approximately 400 feet south of the Project site. An existing paved pedestrian and bicycle path adjacent to the Project site extends from the termination of San Pedro Terrace Road and

connects to State Highway 1 west of the Linda Mar Shopping Center. Approximately 1.1 acres along the north-northeastern section of the parcel abuts the San Pedro Creek and has a bank with a 35% slope with a depth of approximately 15 feet. The lower edge of this bank is the ordinary high water mark. Further north-northeast of this bank is a second bank, that defines the normal creek channel. There is a terrace that retains high water flows, between the two banks. The remaining 1.3 acres of the parcel is flat and outside of the normal floodplain of the San Pedro Creek. No additional jurisdictional wetlands were observed on the project site. The wetland delineation was confirmed by Army Corps of Engineers during their site visit, during which the entire parcel was visited.

The proposed Project would subdivide the subject lot into six (6) new lots. For analysis purposes under CEQA, the Project considers the construction of six (6) new single-family homes to be developed on the flat 1.3-acre section of the subject site. The houses will be served by a private street with a cul-de-sac for a fire truck turnaround. Utilities are available at the site to serve the development. A public water main will be extended from the end of the existing San Pedro Terrace Road. Electric and cable are available via the adjacent joint pole on San Pedro Terrace Road. There is an existing private sanitary sewer main on the lot which the development will connect too (see **Figure 9: Existing Conditions)**. A new storm drain outfall to the creek is also proposed as part of the Project. While the site is 2.42 acres, approximately 1.31 acres will be disturbed as part of the new construction of the single-family homes.

A new storm drain outfall is proposed as part of an overflow for the stormwater management plan for the site, which will drain directly into the adjacent San Pedro Creek. The new outfall comprises approximately 18 linear feet (lf) of 24-inch reinforced concrete pipe storm drain and rip-rap[1] energy dissipation structure. The rip-rap for the energy dissipater is non-grouted and has a minimum rip-rap diameter of 200 mm. Approximately 3.1 cubic yards (cy) of soil needs to be removed to install the rip-rap. A layer of geotextile fabric will separate the rip-rap from the native soil. Approximately 5.8 cys of soil within the bank of the creek is required to be excavated to install the new outfall pipe. The rip-rap will have a footprint of approximately 10 feet x 5 feet. The outfall pipe is angled at 30 degrees to the direction of flow to reduce turbulence. The approximate area disturbed for the outfall within the creek bank is approximately 85 square feet. The placement of the outfall pipe will impact an 85 sq. ft. section of wetland. See **Figure 10: Storm Drain Outfall Details.**

A site specific Biological Assessment (BA), Wetland Delineation Report, and Restoration Mitigation and Monitoring Plan were prepared by Toyon Consultants. On December 28, 2015, Joe Rigney from Toyon Consultants visited the site of the proposed Project in order to evaluate potential biological impacts from the Project. A second site visit occurred on June 30, 2016 in order to assess potential impacts to the riparian habitat from the Project. An additional visit occurred on March 17, 2017. Plant species observed were noted during all visits. The California Natural Diversity Database (CNDDB 2017) records were queried to determine special-status species documented in the surrounding area. Additional data regarding the potential occurrence of special-status species were gathered from other sources, including the *Special Animals List* (CDFW 2016), the *Special Vascular Plants, Bryophytes, and Lichens List* (CDFW 2016), and the *List of Vegetation Alliances and Associations* (CDFG 2010).

According to anecdotal information provided to Toyon Consultants, the site has a history of disturbance, including the placement of fill. This conformed to observances made during the site visits, as well as with aerial photos from 2002, 2004, and 2007. In particular, the aerial photo from 2004 indicates the extensive changes that have occurred on the subject parcel. Almost the entire area appears to have been cleared up to the edge of the creek, and the berm that was noted during the site visit appears to have been constructed around this time.

In 2000, earthwork and planting was completed on a combination stream restoration and flood protection project on former California Department of Transportation (Caltrans) property east of Highway 1 and adjacent to the Project site. The restoration and flood protection project established more natural channel geometry and increased channel-floodplain connectivity to provide additional

[1] A "rip-rap" is loose stone used to form a foundation for a breakwater or other structure.

flood storage. The restoration and flood protection project was implemented with federal assistance from the U.S. Army Corps of Engineers. It is one part of a multi-phase effort intended to reduce flood risks, improve channel stability, and restore ecosystem functioning along San Pedro Creek. The restoration and flood protection project provides multiple benefits, including the restoration of habitat for several listed species, including steelhead salmon and red-legged frogs. The 1998 project Environmental Impact Report (EIR) and subsequent 2007 Mitigation Monitoring Report, were considered as part of this CEQA review.

Biological Resources Impact Discussion:

4.4(a-b) (Adverse Effects to Sensitive Species and Habitats) Less Than Significant with Mitigation: The Project site is located in the southwestern portion of the City of Pacifica. The Project site is outside of the Coastal Zone and situated at the edge of an established residential neighborhood of single-family homes and at the edge of the City's urban development footprint. The vacant property (APN 023-075-050) is located at the termination of San Pedro Terrace Road northwest of the Linda Mar Rehabilitation Facility within the West Linda Mar neighborhood. State Highway 1 is located to the west of the Project site. The majority of the vacant triangular parcel is flat containing soil, vegetation, and mature trees mostly concentrated along San Pedro Creek and the eastern property line. The northern property line of the parcel abuts San Pedro Creek, which has a bank with an approximate 35% slope, and a depth of approximately 15 feet.

Habitat

The section of the property through which San Pedro Creek runs consists of Willow Riparian Habitat, dominated by Salix laevigata and Salix sitchensis (Sitka willow). Salix laevigata is a habitat of concern (CDFG 2010). The even spacing and the growth patterns of the willows indicated that they had been planted at some point in the past. In 2000, earthwork and planting was completed on a combination stream restoration and flood protection project on former California Department of Transportation (Caltrans) property east of Highway 1 and adjacent to the Project site. Willows are a common plant used in habitat restoration projects involving riparian areas due to their ease of establishment on disturbed sites. Several invasive exotic species were observed, including Eucalyptus globulus (blue gum eucalyptus), Genista monspessulana (French broom), Cortaderia jubata (pampas grass), and Delairea odorata (Cape ivy). An evaluation of the success of this planting was required by the Mitigation Monitoring and Reporting Program which was undertaken in 2007 identified that planting as being successful with native vegetation within the riparian forest exceeding the performance standards and canopy cover just under the performance standards.

Placement of the stormwater overflow outfall within the creek will cause 0.003 acres (135 sq. ft.) of impact to the Salix laevigata alliance. Individual Salix sitchensis and Salix laevigata plants may be removed as part of the development of the overflow outfall. The Project's tentative subdivision map (**Figure 4**) shows that the boundary of the willow riparian edge, with a second line indicating a 25-foot setback from the riparian corridor. The 25-foot riparian setback will be placed on the lots for this Project based on that line. Removal of vegetation, excavation or ground disturbance, and impervious surfaces would not be allowed within the riparian setback. The bank of the perennial creek bed to the edge of the proposed Project building footprints is approximately 45 feet. Removal of Salix laevigata alliance habitat is a potentially significant impact. Implementation of Mitigation Measure BIO-1, which requires a 3:1 replacement of affected riparian habitat, will reduce potential impacts to levels below significance.

The upper section of the San Pedro Creek bank and the area immediately adjacent to the bank are dominated by Baccharis pilularis (coyote bush) and non-native species such as Cortaderia jubata (pampas grass), Conium maculatum (poison hemlock), and Acacia dealbata (silver wattle). The dominant presence of these species is further demonstration of the disturbed nature of this site, as both Baccharis pilularis and Cortaderia jubata are typical early establishment species found on disturbed site. The soil in this area likely includes fill dirt. The flat section of this habitat area (where the majority of development is proposed) continues to experience disturbance, primarily periodic mowing. A recent photo shows that the site has only limited growth of shrub species such as

Baccharis pilularis. The upper portion of the berm within this habitat area (i.e. the portion immediately adjacent to the Salix laevigata Alliance habitat area) does include shrub species including Baccharis pilularis and Genista monspessulana. No burrowing mammal activity was observed in this area.

The western edge and center of the property contains non-native grassland dominated by a number of species, including Phalaris aquatica (Harding grass), Avena barbata (slender wild oat), and Helminthotheca echioides (bristly ox-tongue). There were few native species observed in this habitat, and the soil in this area likely includes fill dirt. No burrowing mammal activity was observed in this area. The majority of impacts to habitat are on the flat area outside of the floodplain.

The entire Phalaris aquatica - Avena barbata and Eucalyptus globulus alliances will be removed. Sixty-five percent (65%) of the Baccharis pilularis alliance will be removed. Of this, 0.002 acres (85 sq. ft.) is within the undisturbed habitat on the slope adjacent to the riparian area, while the remainder is within the disturbed area on the flat section of the property. In and of itself, removal of these habitat areas will have a less than significant impact since they are considered non-native grasslands. However, removal may impact specific sensitive species, as described below.

The eastern edge of the property consists of a grove of Eucalyptus globulus (blue gum eucalyptus) and Hesperocyparis macrocarpa (Monterey cypress) trees intermixed. Although H. macrocarpa is native to California, it is not native to Pacifica. Both of these trees have naturalized on the site, and so both planted and wild plants were observed.

The Federal Migratory Bird Act protects certain bird nests and eggs from collection and destruction. For construction projects, this typically is of concern when trees are removed. Lots 1 and 2 will require the removal of several blue gum eucalyptus and Monterey cypress trees. In the event that nesting migratory birds are using any of these trees during tree removal, a violation of the Act could occur. Removal of trees containing nesting birds protected under the migratory bird act is a potentially significant impact. Implementation of Mitigation Measure BIO-3, which requires avoidance of construction during the nesting season or pre-construction nesting bird surveys if construction occurs during the nesting season, will reduce potential impacts to nesting birds to levels below significance.

Yellow Warbler (Dendroica petechia brewsteri)

Yellow Warblers are a Species of Special Concern for the California Department of Fish and Wildlife (CDFW), and so must be considered under CEQA. None were observed during the site visits. The bird spends the breeding season in thickets and other disturbed or regrowing habitats, particularly along streams and wetlands. They are often found among willows. The site is within the summer breeding range of this species and contains potential breeding habitat.

Although the Yellow Warbler was not observed onsite, the willows along San Pedro Creek provide potential breeding habitat. In the event that this species is nesting within the riparian habitat during construction, then disturbance and possible nest abandonment could occur, which would be considered a potentially significant impact. Furthermore, removal of willows during construction of the stormwater overflow outfall pipe could decrease available breeding habitat for the species. In order to ensure that potential impact to warblers are minimized and offset, Mitigation Measure BIO-2 requires avoidance of construction during the nesting season or pre-construction nesting bird surveys, establishment of an appropriate buffer around active nests and non-disturbance until completion of nesting as determined by a qualified ornithologist. With implementation of BIO-2 potential impacts will be reduced to levels below significance.

San Francisco Garter Snake (Thamnophis sirtalis ssp. terataenia)

San Francisco garter snake (SFGS) is listed as “endangered” under the Federal Endangered Species Act (FESA). Take of a listed species is illegal under FESA unless allowed under a permit issued by the US Fish and Wildlife Service (USFWS). The species is also listed as a “Fully Protected Species” by the state of California under the California Endangered Species Act (CESA). Take is not allowed for

species with this classification. “Take” includes not only the direct killing of individuals, but impacts to habitat as well.

SFGS preferred habitat is a densely vegetated pond near an open hillside where they can sun themselves, feed, and find cover in rodent burrows. Temporary ponds and other seasonal freshwater bodies are also used. SFGS avoid brackish marsh areas because their preferred prey (California red-legged frogs) cannot survive in saline water. Emergent and bankside vegetation are preferred and used for cover. The area between stream and pond habitats and grasslands or bank sides is used for basking, while nearby dense vegetation or water often provide escape cover. SFGS also use floating algal or rush mats, if available. Adult snakes sometimes estivate (enter a dormant state) in rodent burrows during summer months when ponds dry out. On the coast, snakes hibernate during the winter, but further inland, if the weather is suitable, snakes may be active year-round. Recent studies have documented San Francisco garter snake movement over several hundred yards away from wetlands to hibernate in upland small mammal burrows. The site contains potential habitat for SFGS.

Removal of willows during construction of the stormwater overflow outfall pipe could potentially affect SFGS if they are present in the area, which could lead to a take of the species. Due to their propensity to stay near bodies of water, this impact is considered most likely during winter rains, when creek levels are highest. Construction of the stormwater outfall will have a potentially significant impact on SFGS if snakes are present in the area. The lack of burrowing mammal holes in the upland habitat areas indicates that SFGS would not be using these areas as hunting or estivation habitat. Removal of the B. pilularis and P. aquatica – A. barbata alliance will have no significant impact on SFGS.

In order to ensure that potential impacts to the Garter Snake are avoided Mitigation Measure BIO-4 requires that the stormwater outfall be constructed during the dry season and that pre-construction surveys for SFGS occur not more than 48 hours in advance. Additionally, BIO-4 provides procedures in the event that SFGS are identified or occupy the area during construction. With implementation of BIO-4 potential impacts will be reduced to levels below significance.

Western Pond Turtle (Actinemys marmorata)

The western pond turtle (WPT) is a Species of Special Concern for the CDFW, and so must be considered under CEQA. No turtle occurrences are evident within a ten-mile radius per the CNDDB, however San Pedro Creek is within the range of this species and so it may be present. WPT are found in permanent and intermittent waters of rivers, creeks, small lakes and ponds, marshes, irrigation ditches and reservoirs. Turtles bask on land or near water on logs, branches or boulders. In some populations, males may be found on land for some portion of ten months annually, while females can be found on land during all months of the year due to nesting and overwintering (a form of hibernation). WPT turtles can be found overwintering more than 1,500 feet from aquatic habitat, as well as migrating over half a mile. Mating typically occurs in late April or early May. Females emigrate from their aquatic habitat to an upland location to nest and deposit eggs. Females may lay more than one clutch a year, but they most commonly deposit eggs between May and August. WPT typically nest on sandy banks near water or in fields with sunny spots up to a few hundred feet from water. No turtles were observed on the Project site during any of the visits by the biologist. The site contains both potential breeding and upland habitat.

Removal of willows during construction of the stormwater overflow outfall pipe could potentially affect WPT present in the area. This is particularly true if work is performed during the rainy season when water is at its highest. Removal of willows during construction of the stormwater outfall and removal of grassy habitat areas containing nesting WPT are potentially significant impacts. Removal of grassy habitat in both the B. pilularis and P. aquatica – A. barbata alliance could also impact this species if it is nesting within the area.

In order to ensure that potential impacts to the WPT are avoided Mitigation Measure BIO-5 requires that the stormwater outfall be constructed during the dry season and that pre-construction surveys for WPT occur not more than 48 hours in advance. Additionally, BIO-5 provides procedures in the

event that WPT are identified or occupy the area during construction. With implementation of BIO-5 potential impacts to WPT will be reduced to levels below significance.

California Red-legged Frog (Rana draytonii)

California red legged frogs (CRLF) are listed as "threatened" under the Federal Endangered Species Act (FESA). Take of a listed species is illegal under FESA unless allowed under a permit issued by the US Fish and Wildlife Service (USFWS). "Take" includes not only the direct killing of species, but impacts to habitat as well. CRLF are listed as a "species of special concern" according to the California Department of Fish and Wildlife. Species of special concern are subject to CEQA and should be considered during the environmental review process. The proposed Project is within 500 feet of federally designated critical habitat for CRLF. CRLF utilizes both water (aquatic) and upland (terrestrial) components. Habitat areas include nearly any area within 1-2 miles of a breeding site that stays moist and cool through the summer; this includes non-breeding aquatic habitat in pools of slow-moving streams, perennial or ephemeral ponds, and upland sheltering habitat such as rocks, small mammal burrows, logs, densely vegetated areas, and man-made structures (i.e. culverts, livestock troughs, spring-boxes, abandoned sheds).

CRLF in the Central Coast region begin breeding after the onset of winter rains, typically November through March. Breeding sites are generally found in deep, still or slow moving water (greater than 2.5 feet) and can have a wide range of edge and emergent cover amounts. They can breed at sites with dense shrubby riparian or emergent vegetation, or can proliferate in ponds devoid of emergent vegetation and any apparent vegetative cover (i.e., stock ponds).

California red-legged frogs enter a dormant state during summer or dry weather (estivate) in small mammal burrows and moist leaf litter. They have been found up to 100 feet from water in adjacent dense riparian vegetation. CRLF is known to utilize San Pedro Creek as breeding habitat, and the Project is adjacent to "critical habitat" as designated by USFWS (USFWS 2006, 2008). The site vicinity contains both potential breeding and upland habitat. Riverine wetlands along San Pedro Creek also provide habitat for the threatened California red-legged frog.

Removal of willows and undisturbed upland habitat during construction of the stormwater overflow outfall pipe could have a potentially significant impact on CRLF if they are present in the area, which could lead to a take of the species. Construction of the stormwater outfall will have a potentially significant impact on CRLF if present in the area.

Construction of the outfall will likely require the removal of both S. laevigata alliance and undisturbed B. pilularis alliance habitat. Removal of these areas will decrease potential habitat for CRLF, which would be considered a take of the species. Removal of S. laevigata alliance and undisturbed B. pilularis alliance habitat will have a potentially significant impact.

The disturbed area of B. pilularis alliance habitat does not have sufficient cover of leaf litter for CRLF to use the area as upland estivation habitat. The lack of burrowing mammal holes in the upland habitat areas is further indication that CRLF would not use this area as estivation habitat. However, given that CRLF are known to move within upland habitat during rainy months, there is a potential that there would be a take of CRLF if they were present within the upland habitat areas during construction. Removal of the B. pilularis and P. aquatica – A. barbata alliance will have a potentially significant impact if frogs are present during construction.

In order to ensure that potential impacts to the CRLF are avoided Mitigation Measure BIO-6 requires that the stormwater outfall be constructed during the dry season or that exclusionary fencing be installed and that pre-construction surveys for CRLF occur not more than 48 hours in advance. Additionally, BIO-6 provides procedures in the event that CRLF are identified or occupy the area during construction. With implementation of BIO-6 potential impacts to CRLF will be reduced to levels below significance.

Steelhead Salmon (Oncorhynchus mykiss irideus)

Steelhead found within the Central Coast Evolutionary Significant Unit (ESU) is listed under the FESA as Threatened. Take of a listed species is illegal under FESA unless allowed under a permit issued by the National Marine Fisheries Service. Steelhead are known to occur within San Pedro Creek, and the creek is considered Critical Habitat for the Central Coast ESU (NMFS 2005). The placement of the storm water drain into San Pedro Creek may have an impact on steelhead.

Construction of the stormwater overflow outfall pipe could potentially affect steelhead salmon if work is performed during the rainy season when water is at or near the ordinary high water mark (Toyon Consultants 2017). These impacts could be direct through direct killing of fish, or indirect through sedimentation. Construction of the stormwater outfall will have a potentially significant impact on steelhead salmon if work is performed during the rainy season.

Subdivision of the Project site and buildout construction could potentially affect salmon in the creek. The Project includes a detention pipe that will restrict flow to 0.66 cubic feet per second (cfs) during a 100-year storm event. This is equal to the pre-development flow from the site. The volume of water during that time frame is 1,100 cubic feet, but the detention pipe can hold 800 cubic feet, so the creek will only receive 300 cubic feet at the peak of the storm. The remaining 800 cubic feet will be discharged after the peak of the storm has subsided.

Since the stormwater detention system has been specifically designed to mimic the predevelopment flow from the site, no significant stormwater discharge is expected into the creek from the Project. The overall water volume discharge into the creek will not substantially change.

In order to ensure that potential impacts to the Steelhead are avoided, Mitigation Measure BIO-7 requires that the stormwater outfall be constructed during the dry season and that best management practices to protect stormwater runoff from entering the creek are implemented. Contruction of the outfall will require approval from the National Marine Fisheries Service (NMFS). With implementation of BIO-7 potential impacts to Steelhead will be reduced to levels below significance.

Monarch Butterfly (Danaus plexippus)

Monarch butterflies are proposed for listing under FESA. Monarchs aggregate in clusters at sites scattered along 1,000 km (620 miles) of the Pacific coast from California's Mendocino County to Baja California, Mexico. The distribution of monarchs among overwintering sites changes over the season and annually, based on regional and individual site conditions. Coastal California provides the mild climatic conditions that monarchs need to survive the winter in western North America. The majority of overwintering sites are located within 2.4 km (1.5 miles) of the Pacific Ocean or San Francisco Bay which moderates temperatures. Sites are typically found at low elevations (60–90 m [200–300 feet]) and situated on slopes oriented to the south, southwest, or west which provide the most solar radiation or in shallow canyons or gullies.

Monarchs require very specific microclimatic conditions at overwintering sites including dappled sunlight, high humidity, fresh water, and an absence of freezing temperatures or high winds. Fall- or winter-blooming flowers provide nectar which may be needed to maintain lipid levels necessary for spring migration. Monarchs begin to arrive at overwintering sites along the Pacific coast in September and the first half of October, forming fall aggregations. By mid-November, they have formed more stable aggregations that persist through January or into February. The butterflies cluster in dense groups on the branches, leaves, and occasionally, the trunks of trees. In February and March, the surviving monarchs breed at the overwintering site before dispersing.

The trees most commonly used for roosting are the nonnative blue gum eucalyptus (E. globulus), and the native Monterey pine (Pinus radiata) and Monterey cypress (C. macrocarpa). Clusters are also found on nonnative red gum eucalyptus (E. camadulensis), and the native western sycamore (Platanus racemosa), coast redwood (Sequoia sempervirens), coast live oak (Quercus agrifolia), and suitable microclimate conditions are often found at sites consisting of roost trees, in which monarchs cluster, surrounded by a larger grove or windrow of trees. Two clusters of roosting monarchs are

listed within a ten-mile radius of the Project site according to the CNDDB. Potential overwintering habitat occurs on the Project site.

Although not observed on the site, the E. globulus grove could act as roosting habitat for overwintering monarch butterflies. Removal of this area during the roosting season would likely kill any butterflies using the habitat. Removal of the E. globulus habitat area during the overwintering season would be a potentially significant impact to monarch butterflies if the species is present.

In order to ensure that potential impacts to the Monarchs are avoided Mitigation Measure BIO-8 requires that tree removal occur outside the overwintering season. With implementation of measure BIO-8 potential impacts to Monarchs will be reduced to levels below significance.

Summary of Impacts

In order to avoid potential impacts due to construction of the new private street, new lots and six single-family residences, a Restoration and Mitigation Monitoring Plan shall be submitted to and approved by the Pacifica Planning Department, in accordance with **Mitigation Measure BIO-1**. With measure BIO-1, the Project would be required to replace any willows removed as part of construction at a 3:1 ratio to avoid potential impacts to the riparian corridor. Implementation of this mitigation would reduce impacts to habitat to a less than significant level. With the implementation of **Mitigation Measures BIO-2, BIO-3, BIO-4, BIO-5, BIO-6, BIO-7** and **BIO-8**, impacts on any species identified as a candidate, sensitive, or special status species will be reduced to less than significant levels. Therefore, with implementation of mitigation measures the Project will have less than significant impacts to biological resources.

4.4(c) (Adverse Effects to Jurisdictional Waters) Less Than Significant Impact: The Biological Assessment describes the majority of the Project site as being a highly-disturbed habitat. A Biological Assessment (Toyon Consultants 2016) was developed for this Project, which found that there was potential for dredge and fill in wetlands that could be considered Waters of the US under the Federal Clean Water Act. Such an action requires a 401/404 Permit to be issued by the U.S Army Corps of Engineers (USACE). Based on the vegetation found on the site, along with aerial photos of the past history, the Biological Assessment concluded that the riparian woodland was likely part of a creek habitat restoration project. The uniform slope leading from the top of the Project site down to the potential wetland was likely constructed at some point in the past. While these are considered "abnormal circumstances," the continued presence of wetland vegetation along with soil and hydrological indicators is sufficient to delineate the wetland on this site.

Two sampling points were taken on the Project site to delineate the wetland. The flat area encompassed between San Pedro Creek itself and the sloped area on the northeast portion of the property has been determined to qualify as a wetland under the federal definition. Sampling point SPT-1, which was located within this area, shows indicators for vegetation, soil, and hydrology. Sampling point SPT-2 was situated on the sloped area, and it showed no indicators for wetlands. No additional dredging or filling of wetlands are proposed for this Project besides what is associated with the storm water drain. Impacts to Army Corps of Engineers jurisdictional wetlands occur within wetland habitat and below the ordinary high water mark, but no impacts occur within the perennial section of San Pedro Creek. Therefore, the proposed Project would require a Nationwide Permit 7 from the Army Corps of Engineers. This permit is required for outfall structures and associated intake structures.

Activities related to the construction or modification of outfall structures and associated intake structures, where the effluent from the outfall is authorized, conditionally authorized, or specifically exempted by, or otherwise in compliance with regulations issued under the National Pollutant Discharge Elimination System Program (Section 402 of the Clean Water Act). The construction of intake structures is not authorized by the Nationwide Permit 7, unless they are directly associated with an authorized outfall structure. Work under this permit requires that Pre-Construction Notification be provided to the Army Corps of Engineers. Work cannot begin on the outfall until a response has been received on the Pre-Notification application.

Construction of the proposed Project and associated outfall structure would not result in a significant impact to waters of the United States. Therefore, impacts to waters covered by Section 404 of the Clean Water Act will be less than significant.

4.4(d) (Adverse Effect to Wildlife Movement) Less Than Significant with Mitigation: San Pedro Creek provides a potential wildlife movement corridor for native species as well as local, urban-adapted wildlife such as raccoons, skunks, opossums, and black-tailed deer that move through the area. Development of the site will not interfere with the movement of any native resident or wildlife species and will not impede established wildlife corridors because the Project will have limited impacts to the riparian corridor (limited to the introduction of a storm drain outfall). Although the upland portion of the Project site has limited habitat value, introduction of the stormdrain could potentially affect wildlife within the riparian corridor.

In order to avoid potential impacts due to construction of the new private street and six single-family residences, a Restoration and Mitigation Monitoring Plan has been prepared for approval by the Pacifica Planning Department, in accordance with **Mitigation Measure BIO-1**. With measure BIO-1, the Project would be required to replace any willows removed as part of construction at a 3:1 ratio, which would be adequate to offset potential impacts to the riparian corridor.

4.4(e) (Conflict with Local Ordinances) Less Than Significant Impact: In general, the proposed Project would conform with local policies and ordinances related to protection of biological resources. Most of the relevant policies from the City of Pacifica General Plan are general in nature, calling for retention of open space, preservation of creeks, and protection of trees and other resources. As currently proposed and described in the Project specific Biological Assessment, the Project would require removal of the blue gum eucalyptus and Monterey cypress trees on the site. The submitted Arborist Report evaluating the existing trees on the Project site shows three protected trees which are identified as Monterey cypress trees #1, #4 and #5. All three trees meet the definition of a Heritage tree under the City's Municipal Code Sec. 4-12.04, which would require approval for their removal. These trees are not native to the site, but could support active nests or other important wildlife habitat values. These trees were evaluated in an arborist report during an onsite survey and their health and condition summarized in a report prepared by Kielty Arborist Services LLC dated July 11, 2017. The arborist concluded that the majority of these trees were in "poor" to "fair" condition as a result of the suppressed conditions created by the large number of eucalyptus trees. All of the Monterey cypress trees are growing underneath the canopies of the eucalyptus trees. As a result, the cypress trees are growing wider instead of taller in order to find sunlight. This has created large lateral limbs that are prone to failure. Impacts related to conflicts with local policies would be less than significant.

4.4(f) (Conflicts with Habitat Conservation Plans) No Impact: The proposed six new single-family lot subdivision will not conflict with the provisions of any Habitat Conservation Plan, Natural Community Conservation Plan or any other state habitat conservation plan because the site is not within any habitat conservation areas. No impact would result and no further analysis of this issue is required.

Mitigation Measures:

BIO-1: Salix laevigata Alliance Habitat

1. Prior to the initiation of construction, the construction manager shall flag or otherwise note the location of all areas to be disturbed within the riparian area; this area shall be surveyed by the Project Biologist prior to construction.
2. Any willows removed during the course of construction shall be replaced at a 3:1 ratio from locally collected cuttings.
3. The Restoration and Mitigation Monitoring Plan for the Project shall be submitted to and approved by the Pacifica Planning Department for restoration of the S. laevigata area. The restoration plan shall require the removal of invasive exotic species within the riparian

area on the bench between the bank and the lower creek area, adjacent to the proposed Project. The plan shall include a five-year mitigation monitoring and reporting plan with defined success criteria.

BIO-2: Yellow Warbler

1. Not more than one week prior to construction, a qualified biologist shall conduct a pre-construction survey for nesting Yellow Warblers within the S. laevigate alliance habitat area, if construction will occur during the breeding season (typically April 1 through July 31).
2. If nesting Yellow warblers are found, a construction buffer of 50 feet (or as otherwise directed by a qualified ornithologist) shall be established around each active nest.
3. No work shall occur within the construction buffer for the duration of the breeding season or until a qualified ornithologist has confirmed that all young have fledged and are independent.

BIO-3: Migratory Birds

1. A qualified biologist shall conduct a pre-construction survey for tree-nesting birds in all trees to be removed within 15 days of the onset of ground disturbance, if such disturbance will occur during the breeding season typically (February 1 through August 31).
2. If nesting raptors are detected on the site during the survey, a construction buffer of 300 feet (or as otherwise directed by a qualified ornithologist) shall be established around each active nest.
3. If other nesting migratory birds are found, a construction buffer of 50 feet (or as otherwise directed by a qualified ornithologist) shall be established around each active nest.
4. No work shall occur within the construction buffer for the duration of the breeding season or until a qualified ornithologist has confirmed that all young have fledged and are independent.

BIO-4: San Francisco Garter Snake

1. All grading, dredging, and construction activity related to the outfall shall be conducted during the dry season, generally between May 1 and October 15, or before the onset of the rainy season, whichever occurs first.
2. No sooner than 48 hours prior to the beginning of construction of the outfall, a pre-construction survey will be conducted by a qualified biologist to ensure that no SFGS are present in the construction area. In the event that SFGS are present, the snake(s) shall be allowed to leave the Project site of their own volition. The qualified biologist shall be responsible for determining when construction activities can begin.
3. At all times, if SFGS are observed within the active construction area, all work shall cease until such a time that the snake leaves the construction area of its own volition.
4. Any erosion control fabric or matting used on the site shall be tightly woven fiber netting or similar material to ensure that SFGS do not get trapped. Plastic monofilament netting, rolled erosion control products or similar material shall not be used at the Project site because red-legged frogs and other species may become entangled or trapped in it.
5. In the event that a SFGS is injured or killed, all construction activities shall cease, and USFWS and CDFW shall be immediately notified. Construction shall not resume until further instruction has been received from USFWS and CDFW.

BIO-5: Western Pond Turtle

1. All grading, dredging, and construction activity related to the outfall shall be conducted during the dry season, generally between May 1 and October 15, or before the onset of the rainy season, whichever occurs first.
2. No sooner than 48 hours prior to the beginning of grading of the upland habitat areas, a pre-construction survey will be conducted by a qualified biologist to determine if turtles are using the area for nesting.
3. In the event that nesting turtles are observed, a construction buffer of 50 feet (or as otherwise directed by a qualified biologist) shall be established around each active nest.

4. No work shall occur within the construction buffer for the duration of the breeding season or until it has been confirmed that all turtles have left the nest.

BIO-6: California Red-Legged Frogs

1. All grading activity shall be conducted during the dry season, generally between May 1 and October 15, or before the onset of the rainy season, whichever occurs first, unless exclusion fencing is utilized.
2. Construction that commences in the dry season may continue into the rainy season if exclusion fencing is placed between the construction site and San Pedro Creek to keep the frog from entering the construction area. Exclusion fencing will be erected around the Project boundary prior to the onset of construction activities. Fencing will be a minimum of 3 feet in height and buried in the soil to inhibit California red-legged frogs from entering the Project area.
3. After the exclusion fence is installed, but no sooner than 48 hours prior to the beginning of construction, a pre-construction survey will be conducted by a qualified biologist to ensure that no California red-legged frogs are present in the construction area. In the event that red-legged frogs are present, an appropriate section of the exclusion fencing shall be removed and the frog(s) shall be allowed to leave the Project site of their own volition. The qualified biologist shall be responsible for determining when construction activities can begin.
4. Construction surveys for CRLF shall be conducted each day prior to the start of construction during grading and periods of non-vertical construction activities. Construction surveys shall be conducted weekly during vertical construction. If CRLF are observed in the construction area or access areas, they shall be removed from the area by a USFWS permitted biologist and temporarily relocated to nearby suitable aquatic habitat.
5. At all times, if CRLF are observed within the active construction area, all work shall cease until such a time that either the frog leaves the construction area of its own volition or the frog is moved by a USFWS permitted biologist and temporarily relocated to nearby suitable aquatic habitat.
6. Any erosion control fabric or matting used on the site shall be tightly woven fiber netting or similar material to ensure that CRLF do not get trapped. Plastic monofilament netting, rolled erosion control products or similar material shall not be used at the Project site because red-legged frogs and other species may become entangled or trapped in it.
7. In the event that a CRLF is injured or killed, all construction activities shall cease, and USFWS shall be immediately notified. Construction shall not resume until further instruction has been received from USFWS.
8. The Restoration and Mitigation Monitoring Plan shall be submitted to and approved by the Pacifica Planning Department for restoration of the B. pilularis alliance habitat area disturbed by the construction of the stormwater outlet. The restoration plan shall require the planting of native species in the disturbed area. The plan shall include a five-year mitigation monitoring and reporting plan with defined success criteria.
9. Additional items are to be implemented as required by the USFWS Programmatic Biological Opinion for construction of the stormwater outlet.

BIO-7: Steelhead Salmon

1. All grading, dredging, and construction activity related to the outfall shall be conducted during the dry season, generally between May 1 and October 15, or before the onset of the rainy season, whichever occurs first.
2. All work on the outfall shall occur only when dry conditions are present and no water from San Pedro Creek is flowing or likely to flow in the Project impact area.
3. Follow Stormwater Pollution Prevention Plan (SWPPP) Best Management Practices (BMPs) during all construction activities.

BIO-8: Monarch Butterfly

1. All tree removal shall occur outside of the monarch overwintering season (typically September 15-February 15).

4.5. CULTURAL RESOURCES

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

Sources: City of Pacifica 1980 General Plan; "Final Environmental Impact Report/Environmental Impact Statement - San Pedro Creek Flood Control Project", U.S. Army Corps of Engineers San Francisco District & City of Pacifica, January 1998.

Cultural Resources Setting:

The San Pedro Terrace Subdivision Project site is located within the central coast region of California. The environment in this region has changed considerably during the Holocene (the last 10,000 years) due to natural processes such as climatic and sea level change, as well as relatively recent human impacts such as draining and filling of wetlands. These changes have in turn affected both prehistoric and historic patterns of human land use and settlement. The Project site is a natural site for sediment accumulation.

The archaeological record has reported prehistoric sites as old as 8,000 years B.P. in the region. However, the number of older prehistoric sites is expected to be very low based on the sparse distributions of these sites throughout California during the period from approximately 8,000 to 2,000 years ago. If any such sites exist near the Project site they would be expected to be buried under natural sediment, as well as historic-era fill in the wetland area at the mouth of San Pedro Creek.

The name Ohlone is used to represent all the groups of people that are indigenous to the area now occupied by San Francisco, Alameda, and Santa Clara counties, as well as portions of Marin and San Mateo counties. These peoples were called "Costanoan" by the Spanish missionaries. Scholars have determined that the area inhabited by the Ohlone people at the time of Spanish colonization was approximately 5,000 square miles.

The Ohlone lifestyle and economy were well adapted to the local environment. They gathered plants and shellfish, hunted for animals and birds, and fished. Most groups were semi-nomadic (moving among several established use sites over the course of a year), but those with lakeshore and coastal settings, such as in San Pedro Valley, generally were year-round inhabitants at a single settlement.

Up into the historic period, there was a large (20-acre) coastal lagoon (called Lake Matilda by Anglo settlers) at the mouth of San Pedro Creek, west of the Project site. This lagoon was surrounded by extensive wetland and riparian forest vegetation. Due to the rich and varied food supplies that presumably would have been available in such an environment. Specific evidence of the existence of "historically significant" cultural materials have been identified within 2000 feet of the site at 1335

Adobe Drive which lies adjacent to San Pedro Creek. The Archeo-Tec 2015 report analysis produced findings that show this site as being typical of Ohlone Habitation sites formed in the vicinity of this lagoon. The Ohlone village of Pruristac was located on the site of 1335 Adobe Drive with subsequent settlements and activity to the present day. The San Pedro Valley provided the Ohlones with an abundance of food and raw materials. Hunters and gatherers, they used tools made from stone, shell, wood and plant fibers. They built dwellings of willow poles covered by tule. In 1786, padres found it difficult to grow enough food at Mission Dolores. They created an asistencia in the San Pedro Valley named San Pedro y San Pablo. This mission outpost was a support farm where crops such as corn and wheat were grown. The asistencia building included living quarters for the padres, a chapel, workrooms and storage for grain. Food production slowed after an epidemic in 1792. Archeological excavations in 1978 and 1990 uncovered the foundations of the asistencia building.

The Ohlone lived in groups generally referred to as tribelets, all of whom shared a common language family and lived in relatively close proximity to one another. The tribelet populations ranged from about 50 to 500 people, averaging 200, each of which had a permanent village and some of which had additional special use sites.

The Ohlone ensured sustainable plant and animal yields by carefully managing the land. Controlled burning helped regulate the growth of brush as well as the accumulation of dead plant material, which can eventually pose a serious fire hazard if left unmanaged. It also increased the availability of grazing material for deer, elk, antelope, and waterfowl, and prompted the ripening of acorns. The Ohlone people utilized not only large mammals such as deer, elk, sea lion, and whale, but also small mammals such as squirrel, woodrat, mouse, rabbit, and wildcat. Waterfowl were important birds in the Ohlone diet. Geese and ducks were often lured with decoys of tule or bird skin. The Ohlone also ate quail, dove, hawk, and other bird species that they trapped in specialized cages. Various species of fish were important in their diet, especially steelhead trout, salmon, sturgeon, and lamprey.

A common dwelling was a thatched dome structure made from materials such as tule, grass, wild clover, fern, and willow. Tule balsas were used as watercraft for transportation, fishing, and waterfowl hunting. The Ohlone used nets and basket traps made from roots and tule. Stone and minerals were used to produce tools and pigments. Cordage was made from fibers of the milkweed, hemp, and nettle, and blankets were woven of sea otter, rabbit, and duck skin. Tule mats and animal skins served as bedding. Most Ohlone basketry was twined from willow, rush, tule, and/or grass roots. Baskets were used for storage as well as food preparation, water carrying, cradles, and medicine preparation.

The Ohlone believed that plants possessed powers that could be used for healing, and they used numerous species of plants for medicinal purposes. Not only were the roots and leaves of plants used, but tree bark was utilized to set broken bones and sprains, and rotted wood mixed with powdered willow bark served as a poultice for burns.

The first European visitors to California's central coast did not keep detailed records about the people they encountered. Early reports on coastal dwelling peoples were recorded by crew members of sailing ships. By the late 1760s, the first Spanish explorers had charted local trails and had become familiar with most of the coastal area. The first Spanish expeditions in this part of California took place along the coast, most notably that of Gaspar de Portola and Father Juan Crespi, who recorded the route to Monterey Bay. Portola, on his quest for Monterey Bay in 1769, passed within a quarter mile of the location of the proposed Project. The Portola expedition "camped near the San Pedro Creek, where there was an Indian Village".

Seven missions were eventually established within Ohlone territory during the period from 1770 to 1797. The Ohlone were gradually converted to Christianized laborers at these missions, with the resultant loss of much of their culture. Meanwhile, Spanish (and later, Mexican) colonization of the Bay Area proceeded. An outpost of Mission Dolores was established in San Pedro Valley, and farms in the valley provided food for the mission. In later periods, soldiers were sent into the interior to recover stolen livestock and punish "hostile" native peoples that resisted missionization. The

secularization of the missions in 1834 condemned the surviving missionized Indians to be employed as virtual slave labor on haciendas (large land grants owned by influential Mexican families).

One mile east of California Highway 1 in Pacifica is the State Historic Landmark Sanchez Adobe. Sanchez Adobe was the home of Francisco Sanchez (1805-1862), the Alcalde of San Francisco and Commandante of Militia under Mexican rule. In 1839, Sanchez requested a land grant from the governor of Alta California, Juan B. Alvarado. The governor awarded Sanchez 8,926 acres of land, called Rancho San Pedro, in what is now Pacifica. Sanchez began building his two-story adobe house at Rancho San Pedro in 1842 and completed it in 1846. It is believed that the adobe was built on the former site of the chapel of the decayed Mission Dolores outpost. Sanchez took part in many of the military and civic events in early California. He died in 1862 as one of the ten richest men in the United States at that time.

Subsequent Anglo colonization of the San Pedro Valley led to widespread agricultural development in the late 19th and early 20th centuries. After the end of World War II, agricultural lands in the valley were gradually converted to urban uses. Meanwhile, some of the Ohlone survived Spanish and Anglo colonization, and today several thousand people in the Bay Area and central California can trace their ancestry back to the Ohlone.

Two cultural resource sites were identified in the Project vicinity, CA-SMA-163 and CA-SMA- 173, and are described below.

CASMA-163

CA-SMA-163 is located 100 meters east of Highway 1 at San Pedro Road, and extends west about 20 meters from the highway. It is bordered on the north by San Pedro Creek and on the south by San Pedro Terrace Road. This site was first surveyed by qualified archaeologists under contract with the U.S. Army Corp of Engineers. No prehistoric site was identified, nor were cultural materials identified.

As part of the Devil's Slide bypass project proposed by Caltrans, the cultural inventory report identified CA SMA-163 as a possible "Indian occupation site" containing numerous pieces of marine shell, historic-age cultural materials and evidence of several houses. The report considered the possibility that the shellfish remains were brought to the location by the former residents.

Another study, undertaken by Caltrans archaeologist Cindy Desgrandchamp in 1978, recorded the site as a possible midden containing fire cracked rock, chert flakes, and shell remains. Degrandschamp recommended the site be tested further but also noted that the chert flakes may have been a result of fill or disposal materials from the recycling center construction in the area.

A study performed by Caltrans archaeologist David Mayfield (1982) reported that shell remains, fire cracked rock, and chert flakes of possible aboriginal derivation were scattered over a significantly disturbed area (currently occupied by the recycling center) of about 300 square meters. Findings showed the shell was limited to the surface only and no other prehistoric resources were present.

Based on the known record, CA-SMA-163 does not represent a prehistoric human occupation site. The area has been greatly disturbed, with quantities of fill used to cover the original grade to a depth of several feet. Cultural materials found on the site may have been brought there with this fill. However, it is well known that the general area was occupied by Costanoan peoples and it is possible that beneath the fill material there are buried prehistoric cultural resources.

CA-SMA-173

Site CA-SMA-173 was recorded as a possible shell midden due to many fragments of glass and shell, as well as plastic, shoes, and nails, yet no prehistoric artifacts were seen. The site was revisited by Mayfield (1982) during a Caltrans survey and only historic debris mixed with possible prehistoric shell remains were detected. Although the shell remains may be of prehistoric origin, this is recorded as being unlikely due to the presence of historic debris. According to interviews with the property

owner, a residence was once located where the pasture is now; the shell remains may have been associated with the inhabitants and therefore be historic in origin. Mayfield also recorded information (1982) stating that the shell deposits did not represent a prehistoric resource. In 1985, Caltran's Miley Holman conducted an auguring program at this site that encountered marine shells and dark soils combined with historic deposits. It was concluded that no prehistoric resources were within the project area.

In 1986, the Army Corps of Engineers, San Francisco District, Environmental Branch prepared a cultural resource assessment for an emergency flood control project along San Pedro Creek west of Highway 1. During this assessment, Patricia Duff conducted a field visit and concluded that no impacts to prehistoric resources would occur. Assessment files indicate that the State Historic Preservation Office (SHPO) concurred.

In 1987, the Corps performed an additional cultural resources assessment for the reconnaissance phase of the current San Pedro Creek flood control study. Allan Bramlette executed a field reconnaissance study and found a few marine shells present near probable historic features. Shovel tests provided no prehistoric materials.

Cultural Resources Impact Discussion:

4.5(a) (Historic Resources) No Impact: According to the Pacifica 1980 General Plan, the only federal and state listed historic resource within the Pacifica area is the Historic Sanchez Adobe, located approximately 0.5 miles southeast of the Project site. The Project site is not located within a designated historic district and it does not contain any known historically significant resources, nor does it constitute a historic site. Therefore, in the absence of historic resources within or near the Project site boundaries, the proposed Project would not adversely affect or result in a substantial change to the significance of any identified historically significant resources as described in Section 15064.5 of the CEQA Guidelines. There would be no impact under this criterion.

4.5(b) (Archeological Resources) Less Than Significant with Mitigation: Based on the San Pedro Creek Flood Control Project EIR, CA-SMA-173 falls outside the proposed Project boundaries and site CA-SMA 163 is located in and around the Project site. As discussed above, CA-SMA-163 does not represent a prehistoric human occupation site. The area has been greatly disturbed, with quantities of fill used to cover the original grade to a depth of several feet. Cultural materials found on the site may have been brought there with this fill. However, it is well known that the general area was occupied by Costanoan peoples and it is possible that beneath the fill material there are prehistoric cultural resources. Excavation work at the Project site is expected to be limited to foundation excavations and trenching for utilities.

In order to mitigate potential impacts to archaeological resources, **Mitigation Measure CUL-1** requires that in the event of accidental discovery construction activities be halted and a qualified archaeologist who meets the Secretary of the Interior's Standards be retained to assess the value of the resource. This measure ensures that any discovered cultural resources onsite are properly evaluated and considered for inclusion on the California Register of Historical Resources under Criterion 4 in that the historical resource has yielded or may be likely to yield information important to the prehistory or history of the local area, California or the nation. **CUL-1** provides that in the event of accidental discovery buried cultural resources are protected, evaluated, and treated based on their identified value. Therefore, impacts associated with any buried cultural resource encountered would be reduced to less than significant levels.

4.5(c) (Paleontological Resources) Less Than Significant with Mitigation: The City of Pacifica 1980 General Plan does not identify the presence of any paleontological or unique geological resources within the city limits. As the Project site is comprised of a previously disturbed land, with no known past discovery of paleontological resources onsite, there is little expectation that such resources are present onsite. Nonetheless, there is a potential (albeit limited) that excavation onsite could encounter paleontological resources. Because the potential for inadvertent discovery of

paleontological or unique geological resources exists, **Mitigation Measure CUL-2**, as set forth below, shall be implemented to ensure that proper procedures are followed in the event of discovery; thereby reducing potential impacts to paleontological resources to less than significant levels.

4.5(d) (Discovery of Human Remains) Less Than Significant with Mitigation: Although no human remains are known to have been found on the Project site, it is possible that unknown human remains could be encountered during Project construction, particularly during ground-disturbing activities such as excavation and grading. However, in the event that during ground disturbing activities human remains are discovered to be present, all requirements of state law pursuant to the California Health and Safety Code Section (CA HSC) Section 7050.5 shall be duly complied with, as set forth in **Mitigation Measure CUL-3** below. This measure includes the immediate cessation of ground disturbing activities near or in any area potentially overlying adjacent human remains and contacting the San Mateo County Coroner. Implementation of Measure CUL-3 ensures that in the event of the accidental discovery of buried human remains, potential adverse impacts to such remains will be less than significant levels.

Mitigation Measures:

CUL-1: A qualified archaeological monitor shall be present during any and all ground-disturbing activities that occur in association with the proposed Project, including any utility and sewer hookups within the public streets.

If during the course of ground disturbing activities, including, but not limited to, excavation, grading and trenching, a historic or prehistoric archaeological indicator or potentially significant prehistoric or historic resource is encountered within any portion of the site, all work within a 100 foot radius of the find shall be suspended for a time deemed sufficient for a qualified archeologist to adequately evaluate and determine the significance of the discovered resource and provide treatment recommendations. Should a significant archeological resource be identified, the qualified archaeologist shall prepare a resource mitigation plan and monitoring program to be carried out during all construction activities. The archeologist shall provide the City of Pacifica Planning Department with a report detailing the results for review and approval by City Planning staff prior to occupancy.

CUL-2: In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall immediately halt and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations. The qualified paleontologist shall provide the City of Pacifica Planning Department with a report detailing the results for review and approval by City Planning staff prior to occupancy.

CUL-3: In the event that human remains are uncovered during earthmoving activities, all construction and excavation activities shall be suspended and the following measures shall be undertaken:

1. The San Mateo County Coroner shall be contacted to determine that no investigation of the cause of death is required. The City of Pacifica Planning Department shall also be notified.
2. If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours.
3. The Project sponsor shall retain a City-approved qualified archaeologist to provide adequate inspection, recommendations and retrieval, if appropriate.
4. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American, and shall contact such descendant in accordance with state law.
5. The Project sponsor shall be responsible for ensuring that human remains and associated grave goods are reburied with appropriate dignity at a place and process suitable to the most likely descendent.

4.6. TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
a) Would the project 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), or	☐	☐	☐	☒
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.	☐	☐	☐	☒

Source: City of Pacifica 2035 General Plan Update

Tribal Cultural Resources Setting:

Tribal Cultural Resources are defined as follows:

1. Sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe that are either (A) included or determined to be eligible for inclusion in the CRHR, or (B) included in a local register of historical resources as defined in subdivision (k) of §5020.1.; or,
2. A resource that the lead agency chooses, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of §5024.1 - taking into account the significance of the resource to a California Native American tribe.

As part of the General Plan update process, the Native American Heritage Commission (NAHC) conducted a record search of the sacred lands file in 2009. The search did not indicate the presence of additional Native American cultural resources within the Planning Area. The NAHC response listed six tribes that may have historic ties to the Planning Area, and letters of inquiry were sent to the six tribal representatives; however, no responses were received.

Tribal Cultural Resources Impact Discussion:

4.6(a.i) (Listed or Eligible for Listing) No Impact: No Tribes have requested consultation under AB 52 from the City of Pacifica to indicate the presence of a Native American Sacred Site within its boundaries. Therefore, the Project would have no impact on a tribal cultural resource that is 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).

4.6(a.ii) (Significant Resource) No Impact: No tribal cultural resources have been identified within the City of Pacifica and there are no concerns associated with the proposed Project impacting tribal cultural resources. Therefore, the proposed Project would have no impact on Tribal Cultural Resources.

Mitigation Measures: None required.

4.7. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology 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 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?	☐	☐	☐	☒

Sources: City of Pacifica 1980 General Plan; "Geotechnical Engineering Study" Prepared by GeoForensics, Inc., February 2016 and April 2017; Montara Mountain Quadrangle, California 7.5 Minute Series (Topographic)," prepared by the Resources Agency Department of Conservation, 1982.

Geology and Soils Setting: The Project site is currently a vacant lot overgrown with small to medium bushed, small to large trees, and various native plants and pampas grasses. The Project site has a history of ground disturbance, including the placement of fill. An asphalt pedestrian and bicycle pathway boarders the site on the south and west within the San Pedro Terrace right-of-way and extends from the end of San Pedro Terrace Road and continues south of the Project site, with a portion of the walkway extending up towards the southern perimeter of the property. The ground surface in the site vicinity has an overall slope down towards the west. At the site, the ground slopes gently down towards the south and west. Surface gradients range from level to 20:1 (horizontal:vertical, H:V). During previous disturbance of the Project site, it appears that at least 5.5 feet of fill was placed in order to create the existing level pad.

Geologic Setting

The GeoForensics, Inc. reviewed historic photos of the subject site that showed some grading work has been performed at the Project site in the past. GeoForensics, Inc. also reviewed aerial photos from Google Maps dated July 1993, October 2002, May 2003, December 2003, and September 2004. Photos suggested that some grading work was performed just prior to October 2002 to after December 2003. By September 2004, the Project site grades appear to be more or less the same as it does today.

The GeoForensics, Inc. Geotechnical Report conducted in February and April 2017 indicates that the Project site is underlain by Younger Alluvial Fan Deposits, and on the border of Artificial Fill. In the western two-thirds of the property (Borings 1 and 2) GeoForensics subsurface exploration encountered some artificial fill materials, over clay and sand materials which were judged to be consistent with the Younger Alluvial Fan Deposit mapping. In the eastern one-third of the property, borings (Borings 3 and 4) encountered clay and sand materials were judged to be consistent with the Younger Alluvial Fan Deposits.

Boring 1 first penetrated 3.5 feet of firm silty clay with sand and gravels over a 1 foot layer of gravels. At 4.5 feet, the boring encountered stiff fine sandy silt which graded to a firm silty clay by a depth of 11 feet. At 14.5 feet, the boring encountered gravelly coarse sand down to the terminated boring depth of 17.5 feet.

Boring 2 penetrated 5.5 feet of silty clay and sand with varying amounts of gravel and broken up pieces of concrete (fill). This fill was underlain by firm to stiff silt with varying amounts of sand, decomposed granite, and rock fragments to a depth of 15.5 feet. Below this was silty sandy clay which graded to a silty sand with decomposed granite and some clay by a depth of 18 feet. At 19 feet, the boring encountered firm silty clay down to the terminated boring depth of 19.5 feet.

Borings 3 and 4 encountered stiff silty clay with varying amounts of sand, gravel, decomposed granite, and rock fragments down to the terminated boring depths of 13.5 and 15.5 feet.

Initially, groundwater was encountered at depths of 14.5 feet (Boring 1 and Boring 2), 10 feet (Boring 3), and 11.5 feet (Boring 4) during the drilling of the holes. In Boring 1, the level of the water rose to a depth of 13.5 feet after approximately 2.5 hours. In Boring 2, the level of the water rose to 13.5 feet after 1.5 hours. In Boring 2, the level of the water rose to 11 feet after 1 hour. However, during periods of heavy rain or late in the winter, groundwater seepage may exist at even shallower depths.

Seismicity

The nearest active fault is the San Gregorio fault, located approximately 1.7 miles west of the site. The greater San Francisco Bay Area is recognized by Geologists and Seismologists as one of the most active seismic regions in the United States. Several major fault zones pass through the Bay Area in

a northwest direction which have produced approximately 12 earthquakes per century strong enough to cause structural damage. The faults causing such earthquakes are part of the San Andreas Fault System, a major rift in the earth's crust that extends for at least 700 miles along western California. The San Andreas Fault System includes the San Andreas, San Gregorio, Hayward, Calaveras Fault Zones, and other faults.

During 1990, the U.S. Geological Survey cited a 67 percent probability that an earthquake of Richter magnitude 7, similar to the 1989 Loma Prieta Earthquake, would occur on one of the active faults in the San Francisco Bay Region in the following 30 years. Recently, this probability was increased to 70 percent, as a result of studies in the vicinity of the Hayward Fault. A 23 percent probability is still attributed specifically to the potential for a magnitude 7 earthquake to occur along the San Andreas Fault by the year 2020.

The lack of mapped active fault traces through the site suggests that the potential for primary rupture due to fault offset on the property is low. The subject site is likely to be subject to very strong to violent ground shaking during its life span due to a major earthquake in one of the above-listed fault zones.

On April 10, 2017, a total of three (3) Cone Penetration Test (CPT) soundings were advanced around the site. The CPT soundings were hydraulically advanced pushing a 1.4-inch diameter cone-tipped probe into the ground. Gauges in the probe measured both tip resistance and frictional resistance (along with pore water pressures) to provide engineering information used to assess soil type and strength characteristics. The accumulated data was computer processed to provide further information on liquefaction potential and settlement potentials associated with liquefaction. The CPT soundings indicated that the site is generally underlain by clays and silty clays which extend to depths of 30 to 45 feet below grade (there is a thin roughly 2-foot-thick layer of sand in CPT 2 at a depth of 4 feet). Sandy soils were generally encountered at depths below 28 feet.

The Geotechnical Investigation determined that there is a potential for liquefaction (FS<1) to occur in various soil layers, with shallower depths to liquefiable layers in CPT-1 with progressively greater depths to liquefiable soils progressively to the west (towards CPT-3) where liquefaction was generally confined to depths below 28 feet. The settlement analysis indicated that the site soils may experience settlements between about 1.5 and 4 inches across the Project site, with less than 1 inch occurring in the upper 20 feet. This suggests that differential settlements due to liquefaction are likely to be felt as more regional tilts over larger areas, than as abrupt differences in elevation over short distances.

Although the soil can be determined to have a potential to liquefy (FS<1), the relative probability of liquefaction occurring is based upon the value of the factor of safety as well as the depth at which the liquefaction is potentially occurring. Values below 5 indicate that there is a low risk of these materials experiencing liquefaction. Values between 5 and 15 indicate a high risk, and over 15 is a very high risk of the soils liquefying. Calculated values on these 3 CPT soundings resulted in generally low to moderate risk levels. Again, the values were low to depths of over 20 feet, suggesting that differential movements at the site are likely to be expressed as overall tilts, rather than abrupt changes in elevation.

In summary, the design earthquake has a relatively low (10 percent) probability of occurring during the next 50 years. Even if the maximum seismic event occurs, there is less than a 10 to 15 percent chance that liquefaction will occur at most of the CPT locations. Although this represents a very low probability that liquefaction will occur at the site, the potential ramifications are likely to be significant and should be addressed by the use of appropriate foundation elements.

Liquefaction and Lateral Spreading

Liquefaction most commonly occurs during earthquake shaking in loose fine sands and silty sands associated with a high ground water table. The subsurface investigation encountered materials located at depth of about 6 to 15 feet that would be potentially subject to liquefaction during a major

earthquake, although only the soils from 13.5 to 15 feet were saturated. In addition, studies have found that when liquefiable soils are covered by at least 10 feet (3 meters) of non-liquefiable soils, the impacts of the liquefaction tend to be regional movements, rather than more dramatic localized problems.

Ground subsidence may occur when poorly consolidated soils densify as a result of earthquake shaking. Lateral spreading may occur when a weak layer of material, such as a sensitive silt or clay, loses its shear strength as a result of earthquake shaking. Overlying blocks of competent material may be translated laterally towards a free face. Free face conditions are not present proximate to the site, hence, the hazard due to lateral spreading is considered to be low.

During the April 2017 site visit for the CPT testing, GeoForensics, Inc. measured the creek channel at several points along the Project's northern border and found that the depth of the channel below the site grade ranges from 6 to 8 feet. This is above the elevation of the water table, and above the elevation of anticipated liquefaction projected by the CPT data. Further, the high variability in the boring and CPT data suggests that any shallow potentially liquefiable layers are unlikely to be laterally continuous, reducing the potential for lateral spreading further. However, the Geotechnical modeling assumes lateral continuity and includes this shallow "free face" in the computer analysis to provide potential lateral deformations associated with liquefaction.

Geology and Soils Impact Discussion:

4.7(a.i) (Faults) Less Than Significant Impact: The Project site is not located within an Alquist-Priolo Earthquake fault zone and no identified active faults traverse the site. The nearest active Alquist-Priolo Earthquake Fault Zone is the San Gregorio fault, a branch of the San Andreas Fault zone, located approximately 1.7 miles west of the site. Although close in proximity, it is not anticipated that a fault-related ground rupture during an earthquake would occur within the limits of the Project site. Therefore, impacts associated with an Alquist-Priolo Earthquake fault zone surface fracture onsite would be less than significant.

4.7(a. ii-iii) (Ground-Shaking and Ground Failure) Less Than Significant Impact: There are no known earthquake faults on the site or within 50 feet of the subject site. The San Andreas fault is the most likely to produce the greatest intensity during a seismic event. This fault is located approximately 4 miles to the northeast and produced an estimated magnitude of 8.3 earthquake in 1906 which lasted between 40 and 60 seconds. Other faults that have the potential to produce a significant seismic event are the San Gregorio fault mapped approximately 1.7 miles to the southwest and the Hayward fault mapped approximately 22 miles to the northeast. Current building code design standards will be followed by the structural engineer to minimize damages due to seismic shaking, using the following input parameters from the USGS Java Ground Motion Parameter Calculator based upon ASCE 7-10 design parameters:

Site Class - D	SMS = 2.171	SM1 = 1.396	SDS = 1.447	SD1 = 0.930

Conformance with standards and requirements set forth in the Building Code of Regulations, Title 24, Part 2 (the California Building Code 3.7-20 Chapter 3: Setting, Impacts, and Mitigation Measures [CBC]) and the California Public Resources Code, Division 2, Chapter 7.8 (the Seismic Hazards Mapping Act) will ensure that potential impacts from seismic shaking remain at less than significant levels.

4.7(a. iv) (Landslide) Less Than Significant Impact: The susceptibility of landslides is dependent on the slope and geology as well as the amount of rainfall, excavation, or seismic activities. A landslide is a mass of rock, soil, or debris displaced down-slope by sliding, flowing, or falling. Areas most susceptible to landslides are characterized by steep slopes and down-slope creep of surface materials. Landslides are known to occur around slopes steeper than 15% and have demonstrated stability problems in the past. The subject site and the surrounding area are generally level. Therefore, the hazard due to seismically-induced landsliding is very low for the site. Due to the

relative flat topography of the Project area and the sufficient distance to any sloped terrain, the landslide potential is considered low, and therefore less than significant.

4.7(b) (Erosion) Less Than Significant Impact: The Project site is currently vacant. However, the topsoil has been previously removed or covered and is no longer in a natural undisturbed condition. The proposed development will not substantially alter the current condition of the topsoil. The Geotechnical Report concludes that due to the lack of topography on the site, the development should not result in substantial soil erosion if proper drainage is used. As part of the plan check process and prior to building permit issuance, the Building Official will ensure that the proper drainage methods are used for the Project. Based on the results of the borings and other field investigations, recommendations for the seismic, foundation and drainage design have been identified in the Geotechnical Report. However, the Building Official will review the final plans during plan check and based on a geotechnical review of the subject site and the proposed construction, the Building Official will make the final determination on the appropriate type of foundation and other construction related issues. The proposed Project would be required to comply with the City of Pacifica Chapter 12 Municipal Code – Storm Water Management and Discharge Control Ordinance. Therefore, the Project will not substantially alter the condition of the topsoil and impacts due to loss of topsoil are considered to be less than significant.

4.7(c) (Unstable Geologic Unit) Less than Significant Impact with Mitigation: Lateral spreading, lurching and associated ground failure can occur during strong ground shaking on certain soil substrate typically on slopes. Lurching generally occurs along the tops of slopes where stiff soils are underlain by soft deposits or along steep channel banks whereas lateral spreading generally occurs where liquefiable deposits flow towards a “free face”, such as channel banks, during an earthquake. Conditions susceptible to lurching exist along the southern margin of Project site at the slope of the San Pedro Creek.

Although liquefaction is unlikely to have a significant effect on the subject property, the proposed rigid foundation should help to minimize any movements even further. Therefore, the potential for any severe damages or collapse due to liquefaction at the site are low with the proper foundations for small structures. Since the proposed building site is underlain at shallow depths by resistant materials, the hazard due to ground subsidence is considered to be low.

The analysis projects that lateral movements on the order of 3.5 and 10 inches may occur at the site, but across a very thin seam (at 11 to 13 feet below grade). GeoForensics, Inc. proposes a waffle style foundation for the single-family residences that would be adequate to address the spreading and confine the ground surface distortions under the residences. **Mitigation Measure GEO-1** requires compliance with the recommendation of the Geotechnical Study to address any issues associated with unstable geologic units. With GEO-1 potential impacts due to unstable soil conditions would be reduced to levels below significance.

4.7(d) (Expansive Soils) Less Than Significant Impact with Mitigation: Due to the relatively non-expansive nature of the site materials, low liquefaction potential in the area of the site and implementation of **Mitigation Measure GEO-1**, potential impacts due to unstable soil conditions would be reduced to levels below significance.

4.7(e) (Septic Tanks) No Impact: The proposed Project would connect to the existing sanitary sewer system that would convey effluent to the City’s wastewater treatment facility. There are no onsite septic tanks or alternative wastewater treatment facilities proposed as part of the Project. Therefore, there would be no impacts due to the disposal of wastewater where sewers are not available.

Mitigation Measures:

GEO-1. The Geotechnical Report recommended mitigation measures to reduce the potential adverse effect related to unstable geologic units. The applicant will be required to comply with the

measures identified to ensure that any impact is reduced to less than significant levels. These measures include the following:

- Construction of the single-family residences shall include a waffle style foundation. This foundation type should be adequate to address the spreading and confine the ground surface distortions under the residence.
- Any vegetation and organically contaminated soils should be cleared from the building area. All holes resulting from removal of tree stumps and roots, or other buried objects, should be overexcavated into firm materials and then backfilled and compacted with native materials.
- The placement of fills at the site is expected to include: utility trench backfill, slab subgrade materials, and finished drainage and landscaping grading. These and all other fills should be placed in conformance with the following guidelines:
    - Fills may use organic-free soils available at the site or import materials. Import soils should be free of construction debris or other deleterious materials and be non-expansive. A minimum of 3 days prior to the placement of any fill, the consulting geotechnical engineer should be supplied with a 30-pound sample (approximately a full 5 gallon bucket) of any soil or baserock to be used as fill (including native and import materials) for testing and approval by the Building Official.
    - All areas to receive fills should be stripped of organics and loose or soft near-surface soils. Fills should be placed on level benches in lifts no greater than 6 inches thick (loose) and be compacted to at least 90 percent of their Maximum Dry Density (MDD), as determined by ASTM D-1557. In pavement (concrete or asphalt) areas to receive vehicular traffic, all baserock materials should be compacted to at least 95 percent of their MDD. Also, the upper 6 inches of soil subgrade beneath any pavements should be compacted to at least 95 percent of its MDD.
- Surface Drainage - Adjacent to any buildings, the ground surface should slope at least 5 percent away from the foundations within 5 feet of the perimeter. Impervious surfaces should have a minimum gradient of 2 percent away from the foundation.
- Footing Drain - Due to the potential for changes to surface drainage provisions, it will be required to install a perimeter footing drain to intercept water attempting to enter the crawlspace, or under the floor slabs.
- Additionally, the applicant shall submit the Project grading plans to the City for review and approval, including peer review as necessary, to ensure adequate soil stability.

4.8. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Sources: City of Pacifica 1980 General Plan; BAAQMD 2017 Clean Air Plan; BAAQMD CEQA Guidelines 2010 and 2017; City of Pacifica Climate Action Plan, July 14, 2014.

Greenhouse Gas Setting: Greenhouse gases (GHGs) are generated from natural geological and biological processes and through human activities including the combustion of fossil fuels and industrial and agricultural processes. GHGs include carbon dioxide (CO_2), nitrous oxide (N_2O), methane (CH_3), chlorofluorocarbons, hydrofluorocarbons and perfluorocarbons.

While GHGs are emitted locally they have global implications. GHGs trap heat in the atmosphere, which heats up the surface of the Earth. This concept is known as global warming and is contributing to climate change. Changing climatic conditions pose several potential adverse impacts including sea level rise, increased risk of wildfires, degraded ecological systems, deteriorated public health, and decreased water supplies.

To address GHG's at the State level, the California legislature passed the California Global Warming Solutions Act in 2006 (Assembly Bill 32), which requires that statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 provides the California Environmental Protection Agency with the regulatory authority to coordinate the State's effort to achieve GHG reduction targets. S-3-05 goes beyond AB 32 and calls for an 80 percent reduction below 1990 levels by 2050. Senate Bill 375 has also been adopted, which seeks to curb GHGs by reducing urban sprawl and vehicle miles traveled.

In June 2010, the Bay Area Air Quality Management District (BAAQMD) adopted CEQA Guidelines to assist local jurisdictions and lead agencies in complying with the requirements of CEQA regarding potentially adverse impacts to air quality. These CEQA Guidelines included thresholds of significance. The Guidelines were further updated in May 2011. Due to a court order, BAAQMD is no longer recommending that the Thresholds be used as a generally applicable measure of a project's significant air quality impacts. Lead agencies will need to determine appropriate air quality thresholds of significance based on substantial evidence in the record. Lead agencies, however, may rely on BAAQMD's CEQA Guidelines.

For the greenhouse gas emissions analysis, an inventory of citywide GHG emission in 2005 and forecasts of citywide GHG emission in 2020 and 2035 were conducted. Both the inventory and the forecast were calculated using the Statewide Energy Efficiency Collaborative (SEEC) model. The SEEC model is a tool from the International Council for Environmental Initiatives (ICLEI), and is frequently used to produce community emissions inventories and forecasts. The SEEC model incorporates the effects of the Renewable Portfolio Standards (RPS) for electricity supply and AB 1493 for fuel economy in emissions forecasts. Other state actions that reduce GHG emissions not accounted for in the SEEC model include the Low Carbon Fuel Standard (part of AB 32) and the CALGreen building efficiency code (Title 24, for new construction). The 2005 citywide inventory tallies emissions from residential, commercial, industrial, transportation and solid waste sectors based on the activity levels for each sector, such as electricity and natural gas used, vehicle miles traveled and solid waste generated. The 2035 community forecast uses the SEEC model for the same sectors from the 2005 inventory as an initial value. The predicted General Plan growth in each sector was added to the model to project future emission. The growth in residential demand for energy and natural gas was assumed to follow population growth, as well as solid waste generation. Commercial growth was assumed to follow job projections. Industrial growth is assumed to track industrial job growth. Transportation emissions are forecast using the modeled vehicle miles travelled (VMT) projections from DKS Associates in 2035, which incorporate the effects of the Circulation goals and policies in the General Plan. Using the combination of these inputs and growth rates, the SEEC model produces a communitywide emissions forecast for the years 2020 and 2035. These forecast emissions for 2020 and 2035 were then compared to the targets set by CARB and the BAAQMD to determine if GHG emissions impacts are significant.

City of Pacifica Climate Action Plan (CAP)

The City of Pacifica CAP seeks to reduce the City operation's overall carbon footprint through the year 2020. The CAP presents a preliminary baseline greenhouse gas inventory, energy consumption, emissions forecast, reduction targets, and climate action strategies to meet the reduction targets.

Greenhouse Gas Emissions Impact Discussion:

4.8(a) (Generate GHG Emissions) Less Than Significant Impact: GHG emissions associated with development of the proposed Project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. The Project would have temporary construction emissions. The CalEEMod (California Emissions Estimator Model, Version 2013.2.2) model (CAPCOA 2013) was used to quantify GHG emissions associated with Project construction activities. CalEEMod computes emissions for both onsite and offsite construction activities. GHG emissions during the construction phase show that annual emissions would be well below the lowest project emission threshold considered by BAAQMD in their 2017 CEQA Air Quality Guidelines.

There would also be long-term operational emissions associated with vehicular traffic from new residents, energy and water usage, and solid waste disposal. Minimal population growth is projected in the General Plan, and therefore the proposed six new single-family dwellings subdivision Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment over current projections. Based on the above, the proposed six new single-family residences would result in less than significant impacts on greenhouse gas emissions.

4.8(b) (Conflict with GHG Plan) Less Than Significant Impact: The Project is subject to local policies related to GHG emissions including the City of Pacifica CAP and the General Plan. As proposed, the Project is consistent with all the applicable local plans, policies, and regulation and does not conflict with the stipulations of AB 32, the applicable air quality plan, or any other State or regional plan, policy, or regulation of an agency for the purpose of reducing greenhouse gas emissions. Accordingly, the subject San Pedro Terrace Subdivision Project is considered to be consistent with the CAP. The Project does not conflict with a local plan adopted for the purpose of reducing GHG emissions. Therefore, impacts due to a conflict would be less than significant.

Mitigation Measures: None Required.

4.9. HAZARDS/HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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 that is included on a list of hazardous materials sites compiled	☐	☐	☐	☒

pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Sources: City of Pacifica 1980 General Plan; California Department of Toxic Substances Control, EnviroStor. City of Pacifica, San Mateo County. http://www.envirostor.dtsc.ca.gov, Accessed April 20, 2017.

Hazardous Material Setting: The California Department of Toxic Substances Control (DTSC) defines a hazardous material as: "a substance or combination of substances that, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either: 1) cause, or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness; or 2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed." Regulations governing the use, management, handling, transportation and disposal of hazardous waste and materials are administered by Federal, State and local governmental agencies. Pursuant to the Planning and Zoning Law, DTSC maintains a hazardous waste and substances site list, also known as the "Cortese List."

Hazards/Hazardous Materials Impact Discussion:

4.9(a-b) (Routine Transport, Upset and Accident Involving Release) Less Than Significant Impacts: The proposed Project would involve a six (6) single-family dwelling unit subdivision. Site preparation and construction activities would result in the temporary presence of potentially hazardous materials including, but not limited to fuels and lubricants, paints, solvents, insulation, electrical wiring, and other construction related materials onsite. Prior to the commencement of site preparation, a Stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices (BMPs) would be prepared and implemented during all construction activities. This includes good housekeeping of construction equipment, stockpiles and active construction areas, ensures that spill and leak prevention procedures are established, and that clean up kit and materials are readily available for use.

The proposed six single-family dwelling unit subdivision is not expected to create a significant hazard to the public or the environment through construction, routine transport, use, release or disposal of hazardous materials. Minor amounts of hazardous materials might be used during construction, including paints, solvents, pesticides and herbicides. However, use and disposal of such materials in compliance with the State Health and Safety Code, Pacifica Municipal Code, and the Uniform Fire Code would be required. In addition, the completed Project would routinely handle and use small quantities of commercially available hazardous materials, such as household cleaning and landscaping supplies. These materials would not be expected to be used in large quantities or contrary to normal use, and therefore would not pose a threat to human health or the environment.

Compliance with all existing Federal, State, and local safety regulations governing the transportation, use, handling, storage, and disposal of potentially hazardous materials ensure that impacts due to temporary construction would be less than significant. Compliance with required regulations governing hazardous materials would ensure that potential hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials at Project operation will be less than significant.

4.9(c) (Emit or Handle Hazardous Materials Within ¼ Mile of School) Less Than Significant Impact: Children are more susceptible to health effects from exposure to hazardous materials than adults. Hazardous materials use near schools and day care centers must consider potential health effects to these populations. The Project site is located approximately 0.4 miles from the Linda Mar Elementary School at 830 Rosita Road. The school no longer functions as an elementary school. However, the elementary school is currently being utilized with daycare, 4-H, and other activities that involve children presence on the site. No significant quantities of hazardous materials are expected to be used, emitted, or stored during construction or operation of the Project that could pose a significant hazard to human health and therefore impacts would be less than significant.

The Project contractors are required to follow the San Mateo County Stormwater Pollution Prevention Program Best Management Practices during construction. These regulations would apply to this Project just as they would in every similar development. Compliance with required regulations governing hazardous materials and wastes will ensure that potential hazards to nearby schools at Project operation will be less than significant.

4.9(d) (Existing Hazardous Material Sites) No Impact: A government database search was performed in order to identify any sites in the Project vicinity, including the Project site, listed as a Cortese site or as a hazardous materials site. The Project site is not included on a list of hazardous materials site nor are there other listed sites in the Project vicinity that would affect the Project site based on distance, media affected, direction relative to groundwater gradient or case status. The Project will not create a significant hazard to the public or the environment by virtue of it being located on an identified Cortese site or identified as a hazardous materials site. Therefore, there will be no impacts associated with development of a Project site included on a Cortese list or affected by a nearby Cortese property.

4.9(e-f) (Public and Private Airport Land Use Plans) No Impact: The City of Pacifica does not contain any airports or private airstrips. SFO is the closest airport to the City of Pacifica, located approximately 16 miles east of the City. The City of Pacifica is located within the San Francisco International Airport (SFO) Influence Area A, which includes the entire county, all of which is overflown by aircraft flying to and from SFO at least once per week at altitudes of 10,000 feet or less above mean sea level (MSL). Influence Area A requires a real estate disclosure involving a statement that must be included in the notice of intention to offer the property for sale. The City of Pacifica is not located within a noise or safety compatibility area. Therefore, the Project would not result in impacts associated with airport-related hazards.

4.9(g) (Impair Emergency Response Plan) Less Than Significant Impact: The proposed six single-family dwelling unit subdivision is not expected to impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Project

includes emergency vehicle access by incorporating an emergency vehicle access road within the proposed private street. This new private street will allow a full access driveway that is accessible to fire engines, ambulances and other emergency vehicles and would not interfere with implementation of the City of Pacifica's Emergency Operations Plan. The proposed Project will retain sufficient emergency vehicle access throughout all phases of construction.

The State Office of Emergency Services (OES) employs a Hazardous Materials (Haz Mat) Division, which enforces multiple programs that address hazardous materials. There are no aspects of the proposed Project that will interfere with an adopted emergency or evacuation plan. Therefore, impacts will be less than significant as a result of the proposed Project.

4.9(h) (Wildland Fire Hazards) No Impact: The Project site is located adjacent to an urban area of the City of Pacifica and is bounded by existing development to the north, south and east. There are no wildlands located within or adjacent to the Project site. According to the Association of Bay Area Government (ABAG) Resiliency Program, the Project site and all of Pacifica is located within a Wildland-Urban Interface (WUI). The WUI depicts communities within 1.5 miles of a potential wildfire source. Based on an analysis of data on wildfires during the past 130 years, only 0.24% of the areas mapped as an extreme wildfire threat have burned, 22.8% of those mapped as very high, and 18.5% of those mapped as high. In addition, 4.5% of the areas in wildland-urban interface fire threat areas have burned. Thus, the probability of the areas mapped as very high hazard on the wildfire threat has traditionally been much greater than those mapped on the wildland-urban-interface fire threat map. Therefore, no impacts related to the exposure of people or structures to a significant risk of loss, injury or death involving wildland fires are expected due to Project implementation.

Mitigation Measures: None Required.

4.10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or substantially increase the rate or amount of	☐	☐	☒	☐

surface runoff in a manner, which would result in flooding on- or off-site?				
e) 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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Sources: City of Pacifica 1980 General Plan; City of Pacifica 2035 Draft General Plan and EIR; City of Pacifica Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan; "Geotechnical Engineering Study" Prepared by GeoForensics, Inc., February 2016 and April 2017; "Biological Assessment" San Pedro Terrace, Toyon Consultants, January 18, 2017; "San Pedro Terrace Final Wetland Delineation Report," Toyon Consultants, January 17, 2017; "San Pedro Terrace Restoration Mitigation and Monitoring Plan," Toyon Consultants, September 15, 2016.

Hydrology and Water Quality Setting: While the Project site is 2.42 acres, approximately 1.31 acres will be disturbed as part of the new construction of the new single-family homes and private street. A new storm drain outfall is proposed as part an overflow for the stormwater management plan for the site, which will drain directly into the adjacent San Pedro Creek. The new outfall comprises approximately 18 linear feet (lf) of 24-inch reinforced concrete pipe storm drain and rip-rap[2] energy dissipation structure. The rip-rap for the energy dissipater is non-grouted and has a minimum rip-rap diameter of 200 mm. Approximately 3.1 cubic yards (cy) of soil needs to be removed to install the rip-rap. A layer of geotextile fabric will separate the rip-rap from the native soil. Approximately 5.8 cy of soil within the bank of the creek is required to be excavated to install the new outfall pipe. The rip-rap will have a footprint of approximately 10 feet x 5 feet. The outfall pipe is angled at 30 degrees to the direction of flow to reduce turbulence. The approximate area disturbed for the outfall within the creek bank is approximately 85 square feet.

San Pedro Creek is a key watershed along this portion of the coast because it has perennial flow that supports anadromous steelhead trout, which are listed under the federal Endangered Species Act. This creek also has one of the only functioning estuaries between the Devil's Slide area and the Golden Gate Bridge. Riverine wetlands along San Pedro Creek also provide habitat for the threatened California red-legged frog. The upper watershed, which is outside the City of Pacifica, extends into the (Golden Gate National Recreation Area GGNRA) and is largely undeveloped. The lower portion within the City is highly developed with residential uses and commercial shopping centers near Highway 1.

Direct alterations and changing hydrology from urban development have resulted in a deeply incised channel with steep banks in much of the main channel of San Pedro Creek. Channel downcutting and

[2] A "rip-rap" is loose stone used to form a foundation for a breakwater or other structure.

erosion throughout the reach has threatened roads and residential lots and structures adjacent to the creek. Various types of formal and informal bank stabilization techniques have been installed over the years to protect banks. The City of Pacifica and its partners have implemented several restoration projects along San Pedro Creek since the mid-1990s. The mouth of San Pedro Creek has been restored to its historic form as a tidally-influenced estuary. The restoration project acquired creekside property and removed fill west of Highway 1.

The San Pedro Creek Flood Control Project undertaken in 2000, included earthwork and planting that was completed on a combination stream restoration and flood protection project on former California Department of Transportation (Caltrans) property east of Highway 1 and adjacent to the Project site. The restoration and flood protection project established more natural channel geometry and increased channel-floodplain connectivity to provide additional flood storage. The restoration and flood protection project was implemented with federal assistance from the U.S. Army Corps of Engineers. It is one part of a multi-phase effort intended to reduce flood risks, improve channel stability, and restore ecosystem functioning along San Pedro Creek. The restoration and flood protection project provides multiple benefits, including the restoration of habitat for several listed species, including steelhead trout and red-legged frogs.

San Pedro Creek is listed on the San Francisco Bay Regional Water Quality Control Board's (RWQCB) 2006 303(d) list of impaired waters for high coliform bacteria. Impaired water bodies refer to those that do not meet one or more of the water quality standards established by the state. A Total Maximum Daily Load (TMDL) for coliform bacteria in San Pedro Creek will be established by 2019. TMDL refers to the maximum amount of a pollutant that a water body can receive and still meet water quality standards.

Flood hazards exist along most of the creeks in Pacifica. Broad flood inundation is relatively common in several low-lying areas, including the Linda Mar neighborhood along San Pedro Creek. In much of the City, however, the creeks are confined within deeply incised channels, limiting potential flooding in these areas. The broadest mapped flood hazard areas are located along San Pedro Creek, covering much of the Linda Mar area north of the creek extending down to the coast. A broad 0.2 percent annual chance flood area is mapped at the confluence of the main stem with the North Fork of the San Pedro Creek.

San Pedro Creek has a history of substantial flooding in the Linda Mar area. The low area of Linda Mar has pump systems providing drainage to the ocean, but these systems can be overwhelmed during high flow/tide events. Substantial flooding in this area occurred in 1955, 1962, 1972, 1982, 1997, and 1998. The 1982 flood damaged more than 300 homes. One home was eventually lost, and two homes and a restaurant remained threatened by storm surges and erosion. Following the 1982 flood, the U.S. Army Corps of Engineers and the City's Flood Control Committee supported proposals to further harden and channelize the creek to reduce the risk of flooding. In addition, many ongoing improvements to flood protection infrastructure by the U.S. Army Corps of Engineers and the City's Flood Control Committee, for example, to areas of San Pedro Creek and the Sharp Park Golf Course, should help to minimize areas subject to flooding.

National Pollution Discharge Elimination System (NPDES) Permits

The 1972 amendments to the Federal Water Pollution Control Act, later referred to as the Clean Water Act (CWA), prohibit the discharge of any pollutant to navigable waters of the United States from a point source unless the discharge is authorized by a National Pollution Discharge Elimination System (NPDES) Permit. While the original CWA focused on point source discharges (defined pipes and outfalls), stormwater discharges were added to the scope of the law by Congress in 1987. The EPA adopted final regulations that established Phase I stormwater discharge control requirements for the NPDES program in 1990. These regulations required large municipalities and specific industrial sites to obtain stormwater discharge permits under the NPDES program. In addition, these regulations required that stormwater discharge permits be issued to large construction activities consisting of five acres or more of land. In 2003, the Phase II NPDES program requirements took effect, regulating nonpoint source discharges from all construction sites one acre or more in size and

expanding the permit requirements to smaller municipalities. In California, the NPDES program is administered by the State Water Resources Control Board (SWRQB) through the nine Regional Water Control Boards (RWQCBs). The San Francisco Regional Water Quality Control Board has jurisdiction over the Bay area, including the City of Pacifica.

In 1992, the California State Water Resources Control Board (SWRCB) adopted the General Construction Activity Storm Water Permit (GCASWP) which is "...required for all stormwater discharges associated with construction activity where clearing, grading, and excavation results in a land disturbance of 5 or more acres."

The General Permit requires all owners of land where construction activities occur (i.e., dischargers) to:

- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation;
- Develop and implement a Stormwater Pollution Prevention Plan (SWPPP); and
- Perform inspections of stormwater pollution prevention measures (control practices).

The General Permit authorizes the discharge of stormwater associated with construction activity from construction sites. However, it prohibits the discharge of materials other than stormwater and all discharges which contain hazardous substances in excess of reportable quantities established at Title 40 Code of Federal Regulations Sections 117.3 or 302.4 unless a separate NPDES permit has been issued to regulate those discharges. The General Permit requires development and implementation of a SWPPP, emphasizing Best Management Practices (BMPs), which is defined as "schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the United States."

The SWPPP has two major objectives:

- To help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges; and
- To describe and ensure the implementation of practices to reduce sediment and other pollutants in stormwater discharges.

In addition, dischargers are required to conduct inspections before and after storm events and to annually certify that they are in compliance with the General Permit.

<u>San Mateo Countywide Stormwater Pollution Prevention Program (STOPP)</u>

The San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP) maintains compliance with the NPDES Storm Water Discharge Permit and promotes stormwater pollution prevention within that context. Compliance with the NPDES Permit is mandated by State and federal statutes and regulations and the STOPPP requirements are outlined in the Stormwater Management Plan (SWMP). Participating agencies (including the City of Pacifica) must comply with the provisions of the County permit by ensuring that new development and redevelopment mitigate, to the maximum extent practicable, water quality impacts to stormwater runoff both during construction and operation periods of projects. The City of Pacifica's Storm Water Management and Discharge Control Ordinance (Chapter 12, Article 2) further addresses these requirements. Private property owners are responsible for implementing an Operation and Maintenance (O&M) Verification Program that meets the requirements of 3C Provisions of the NPDES Permit program.

From 2002 to 2004, STOPPP conducted bioassessment and collected water quality grab samples throughout the San Pedro Creek watershed. The results of the bioassessment generally confirmed that the portions of the creek that are higher in the watershed and do not receive as much runoff from developed lands support greater species richness and diversity. The elevation and substrate quality did not appear to influence species richness and diversity, indicating that poor water quality was the main driver that reduced the health of the benthic macroinvertebrate community in San Pedro Creek.

The Federal Emergency Management Agency (FEMA)

The Federal Emergency Management Agency (FEMA) oversees and administers the National Flood Insurance Program (NFIP) pursuant to the National Flood Insurance Act of 1968. Flood hazard areas identified on the Flood Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA). Areas of special flood hazard are those subject to inundation by a 100-year flood that are identified by FEMA through Flood Insurance Rate Maps. The majority of the Project site is located in Zone X (unshaded) as shown on Flood Insurance Rate Map Panel 109 of 510. Zone X is the area determined to be outside the 500-year flood and protected by levee from 100- year flood. The areas adjacent to the Project site and portions of the Project site along San Pedro Creek are labeled Zone A, which the SFHA defines as the area that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. No structures would be built within the areas of the Project site located on Zone A.

Hydrology and Water Quality Impact Discussion:

4.10(a) (Violations of Water Quality Standards) Less Than Significant Impact: Construction of the proposed Project will include excavation, grading, trenching and other activities that would result in the introduction of impervious surfaces on more than one acre. As such, the Project must comply with the C.3 requirements in the California Regional Water Quality Control Boards' Municipal Regional Permit and the NPDES. Construction activities have the potential to result in runoff that contains sediment and other pollutants that could degrade water quality if not properly controlled. Sources of potential pollution associated with construction include fuel, grease, oil and other fluids, concrete material, sediment, and litter. These pollutants have the potential to result in impacts due to chemical contamination from the release of construction equipment and materials that could pose a hazard to the environment or degrade water quality if not properly managed.

Construction will be completed with conventional construction equipment. Blades and scrappers will be utilized to rough grade the site. A small backhoe will be sufficient to trench for foundations and utilities, including the outfall. Fine grading will be completed with a skip loader. There are no proposed changes in streambed slope or cross sectional or dimensional area. The outfall structure will be 50 sq. ft., and will be built below the ordinary high water mark. The placement of the outfall pipe will impact an 85 sq. ft. section of wetland. The proposed changes to the surface area include planting additional willow trees and removing invasive plant species as part of the Restoration and Mitigation and Monitoring Plan. Work performed below the ordinary high water mark will be performed during the dry season when surface water is only found in the perennial channel of San Pedro Creek. Groundwater was encountered at more than 10 feet below ground surface during the soils investigation. Given the shallow excavations proposed for the Project, it is not anticipated that dewatering will be required.

Construction of the proposed outfall would be limited to between April 15 and October 15 (dry season). The proposed new street is designed with parking on only one side to reduce the total impervious area. Stormwater runoff will be treated by a bioretention planter that meets C.3 requirements prior to being discharged to San Pedro Creek. All hardscape surfaces other than driveways, the new private road and sidewalks will be pervious material. The proposed Project will provide a 25-foot buffer to the existing willow trees. Thus, the Project will not violate any water quality standards or waste discharge requirements and impacts would be less than significant.

In order to avoid potential impacts due to construction of the new private street, six single-family residences and outfall, a Restoration and Mitigation Monitoring Plan shall be submitted to and approved by the Pacifica Planning Department, in accordance with **Mitigation Measure BIO-1**. With measure BIO-1, the Project would be required to replace any willows removed as part of construction at a 3:1 ratio to avoid potential impacts to the riparian corridor. A detention system is included as part of the Project so that the post-construction runoff rate is less than or equal to the pre-construction runoff rate.

4.10(b) (Groundwater Supply and Recharge) Less Than Significant Impact: A significant impact would occur if the Project depleted groundwater supplies through extraction and use of groundwater for water supply, and if the Project substantially interfered with groundwater recharge by reducing recharge through the construction of impervious surfaces. The Project would not use groundwater during the construction or post-construction phases. The Project would not use groundwater for water supply during the operational phase, as water supply for the Project would be provided by the North Coast County Water District. According to the Water District's Urban Water Management Plan, the Water District obtains all of its water from the San Francisco Public Utilities Commission regional system; this supply originates primarily from the Sierra Nevada, and is delivered through the Hetch Hetchy aqueducts. Local groundwater is not considered to be of adequate quality or quantity to be a viable augmenting resource for water supply, and has not been developed as a water supply source by the Water District. Therefore, impacts related to the potential for the Project to deplete groundwater supply or substantially interfere with groundwater recharge would be less than significant.

4.10(c-e) (Drainage Pattern, Runoff and Storm Drain Capacity) Less Than Significant Impact: A significant impact would occur if the Project altered the site drainage pattern through grading during construction, and through alteration of the rate, volume, and/or duration of stormwater runoff during the operational phase resulting from an increase in impervious surfaces. Implementation of the Project would not substantially alter the existing drainage pattern at the proposed Project site. The construction of the proposed Project would, however, increase impervious cover at the Project site. The proposed Project includes on-site water detention features (as described above) which would provide temporary storage of runoff generated by the developed site.

A significant impact would occur if the Project increased the peak discharge rate of surface runoff such that it exceeded the capacity of the City's stormwater drainage system and if the construction and operation of the Project would provide substantial additional sources of polluted runoff. The Project includes a detention pipe that will restrict flow to 0.66 cubic feet per second (cfs) during a 100-year storm event. This is equal to the pre-development flow from the site. The volume of water during that time frame is 1,100 cubic feet, but the detention pipe can hold 800 cubic feet, so the creek will only see 300 cubic feet at the peak of the storm. The remaining 800 cubic feet will be discharged after the peak of the storm has subsided. Release of stormwater is controlled by a stormwater regulator pipe designed within the stormwater outfall, with stormwater capacity provided within the proposed 'oversized' pipe associated with the system. The total impervious area of the proposed Project is 35,449 sq. ft and the total pervious area is 69,966 sq. ft. The backyards of the houses are required to be entirely pervious, so any pavement would be required to be pervious materials. The street will include 13,550 sq. ft. of impervious asphalt. Since the stormwater detention system has been specifically designed to mimic the predevelopment flow from the site, no significant change is expected to San Pedro Creek as a result of construction of the proposed Project. Therefore, the proposed subdivision and construction of the six single-family lots is expected to have a less than significant impact on drainage pattern, runoff and storm drain capacity.

4.10(f) Otherwise Degrade Water Quality) No Impact: The proposed Project would be served by the City's wastewater collection system. There are no septic systems or other alternatives wastewater treatment facilities proposed as part of the Project. All wastewater would be collected and conveyed via existing sanitary sewer pipelines to the wastewater treatment plant. The Project's wastewater would not result in any impacts to water quality. There are no other aspects of the Project that would result in substantially degradation to water quality. Therefore, the Project would have no impacts under this criterion.

4.10(g-h) (Flood Hazards) Less Than Significant Impact: In 2000, earthwork and riparian planting was completed on a combination stream restoration and flood protection project on former California Department of Transportation (Caltrans) property east of Highway 1 and adjacent to the Project site. The restoration and flood protection project established more natural channel geometry and increased channel-floodplain connectivity to provide additional flood storage capacity. The restoration and flood protection project was implemented with federal assistance from the U.S. Army

Corps of Engineers. It is one part of a multi-phase effort intended to reduce flood risks, improve channel stability, and restore ecosystem functioning along San Pedro Creek. The restoration and flood protection project provides multiple benefits, including the restoration of habitat for several listed species, including steelhead salmon and red-legged frogs.

The San Pedro Creek is located adjacent to the northeastern property line. A significant impact would occur if the Project is located within a Special Flood Hazard Area (SFHA) as designated by FEMA. The areas of the Project site where the single-family residential structures are proposed to be built are not within the Zone A 100-year hazard area. The areas of the Project site where the single-family structures would be built are located in Zone X (unshaded), which is defined as an area of minimal flood hazard and are outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance (or 500-year) flood. As such, the Project would not impede nor redirect floods via floodplain encroachment. Therefore, impacts to new single-family residences due to flooding would be less than significant.

4.10(i-j) (Levee Dam, Seiche, Tsunami, Mudflow) Less Than Significant Impact: A significant impact would occur if the Project was located in an area that could be inundated, including inundation due to failure of a levee or dam. There are no levees in the Project vicinity, which could put people or structures at risk. In addition, the Project is not located within a dam failure inundation hazard area as determined by the California Office of Emergency Services and mapped by the Association of Bay Area Governments. As discussed above under “9g” and “9h”, impacts related to other types of flooding were found to be less than significant. Therefore, this impact related to risk of loss, injury or death involving flooding is also less than significant.

A significant impact would occur if the Project would be exposed to coastal hazards such as sea level rise and tsunamis, and/or at risk from inundation from a seiche (standing wave). With respect to tsunamis, the Association of Bay Area Governments (ABAG) prepared a multi- jurisdictional Local Hazard Mitigation Plan that identifies nine natural hazards that impact the Bay Area. Five are related to earthquakes (faulting, shaking, earthquake-induced landslides, liquefaction, and tsunamis) and four are related to weather (flooding, landslides, wildfires, and drought). All of these hazards could impact the City of Pacifica. The City of Pacifica examined the hazard exposure of City urban land, infrastructure, and critical facilities based on the ABAG information and in 2005, the City prepared an "Annex" to ABAG's Local Hazard Mitigation Plan. The Pacifica Annex discusses the hazards as they specifically relate to the City. The Annex Plan was updated to reflect any code revisions, amendments, or other actions related to the plan that the City of Pacifica undertook between the 2005 Annex and the 2010 Annex. It was determined that a major update was not necessary because most of the information was still accurate.

According to the Annex document "based on an approximate wave run-up height of 42 feet, there are approximately 900 existing dwelling units within Pacifica's tsunami run-up area. In addition to the dwellings, some important community services and facilities are within the run-up area: two schools, a convalescent home, shopping center, City Council Chambers, and library. Significant property damage could occur within the areas indicated on the flood hazard maps."

While the City has undertaken a number of hazard mapping activities since its first Safety element was prepared, the City maps are less detailed and not as current as those provided on the ABAG website at www.resilience.abag.ca.gov/tsunamis/. The Tsunamis Inundation Map for Emergency Planning from the ABAG website depicts the area of tsunami hazard within the Project vicinity. The Project area is located within the mapped tsunami hazard area.

Although a potentially damaging tsunami is considered a rare occurrence along the San Mateo County coast, the County of San Mateo and coastal cities in the County have established Tsunami Standard Operating Procedures (SOP) as described in detail in Tsunami Procedures SOP 1.10, revised December 2004. The document includes a tsunami watch list and describes procedures to be used in the event a tsunami notification warning is issued by one or more of the following: Alaska Tsunami

Warning Center, the California Office of Emergency Services Warning Center, or the California Coastal Region Office of Emergency Services.

Additionally, the City has recently installed three tsunami warning sirens (West Sharp Park, West Rockaway Beach, Linda Mar State Beach) that will be used to better alert residents of any impending danger. Although a damaging tsunami in the area remains a remote possibility, the proposed Project could be subject to significant property damage by a tsunami. Regardless of the type of use the building or land sustains, it remains in a tsunami hazard zone.

The proposed Project would expose more people to the potential threat of a tsunami by bringing residents and visitors to an area that has potential for tsunami hazard. However, the potential risk has been determined to be less than significant due to the remoteness of occurrence, the presence of shore protection, and the standard operating procedures for tsunami warnings that the City has in place. The standard operating procedures would assure that the people living at or visiting the new single-family homes would be moved away from danger. The Project site is approximately 2,000 feet from the ocean and adjacent to Highway 1 which would make it easier to evacuate the site.

Mitigation Measures: None required.

4.11. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Sources: City of Pacifica 1980 General Plan; City of Pacifica 2001 Zoning Map and Ordinance.

Land Use and Planning Setting: The triangular shaped Project site (APN 023-075-050) occupies 2.42-acres and is located north of where San Pedro Terrace Road terminates in the West Linda Mar neighborhood, in the City of Pacifica, San Mateo County, California. The Project site is located within the southwestern portion of the City limits, and outside of the Coastal Zone. The site is situated at the edge of an established residential neighborhood of single-family homes and at the edge of the City's urban development footprint. The Project site is bounded by Caltrans right-of-way property, agricultural uses, in addition to open space to the south and west; San Pedro Creek to the north; and the Linda Mar Rehabilitation Facility to the east. Across San Pedro Creek north of the Project site lies the Linda Mar residential neighborhood made up with mostly single-family dwellings. State Highway 1 is located west of the Project site on a hillside approximately 500 feet above the property. An existing paved pedestrian and bicycle path adjacent to the Project site runs extends from the termination of San Pedro Terrace Road and connects to State Highway 1 west of the Linda Mar Shopping Center.

The West Linda Mar neighborhood is in the lower portion of the San Pedro Creek Valley and on the hillsides to the north. West Linda Mar has two access points to Highway 1, at Crespi Drive and Linda Mar Boulevard. Linda Mar Shopping Center, Pacifica's largest, is at the junction of Linda Mar Boulevard and Highway 1. A variety of uses, including a hotel, multi-family housing, service commercial and small retail centers, Cabrillo Elementary School, the Pacifica Community Center, including Senior Services, and a post office, are clustered along lower Crespi Drive.

Project entitlements include General Plan and Zoning Amendments since the Project, as proposed, is not consistent with current land use and zoning standards. The Project site currently has a General Plan Land Use designation of High Density Residential (HDR) per the City's 1980 General Plan and the draft 2035 General Plan Update, which allows for a density up to 21 dwelling units per acre. The General Plan states that High Density Residential uses are appropriate here as long as development meets the constraints of the area and the appropriate level of public safety and access is provided.

The Project applicant is requesting a General Plan Amendment to change the land use designation from HDR to Low Density Residential (LDR) designation. LDR is intended for single-family housing development ranging from three to nine dwelling units per gross acre. Residential care facilities, schools, and community uses are also permitted within the LDR Land Use. Clusters of small-lot development as well as standard subdivisions will be allowed within the LDR land use designation. The proposed 6-lot subdivision, located on the 2.42-acre parcel has a density buildout of approximately six (6) units per gross acre. The General Plan Amendment to LDR identifies a site density of an average of 3-9 dwelling units per acre. When considering net developable area, the General Plan states "the proportion of a site determined by a geologist to remain usable throughout the design life of the project and determined to be adequate to withstand a 100-year hazard event." Given the site-specific circumstances at this site, and the 100-year flood risk associated with the San Pedro Creek, these elements result in a site density equal to approximately six (6) units per acre.

The Project site is currently designated as a Service Commercial Zoning District (C-3) per the City's Zoning Map (February 2001). The C-3 district zoning designation permitted uses consists of mostly light industrial uses. The Project applicant is requesting a Zoning Amendment to change the zoning designation from a C-3 District to a Single-Family Residential District (R-1). The adjacent West Linda Mar neighborhood is almost entirely developed with single-family houses and has a Zoning Designation of R-1.

Land Use and Planning Impact Discussion:

4.11(a) (Divide An Established Community) No Impact: Division of an established community typically occurs when a new physical feature, in the form of an interstate or railroad, physically transects an area, thereby removing mobility and access within an established community. The division of an established community can also occur through the removal of an existing road or pathway, which would reduce or remove access between a community and outlying areas.

The Project proposes development on a vacant parcel that is located adjacent to the single-family West Linda Mar neighborhood. Project construction would not introduce or remove/relocate any road or pathway nor would it introduce a new roadway that provides for through traffic (the new private road would terminate in a cul-de-sac for access to the proposed residences only) thereby changing access or mobility in the Project vicinity. The adjacent pedestrian path would not be impacted by the development of the subdivision. There are no aspects of the Project that would substantially reduce mobility, access or otherwise preclude continuity of the established neighborhood. Therefore, the Project would have no impact due to the physical division of an established community.

4.11(b) (Land Use Plan, Policy, Regulation Conflict) Less Than Significant Impact: The Project site is located in the southern portion of the City of Pacifica, south of San Pedro Creek across from the West Linda Mar neighborhood consisting of single-family dwellings. The subdivision Project would not physically divide an established community. However, the proposal to subdivide the parcel

into six single-family lots as allowed by the Zoning designation is inconsistent with the General Plan designation of High Density Residential as previously described. The proposed residential subdivision is currently in conflict with the 1980 General Plan and draft General Plan Update land use designation and 2001 Zoning Map designation of High Density Residential. A General Plan and Zoning Amendment will be necessary to change the land use designation of the site from High Density Residential to Low Density Residential. Upon approval of the General Plan and Zoning Amendments, the Project would be consistent with the General Plan and Zoning Map.

A significant impact may occur if a project conflicted with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As stated in 4.10(a) above, the Project proposes General Plan Land Use and Zoning Map Amendments, as well as other City approvals. However, zoning or General Plan conflicts in and of themselves are not considered environmental impacts pursuant to CEQA Guidelines Section 15126.2(a). CEQA requires consideration be given to whether a proposed Project may conflict with any applicable land use plans, policies, or regulations including, but not limited to the General Plan, Specific Plan, or Zoning Ordinance. This environmental determination differs from the larger policy determination of whether a proposed Project is consistent with a jurisdiction's General Plan. The former determination (that intended for consideration in a CEQA document) is limited to a review and analysis, and is made by the preparers of the CEQA document. The later determination by comparison, is made by the decision-making body of the jurisdiction and is based on a jurisdiction's broad discretion to assess whether a proposed Project conforms to the policies and objectives of its General Plan as a whole. The determination that the proposed Project is consistent or inconsistent with the General Plan policies is at the discretion of the City of Pacifica decision makers.

The Project as proposed includes a General Plan Land Use and Zoning Map amendment, which would change the Land Use Designation onsite from High Density Residential to Low Density Residential and would change the zoning from C-3 (Service Commercial District) to R-1 (Single-Family Residential District). The proposed project would result in a more consistent Land Use and Zoning Designation relative to existing conditions and would be compatible with the existing single-family development pattern of the adjacent West Linda Del Mar neighborhood.

Some of the General Plan policies include: 1) Provide safe and consistent access for the development (Circulation Element #4); 2) Ensure adequate off-street parking (Circulation Element #14); 3) Promote orderly growth in land uses and circulation (Circulation Element #15); 4) Prohibit development in hazardous areas (Safety and Seismic Safety #1) 5) Establish and enforce noise emission standards for Pacifica which are consistent with the residential character of the City and environmental, health, and safety needs of the residents; 6) Place the priority on residential infilling (Housing Element #4) and 7) New development shall be compatible with existing development and shall have safe access (Housing Element #5). The proposed Project is consistent with the General Plan policies enumerated above and it is predominantly consistent with the remaining policies set forth in the City of Pacifica 1980 General Plan. Therefore, impacts are considered less than significant and no mitigation is required.

4.11(c) (Habitat Conservation Plan) No Impact: The Project site is not located within an area governed by a habitat conservation plan or natural community conservation plan. The Project site is within an already developed urban area, and does not contain any identified biological resources on-site that would interfere with a conservation plan. Therefore, the Project will have no impact on any adopted conservation plan or natural community plan.

Mitigation Measures: None Required.

4.12. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Sources: City of Pacifica 1980 General Plan and EIR.

Mineral Resources Impact Discussion:

4.12(a-b) (Mineral Resources or Resource Plans) No Impact: There are no known mineral resources at or near the Project site. The Pacifica Quarry and Mori Point were designated in 1987 as an area of regional mineral significance. This is the only area of the City with such a designation, and it is not located on or near the Project site. There are no known mineral resources within the Project site boundaries and the 1980 Pacifica General Plan does not identify any minerals of local importance proximate to the site. Soil studies conducted as part of the geotechnical investigation did not reveal the presence of any valuable mineral resources onsite. Thus, the proposed Project would not result in the loss or availability of a known mineral resource that would be of value to the region and the residents or the state. Therefore, the proposed Project will have no impacts due to the loss of availability of mineral resources.

Mitigation Measures: None Required.

4.13. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the	☐	☐	☒	☐

project vicinity above levels existing without the project?				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Sources: City of Pacifica 1980 General Plan; City of Pacifica 2035 Draft General Plan Update and Draft EIR; "San Pedro Terrace Subdivision Noise and Vibration Assessment" prepared by Illingworth & Rodkin, Inc., April 11, 2017.

Noise Setting: Per the 1980 General Plan, the primary source of noise in Pacifica is the arterial/collector street system. Highest levels, 75 dB, are generated by Highway 1. No stationary noise sources have been identified, since Pacifica has no significant industrial areas where fixed noise sources are usually located. When looking at the number of people exposed to higher noise levels (above 60 dB), the 1980 General Plan shows that 79 percent of the population lives in a relatively quiet environment. Of the remaining 21 percent, 13 percent are subject to 60-65 dB, seven percent are subject to 65-70 dB, and less than one percent are subject to over 70 dB. Per the draft 2035 General Plan Update, the existing ambient noise levels at the Project site range between 60-65 dB.

The greatest potential for noise intrusion from airports occurs when aircraft land, take off, or run their engines while on the ground. San Francisco International Airport (SFO) is located approximately four miles east of Pacifica. Noise contours developed for SFO show noise levels elevated above 60 dB extending over approximately 117 acres in the northern portion of the City, in the Fairmont neighborhood, including 88 acres of residential land. The Fairmont neighborhood is located approximately 6 miles north of the project site.

The City of Pacifica's General Plan has not been comprehensively updated since its adoption in 1980, and the Noise Element does not contain quantitative noise thresholds. The City has proposed a General Plan Update, and the noise thresholds established in the Draft General Plan Update will be used as the noise thresholds in this analysis as no other standards are available to ensure reasonable exposure classification for noise levels. The City of Pacifica's draft General Plan Update Noise Section sets forth policies and programs to mitigate potential impacts through both preventative and responsive measures. The applicable General Plan policies were presented in detail in the Regulatory Background section and are summarized below for the proposed Project:

- The City's normally acceptable exterior noise level standard is 65 dBA CNEL or less for residential land uses.
- The City's normally acceptable interior noise level standard is 45 dBA CNEL or less for residential land uses.

Existing Noise Environment

The Project site is located at the north end of San Pedro Terrace Road in the City of Pacifica. The Project site is primarily surrounded by Caltrans right-of-way property, agricultural uses, in addition to open space. The Linda Mar Rehabilitation building is located approximately 10 feet to the southeast and residential land uses are located approximately 100 feet to the northeast.

A noise monitoring survey was made between Monday, February 13, 2017 and Wednesday, February 15, 2017. The noise monitoring survey included one long-term noise measurement (LT-1) and two short-term noise measurements (ST-1 and ST-2). The noise environment at the site and at the nearby residential land uses in the site vicinity results primarily from vehicular traffic along Peralta Road and U.S. Highway 1 (Highway 1).

Short-term noise measurement ST-1 was made in front of 1391 Peralta Road, approximately 25 feet east of the Peralta Road centerline. The 10-minute average noise level measured at this location between 1:20 p.m. and 1:30 p.m. on Monday, February 13, 2017 was 61 dBA L_{eq} and the estimated community noise equivalent level was 64 dBA CNEL. Short-term noise measurement ST-2 was made in front of 1416 Flores Drive, approximately 15 feet west of the Flores Drive centerline. The 10-minute average noise level measured at this location between 1:40 p.m. and 1:50 p.m. on Monday, February 13, 2017 was 16 dBA L_{eq} and the estimated community noise equivalent level was 55 dBA CNEL.

Long-term noise measurement LT-1 was made in a tree on the adjacent site to the south west at the mid-point of the application site at the north end of San Pedro Terrace Road. Hourly average noise levels at this location typically ranged from 45 to 66 dBA L_{eq} during the day and from 39 to 51 dBA L_{eq} at night. Between the 9:00 a.m. and 1:00 p.m. hours on Tuesday, February 14th, there were instances where the average hourly noise levels were 5 to 10 dB higher than the typical noise levels at similar times on the other days, which could have been due to tree trimming noise in the area observed during the study. Adjustments were made to exclude the non-typical data to reflect typical noise levels. The adjusted day-night average noise level on Tuesday, February 14, 2017 was 52 dBA CNEL.

The future noise environment at the Project site would continue to result primarily from vehicular traffic along Highway 1 and Peralta Road. The draft General Plan Update Noise Section provided existing and future noise contours in the Project vicinity. According to these figures, existing noise levels at the Project site and surrounding areas are between 55 and 60 dBA CNEL, and would continue to be 55 and 60 dBA CNEL in the future. In addition, the proposed six single-family residences would generate up to 6 trips during the peak hours and approximately 58 daily trips. The relatively low volume of additional traffic along roadways serving the site would not measurably increase the ambient noise environment on an hourly average or daily average basis. Therefore, as a credible worst-case estimate, the future noise level increase would be 1 dBA CNEL and the future noise environment would be 56 dBA CNEL at the Project site.

Future Exterior Noise Environment

As noted above, the City's acceptable exterior noise level standard is 65 dBA CNEL or less. The future exterior noise exposure at the site would be considered compatible with the proposed residential land uses as noise levels are calculated to reach 56 dBA CNEL, and would not exceed the 65 dBA CNEL threshold.

Future Interior Noise Environment

The City of Pacifica requires that residential interior noise levels be maintained at 45 dBA CNEL or less. Assuming a 1 dBA increase in noise levels in the Project vicinity, and due to the distance between the major road noise sources and intervening existing buildings, the future exterior traffic noise exposure at the single-family residences would be up to 56 dBA CNEL.

Interior noise levels would vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials and methods. Standard residential construction provides approximately 15 dBA of exterior to interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Where exterior noise levels range from 60 to 65 dBA CNEL, the inclusion of adequate forced-air mechanical ventilation is often the method selected to reduce interior noise levels to acceptable levels by closing the windows to control noise.

For this Project, the set-backs from Peralta Road and Highway 1, as well as the acoustical shielding provided by the intervening building between the site and Peralta Road, is sufficient to ensure that the interior noise level standard would be met assuming standard construction methods with the windows open for ventilation. No additional noise insulation features (e.g., sound-rated construction methods) would be required.

Noise Impact Discussion:

4.13(a) (Noise Standards) Less Than Significant Impact: Section 8-1.08: Amendments: Section 105.8 of the City's Municipal Code establishes allowable hours of construction for any project for which a building permit is required shall be limited to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday. The hours of construction shall be limited to 9:00 a.m. to 5:00 p.m. on Saturday and Sunday. This analysis assumes that construction activities will occur between 7:00 a.m. and 7:00 p.m. Monday through Friday and not on weekends. Project construction will be consistent with the code limits and the impact is less-than-significant.

4.13(b) (Groundbourne Vibration and Noise) Less Than Significant with Mitigation: The construction of the Project may generate vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. Construction activities would include grading, foundation work, paving, and new building framing and finishing. This analysis is based on the proposed Project's use of the waffle foundation and would not require pile driving, which can cause excessive vibration.

For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards, 0.3 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.08 in/sec PPV for ancient buildings or buildings that are documented to be structurally weakened. No known ancient buildings or buildings that are documented to be structurally weakened adjoin the Project area. Therefore, conservatively, ground-borne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in a significant vibration impact.

Project construction activities, such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.), may generate substantial vibration in the immediate vicinity. Jackhammers typically generate vibration levels of 0.035 in/sec PPV, and drilling typically generates vibration levels of 0.09 in/sec PPV at a distance of 25 feet. Vibration levels would vary depending on soil conditions, construction methods, and equipment used.

The nearest receptor is the adjacent Linda Mar Rehabilitation building approximately 10 feet southeast of the Project property line. At this distance, unmitigated vibration levels at the rehabilitation building would be up to 0.575 in/sec PPV, which exceeds the 0.3 in/sec PPV threshold. The remaining receptors are the single-family residences 100 feet northeast of the Project property line. At this distance, vibration levels would be at or below 0.046 in/sec PPV, which would be below the 0.3 in/sec PPV threshold. While the single-family residences to the northeast would not be exposed to vibration levels exceeding the 0.3 in/sec PPV threshold, the adjacent rehabilitation building to the southeast would at times be exposed to vibration levels that would potentially exceed the threshold where vibration levels could cause cosmetic damage to the building. This is a potentially significant impact. However, with implementation of **Mitigation Measure NOI-1** vibration impacts from construction activities would be reduced to a less-than-significant level.

4.13(c) (Increase Ambient Noise Levels) Less Than Significant Impact: A significant noise impact would occur if traffic generated by the Project would substantially increase noise levels at sensitive receptors in the Project vicinity. A substantial increase would occur if: a) the noise level increase is 5 dBA CNEL or greater, with a future noise level of less than 60 dBA CNEL, or b) the noise level increase is 3 dBA CNEL or greater, with a future noise level of 60 dBA CNEL or greater. The nearest noise-sensitive receptor is approximately 10 feet to the southeast of the Project site where

the ambient noise levels are below 60 dBA DNL; therefore, a significant impact would occur if Project-generated traffic would permanently increase noise levels by 5 dBA CNEL. For reference, traffic volumes would have to double for noise levels to increase by 3 dBA CNEL.

Traffic noise levels from Peralta Road and Highway 1 dominate the noise environment in the area. The Project's traffic analysis provided trip generation estimates for Project traffic along San Pedro Terrace Road. These trip generation estimates were reviewed to calculate the permanent noise increase attributable to Project-generated traffic. The modeled traffic noise level attributable to Projects trips is calculated to be 50 dBA CNEL at receptors along San Pedro Terrace Road and Peralta Road. As shown from LT-1, the community noise equivalent level at receptor at the end of San Pedro Terrace Road is 52 dBA CNEL. Although the individual car pass-bys will be audible, the relatively low volume of additional traffic along roadways serving the site would not measurably increase the ambient noise environment on a daily average basis. Therefore, future noise level generated by traffic will continue to be less than 60 dBA CNEL and the noise level increase attributable to the Project will be less than 5 dBA CNEL. This is a less-than-significant impact.

4.13(d) (Temporary or Periodic Noise Increase) Less Than Significant Impact: Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Where noise from construction activities exceeds 60 dBA L_{eq} and exceeds the ambient noise environment by at least 5 dBA L_{eq} at noise-sensitive residential uses in the Project vicinity for a period exceeding one year, the impact would be considered significant. Additionally, the City's Municipal Code sets limits in which construction activities must occur between 7:00 a.m. and 7:00 p.m. on weekdays, and between 9:00 a.m. and 5:00 p.m. on weekends.

Construction activities generate considerable amounts of noise, especially during earth-moving activities when heavy equipment is used. Hourly average noise levels generated by excavation equipment associated with the Project are calculated to range from 71 to 89 dBA L_{eq} measured at a distance of 50 feet. Construction-generated noise levels drop off at a rate of about 6 dBA per doubling of the distance between the source and receptor. Shielding by buildings or terrain often result in lower construction noise levels at distant receptors.

Construction for the proposed Project is expected to last approximately one year if all six single-family buildings are built concurrently. The construction time period could be longer than one year if the unfinished lots are sold to individuals for custom homes at different times. Typically, small construction projects do not generate significant noise impacts when the duration of the noise generating construction period is limited to one year or less. Construction noises associated with projects of this type are disturbances that are necessary for the construction or repair of buildings and structures in urban areas. Reasonable regulation of the hours of construction, as well as regulation of the arrival and operation of heavy equipment and the delivery of construction materials, are necessary to protect the health and safety of persons, promote the general welfare of the community, and maintain the quality of life. Limiting the hours when construction can occur to daytime hours is often a simple method to reduce the potential for noise impacts. In areas immediately adjacent to construction, controls such as constructing temporary noise barriers and utilizing "quiet" construction equipment can also reduce the potential for noise impacts. Project construction is expected to last approximately one year; therefore, the temporary noise impact resulting from Project construction activities would be considered less-than-significant.

4.13(e-f) (Airport Noise) No Impact: As previously discussed in Section 4.8: Hazards/Hazardous Materials, The City of Pacifica does not contain any airports or private airstrips. The closest airport to the City of Pacifica is the San Francisco International Airport (SFO), located approximately 16

miles east of the City. The City of Pacifica is located within SFO Influence Area A, which includes the entire county, all of which is overflown by aircraft flying to and from SFO at least once per week at altitudes of 10,000 feet or less above mean sea level (MSL). Influence Area A requires a real estate disclosure involving a statement that must be included in the notice of intention to offer the property for sale. The City of Pacifica is not located within a noise or safety compatibility area. Therefore, the Project is not located within the boundaries of an airport land use plan or located in direct proximity to a private airstrip. As such, no impacts associated with airport-related hazards would occur.

Mitigation Measures:

NOI-1: Prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or excavation using clam shell or chisel drops, and avoid dropping heavy objects or equipment within 25 feet of any adjacent sensitive receptors.

4.14. POPULATION AND HOUSING:

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
a) Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Sources: City of Pacifica 1980 General Plan; City of Pacifica 2035 Draft General Plan Update; Association of Bay Area Governments (ABAG). 2010, 2009 Projections. Available: http://www.abag.ca.gov/planning/currentfcst/; US Census 2010 factfinder.census.gov

Population and Housing Setting: The City of Pacifica currently has approximately 14,520 residential units with a population of approximately 37,230 people according to the 2010 US Census Bureau data. The General Plan Update proposes development of approximately 1,000 additional residential units and a buildout population of approximately 39,760 residents. The 2,520 to 4,520 additional residential units anticipated in the 1980 General Plan was assumed to result in a holding capacity of 41,300 to 46,800 residents. This population was anticipated to be achieved in the year 2000. The Pacifica 1980 General Plan assumed a household size of 2.76 persons per household. The 2035 Draft General Plan Update assumes a household size of 2.7 persons per household. The Project would add six (6) new single-family dwelling units as part of the subdivision Project, which would increase the Pacifica population by approximately 17 residents.

Population and Housing Impact Discussion:

4.14(a) (Substantial Growth) Less Than Significant Impact: The property is bounded by an approximately 15 feet deep creek channel to the north, undeveloped areas to the south and west, the Linda Mar Rehabilitation facility to the east, and San Pedro Terrace Road to the south. The Project site is across the San Pedro Creek from the West Linda Mar neighborhood at the edge of the City boundaries. The undeveloped area to the south of the Project site is within San Mateo County. The

Project site is well served by existing services and infrastructure and will not require the expansion or construction of new utilities to provide adequate service. There are no other elements of the Project that would induce growth at levels beyond what has been anticipated by the City's Planning documents.

The proposed Project consists of six new single-family residences. New residential uses would increase the City population. The proposed Project would be expected to accommodate approximately 17 new residents. The minimal increase in population would not exceed the City's population projections. Therefore, the Project will have a less than significant impact, directly or indirectly, related to growth inducement.

4.14(b-c) (Housing or Person Displacement) No Impact: The Project site is currently vacant land and would not displace any housing units or people, and it would not necessitate the construction of any replacement housing. The Project implements the City's Housing Element by creating six new single-family dwelling subdivision to the existing housing stock within the City of Pacifica. Therefore, the Project will result in no impacts due to the displacement of people or existing housing.

Mitigation Measures: None Required.

4.15. PUBLIC SERVICES:

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

Sources: City of Pacifica 1980 General Plan; City of Pacifica 2035 Draft General Plan Update and Draft EIR.

Public Services Setting: The cities of Brisbane, Daly City, and Pacifica are contributing members of the North County Fire Authority (NCFA), a Joint Powers Authority established in 2003. The Fire Authority provides both emergency response and non-emergency public safety services to the three cities and their 185,000 people in its service area. Two of the Authority's 10 stations are in Pacifica. Fire Station 71, at 616 Edgemar Avenue, serves the north end of Pacifica, while Fire Station 72, at 1100 Linda Mar Boulevard, serves the south end.

The Pacifica Police Department responds to public safety calls, provides traffic safety and security for public events, and handles calls for assistance (some 20,000 annually). The Department handles dispatch services on evenings and weekends for the Department of Public Works and the North Coast County Water District (NCCWD), and participates when needed in the Northern San Mateo County Gang Task Force and the San Mateo County Narcotics Task Force. It has assigned officers to schools to help strengthen the relationship between schools, students, and the police. The Police Department serves the City from its station at 2075 Coast Highway.

Pacifica School District (PSD) currently operates two K-5 elementary schools, Sunset Ridge and Ortega, three K-8 schools, Ocean Shore, Vallemar, and Cabrillo, and one middle school, Ingrid B. Lacy. The Linda Mar Education Center provides pre-school and Kindergarten classes, special education, and support space for home-schooled children. PSD closed several schools in the 1980s and 1990s, and currently has three school buildings not being used as full school sites (Linda Mar, Fairmont, and Oddstad). As of 2010-2011, the District enrolled 3,164 students in kindergarten through 8th Grade. Enrollment has held nearly steady since 2001-2002, with variations of only 30 to 50 students annually, with slow growth in the most recent years. Overall, schools are at 97 percent of capacity.

Jefferson Union High School District (JUHSD) enrolls 4,960 high school and high-school equivalent students in Brisbane, Colma, Daly City, and Pacifica. The district has two high schools in Pacifica. Terra Nova High School, in the Park Pacifica neighborhood, had an enrollment of 1,249 students for the 2010-2011 school year. Oceana High School, in East Sharp Park, had 552 students in an alternative college preparatory program. JUHSD offers open enrollment at all schools, allowing students to enroll at the school of their choice. Students from outside Pacifica attend high school in Pacifica, and Pacifica students also attend high school in Daly City. Both Oceana and Terra Nova high schools have large campuses (56 acres and 43 acres, respectively) with football and soccer fields, baseball diamonds, tracks, tennis courts, and auditoriums. The facilities are adequate to handle current enrollment, and significant excess capacity exists at Oceana.

There are three private schools in the Planning Area. Alma Heights Christian Academy, in the Linda Mar neighborhood, was founded in 1950. The school expanded to a second campus across Linda Mar Boulevard in the 1970s, and added a high school in the late 1980s. Approximately 300 students are enrolled as of 2009. Good Shepherd School was established in 1968 by Good Shepherd Catholic Church in East Sharp Park, and today enrolls 260 students in grades K-8. Montessori School of Linda Mar was started in 1977, and serves some 50 pre-school-aged children.

Pacifica has one park whose size and range of amenities translates to a service area larger than the immediate neighborhood. Frontierland Park, at the eastern edge of the Park Pacifica neighborhood, comprises 63 acres. It features a picnic area with ten tables, a prep counter, and two large barbeque pits. The park also has sports fields, a children's play area, and undeveloped hillside land. Pacifica has six neighborhood parks ranging in size from about four to 20 acres for a total of 55 acres. These parks are, from north to south, Fairmont West Park, Fairmont Park, Imperial Park, Fairway Park, Oddstad Park, and Sanchez Park. Pacifica also has 11 small parks with playlots or public use areas serving the immediate vicinity. Edgemar Park, Skyridge Park, and Pomo Park are the largest of these, at one to two acres each. Other pocket parks include the City-owned Horizon, Brighton, Palmetto, and Portola Mini-Parks, and privately-developed mini-parks in the Timber Hill, Connemara, Cypress Walk, and Timber Hill subdivisions and on Monterey Road.

Public Services Impact Discussion:

4.15(a-b) (Fire & Police Protection) Less Than Significant Impact: The Project site is located in the West Linda Mar neighborhood that is well served by all public services. The increase in residents resulting from the proposed six single-family dwelling unit subdivsion Project will minimally increase demands for police and fire services. However, new demands on fire and police service have been previously anticipated as part of General Plan buildout. The Project will be required to pay development impacts fees, which will be sufficient to accommodate incremental increase in fire and

police service demands generated by the subject developments. Therefore, the Project will have less than significant impacts to police and fires protection services.

4.15(c) (Schools) Less Than Significant Impact: The Project will not result in any substantial adverse physical impacts to schools or require the construction of new school facilities. Increased student enrollment as a result of the Project would not exceed the existing capacity of public schools within the area, as Project population growth within the City has already been anticipated under the General Plan. Payment of development impacts fees will be sufficient to offset the incremental increase in demand for school services generated by the Project. Therefore, the proposed Project will have less than significant physical impact to schools.

4.15(d) (Parks) Less Than Significant Impact: A substantial adverse impact to park facilities is not expected to occur from implementation of the six-single-family dwelling unit subdivision Project. There are no other aspects of the Project that would result adverse impact to park or necessitate additional park development. Payment of development impacts fees will be sufficient to offset the incremental increase in demand for park services generated by the Project. Therefore, impacts to parks as a result of Project implementation will be less than significant.

4.15(e) (Other Public Facilities) No Impact: The Project will not result in substantial adverse impacts associated with any other public facilities. The Project site is within an already developed area and is well served by existing public services. The Project will not generate a substantial increase in demands that warrant the expansion or construction of new public facilities. Therefore, no impacts related to other public facilities will occur.

Mitigation Measures: None Required.

4.16. RECREATION

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

Sources: City of Pacifica 1980 General Plan; City of Pacifica 2035 Draft General Plan Update and Draft EIR.

Recreation Setting: City parks and school playfields provide active use areas and areas for local passive enjoyment for Pacifica residents. The City of Pacifica has five categories of recreation facilities: district parks, neighborhood parks, pocket parks, special facilities, and school grounds. Pacifica's City parks and school grounds total approximately 250 acres, providing 6.5 acres per 1,000 Pacifica residents in 2010. The Project site is also located adjacent to a pedestrian/bicycle path that runs from the end of San Pedro Terrace Road west to Highway 1.

District Parks

Pacifica has one park whose size and range of amenities translates to a service area larger than the immediate neighborhood. Frontierland Park, at the eastern edge of the Park Pacifica neighborhood,

comprises 63 acres. It features a picnic area with ten tables, a prep counter, and two large barbeque pits. The park also has sports fields, a children's play area, and undeveloped hillside land.

Neighborhood Parks
Pacifica has six neighborhood parks ranging in size from about four to 20 acres for a total of 55 acres. These parks are, from north to south, Fairmont West Park, Fairmont Park, Imperial Park, Fairway Park, Oddstad Park, and Sanchez Park.

Pocket Parks
Pacifica also has 11 small parks with playlots or public use areas serving the immediate vicinity. Edgemar Park, Skyridge Park, and Pomo Park are the largest of these, at one to two acres each. Other pocket parks include the City-owned Horizon, Brighton, Palmetto, and Portola Mini-Parks, and privately-developed mini-parks in the Timber Hill, Connemara, Cypress Walk, and Timber Hill subdivisions and on Monterey Road.

Special Facilities
Sharp Park Beach Promenade is located above the seawall in the West Sharp Park neighborhood. It is served by public parking, and is popular for walking and jogging.

The Promenade provides picnic tables and access to the Pacifica Pier and Sharp Park Beach. Pacifica Municipal Pier, built in 1973, is one of the Bay Area's most popular places to fish. No fishing license is needed, and several types of fish can be caught from the pier. The pier is adjacent to the promenade and picnic area along Beach Boulevard. A café is located at the foot of the pier.

The Grace McCarthy Vista Point, on Sharp Park Road, features a sheltered viewpoint with benches overlooking the Sharp Park neighborhood, the Pier, and the Ocean.

Pacifica Skate Park opened in 2005, the result of a successful community effort over many years. The skate park is located adjacent to the Pacifica Community Center on Crespi Drive.

School Playfields
Schools also provide recreational resources used by the community, providing about 112 acres of grounds, including playing fields, at nine sites. With the exception of the Oceana High School pool, the City does not have a joint-use agreement with either JUHSD or PSD to operate fields on evenings or weekends. However, other than the Fairmont School site, the grounds are generally available for community use after school hours.

Recreation Impact Discussion:

4.16(a) (Deterioration of Parks) Less Than Significant Impact: Project implementation would result in increased use of the City's parks, beaches, and recreational facilities. However, any increase in use of existing facilities would be minimal since the Project is anticipated to increase the City's population by only 17 residents. Implementation of the proposed Project would not, therefore, cause substantial physical deterioration of existing facilities. Since the Project is not expected to substantially increase the use of existing parks or other recreational facilities, impacts to these amenities would be less than significant.

4.16(b). (Additional Recreational Facilities) Less Than Significant Impact: The Project does not include active recreational facilities and does not require the construction or expansion of recreation facilities. The adjacent pedestrian/bicycle path would not be impacted and user access would not be impeded by the construction and operation of the proposed Project. There are no other aspects of the Project that would result adverse impacts to recreational facilities. Therefore, the Project is not expected to result in any adverse impacts related to the construction or expansion of recreational facilities.

Mitigation Measures: None Required.

4.17. TRANSPORTATION AND CIRCULATION

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

Sources: City of Pacifica 2035 General Plan Update and Draft EIR; ITE Trip Generation by Kimley-Horn, dated February 17, 2017.

Transportation and Circulation Setting: Three major transportation routes connect Pacifica to the rest of the region. Highway 1 traverses the City from north to south, connecting Pacifica to Daly City and San Francisco to the north, and to Half Moon Bay and the San Mateo County coastline to the south. SR 35 (or Skyline Boulevard) generally runs along the eastern edge of Pacifica, and is a major north-south route connecting to Santa Clara County and San Francisco. Sharp Park Road follows a southwest-northeast route through the center of Pacifica, connecting SR 1 (Highway 1) with SR 35 (Skyline Boulevard). It continues east of SR 35 in South San Francisco as Westborough Boulevard. Each of these major roadways intersects with I-280, an eight-lane major regional freeway on the Bay peninsula located to the east of Pacifica.

Pacifica's roadway network is comprised of freeways and multi-lane highways, two-lane highways, arterials, collectors, and pedestrian priority zones, as described below. Each classification reflects the character of the roadway as well as its function within the context of the entire circulation system. Each classification has standards that take into account a facility's relation to surrounding land uses,

existing right-of-way, accessibility via other roadways, and appropriate travel speeds. It prioritizes travel modes for each road, and how to accommodate multiple travel modes.

The Project site is accessed via San Pedro Terrace Road, classified as a local street, which terminates south of the Project site. San Pedro Terrace Road connects with Peralta Road, a collector street, southeast of the Project site. Peralta Road connects with Linda Mar Boulevard, an arterial street, northeast of the Project site. Linda Mar Boulevard connects with Highway 1 north of the Project site. The majority of the streets in the Linda Mar neighborhood are considered local streets.

Pedestrian Facilities
Most arterial and residential streets have sidewalks. Sidewalks are not present along major roadways including Highway 1, Highway 35, and Sharp Park Road. Where sidewalks are present, they are generally between 6 and 10 feet wide and in good condition. Crosswalks are provided at most intersections with appropriate striping and, where appropriate, pedestrian signals.

In the vicinity of the Project, San Pedro Terrace Road contains a sidewalk on the northeast side of the street. Once the street connects with Peralta Road in the Linda Mar neighborhood, sidewalks are present on both sides of the streets within the neighborhood. There are existing permanent bollards where San Pedro Terrace Road terminates adjacent to the Project site. At this point the street turns into a paved pedestrian and bicycle path that runs northwest from the Project and connects with Highway 1. The pedestrian and bicycle path continues north along the eastern side of State Route 1.

Bicycle Facilities
The City has two main bikeways. The first primarily runs north-south parallel to and along Highway 1. The northern segment includes a Class III facility (a signed bike route) along Esplanade Avenue, a Class II facility (bike lane) along Palmetto Avenue, and another stretch of Class III bike route on Francisco Boulevard to Mori Point Road and Highway 1. At this point, the bikeway becomes a Class I facility (bike path) between Mori Point Road and Reina del Mar. From here, the north-south bike route has two branches: a new Class I facility along Calera Creek through the Rockaway Quarry site to Rockaway Beach, followed by a second bike path over the Headlands and along the dunes from Rockaway Beach to Pacifica State Beach; and an unofficial route with a 9- foot-wide striped lane along Highway 1. The second bikeway in Pacifica is a Class II (striped bike lane) and Class III (signed bike route) facility running east-west along Sharp Park Road between Highway 1 and Highway 35. Sharp Park Road has a continuous eastbound bike lane; the westbound bike lane currently exists only between College Drive and State Highway 35. There is an existing Class II facility along San Pedro Terrace Road which continues into a Class I trail where the road terminates south of the Project site.

Transit Service
The San Mateo County Transit District (SamTrans) provides bus service throughout San Mateo County and into San Francisco and Palo Alto. SamTrans provides local service in Pacifica as well as service to and from BART and Caltrain stations.

Bay Area Rapid Transit (BART) provides heavy rail rapid transit to Alameda, Contra Costa, San Francisco, and San Mateo Counties. The Colma, Daly City, San Bruno, and South San Francisco BART stations are accessible to Pacifica residents via bus connections or by car.

Caltrain is a passenger rail line providing commuter service over a 77-mile route between downtown San Francisco and Gilroy, through San Jose and along the San Francisco Peninsula. Service is provided with headways between 5 and 20 minutes during the peak hours, 30 minutes during off-peak hours during weekdays, and one hour on weekends. The San Bruno station is approximately eight miles east of Pacifica, while the Hillsdale station in San Mateo is approximately 20 miles away, a 30-minute drive. It can also be reached via Half Moon Bay using SamTrans route 294.

Transportation and Circulation Impact Discussion:

4.17(a-b) (Conflicts with Plans, Policies, Ordinances, or Congestion Programs) Less Than Significant Impact: According to the ITE Trip Generation performed by Kimley-Horn as shown in **Table 4**, below the Project will generate an average of 58 trips per day including 5 trips during the AM peak hour and 6 trips during the PM peak hour.

Table 4: Project Trip Generation

San Pedro Terrace – Trip Generation Analysis							
		Daily Trips		AM Peak Hour		PM Peak Hour	
Land Use	Units	Rate (trips/unit)	Trip	Rate (trips/unit)	Trip	Rate (trips/unit)	Trip
Single Family Detached Housing (ITE Code 210)	6	9.57	58	0.75	4.5	1.01	6.06
Total			**58**		**5**		**6**

Notes:
1. Trips are rounded up to the nearest whole number.
2. AM Peak Hour = 7 AM – 9 AM
3. PM Peak Hour = 4 PM – 6 PM
4. Trip generation rate taken from the Institute of Transportation Engineers, 9th Edition.

Source: ITE Trip Generation by Kimley-Horn, dated February 17, 2017

The proposed Project will not conflict with an applicable plan, ordinance or policy or interfere with an applicable congestion management program. In summary, the proposed residential development would generate an additional 5 vehicle trips during the AM peak hours and 6 vehicle trips during the AM peak hour. This would represent a minimal increase in vehicle trips in the vicinity of the Project site. Therefore, nearby intersection would continue to operate at acceptable levels and the Project would not result in exceedance of level of service standards at any nearby intersection. Key nearby intersections that will most likely be utilized by the Project's additional trips are San Pedro Terrace/Peralta, and Linda Mar/Peralta. The additional traffic due to the Project will have negligible effect on traffic operations at these two intersections.

The Project site is located approximately 0.4 miles from the Linda Mar Elementary School at 830 Rosita Road. The school no longer functions as an elementary school. However, the elementary school is currently being utilized with daycare, 4-H, and other activities that involve children presence on the site. The site is measured as an operational elementary school however it is likely due to its current alternate use that the traffic intensity of the former school facility has been reduce. Therefore, the Project would have less than significant impacts to traffic and circulation.

4.17(c) (Air Traffic Patterns) No Impact: There are no airports in the vicinity of the Project that would be affected by the proposed development. The Project will have no impact on air traffic patterns, given the nature and location of the proposed subdivision development, which is well outside of the established airport flight pattern.

4.17(d) (Design Feature Hazard) Less Than Significant Impact: No impacts to access and circulation are anticipated since the Project is proposing to construct a new private road to access the Project site near the termination point of San Pedro Terrace Road, where the road turns into a pedestrian pathway. The new private road would be engineered and constructed to City standards and would not create a hazard. No features of the proposed new private road would introduce hazards due to design features associated with the Project and new road. Therefore, the Project will have a less than significant impact due to inadequate site access and internal circulation.

4.17(e) (Emergency Access) Less Than Significant Impact: Emergency vehicle access (EVA) is provided to the Project site from San Pedro Terrace Road and the proposed private road to access

the Project site. The proposed EVA access driveway is 25' wide and narrows to 20' in width at the entrance to the site. All proposed structures will be single-story. As such, the Project proposes access that will provide adequate emergency vehicle access. Therefore, impacts due to inadequate emergency vehicle access will be less than significant.

4.17(f) (Transit, Bicycle, Pedestrian Facilities) Less Than Significant Impact: There are Class II bike lanes and parking along San Pedro Terrace Road, and directly adjacent to the Project site is a Class I trail with a connection to Highway 1. The new private road to the Project site would be designed and approved in consultation with the Pacifica Public Works Department to accommodate pedestrian and bicycle traffic to and from the trail. The addition of the 58 daily trips, will have a negligible effect on the pedestrian and bicycle traffic.

The Project will construct necessary on-site sidewalks, walkways, bicycle parking, and other amenities in compliance with adopted policies, plans and programs; thus, the Project's impact on transit, pedestrian or bicycle facilities is determined to be less than significant.

Mitigation Measures: None required.

4.18. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable San Francisco Bay Regional Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐

g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Sources: City of Pacifica 1980 General Plan; City of Pacifica 2035 Draft General Plan Update and Draft EIR; North Coast County Water District, Urban Water Management, 2006-2010, December 2005; San Mateo Countywide Water Pollution Prevention Program. Annual Report, 2007-08. August 29, 2008.

Utilities and Service Systems Setting: The City of Pacifica provides the following utility and service systems: potable water, wastewater, and solid waste.

Water Supply Services

The North Coast County Water District (NCCWD) supplies water to Pacifica and part of San Bruno. NCCWD is an independent water district, not affiliated with the City of Pacifica and not within the City's permitting authority. The district gets virtually all of its water from the San Francisco Public Utilities Commission (SFPUC) and the Hetch Hetchy system. The District has rights to the use of a limited amount of surface water from the South Fork of San Pedro Creek for six months of the year, accounting for one to two percent of the District's water use. Pacifica's water is pumped from San Andreas Lake and the Harry Tracey Water Treatment Plant in Millbrae via a main distribution line under Skyline Boulevard, to the Milagra Ridge storage tank. From there, water for northern Pacifica is pumped to the Christian Hill tank on Skyline Boulevard and then distributed by gravity to smaller tanks and to customers. Water for southern Pacifica is piped from the Milagra Ridge tank to the Royce tank, off Fassler Avenue, and then to smaller tanks and to customers. Overall, the system is divided into 34 pressure zones, each separated by pressure-reducing valves.

Wastewater

The City operates a wastewater treatment plant, sewage lift stations, and stormwater pump stations, as well as the citywide system of sewer mains and lateral pipes that connect to homes and businesses. Waste water flows through some 82 miles of main pipes to six sewer pump stations, and on to the Calera Creek Water Recycling Plant (CCWRP). The City's topography prevents gravity flow to the plant, and requires pumping stations at Linda Mar and Sharp Park.

The CCWRP, located on the south flank of Mori Point, is a tertiary treatment plant, brought online in 2000 to replace the old Wastewater Treatment Plant in West Sharp Park. The new plant was among the first in California to use ultraviolet disinfection, which allows effluent to be released to wetlands without residual chlorine. The plant has facilitated the creation and restoration of wetlands along Calera Creek, bringing year-round flow to a naturalized stream channel. When the North Coast County Water District's landscape irrigation water recycling project is completed, the CCWRP will also be the source for a portion of Pacifica's irrigation water.

Stormwater

Pacifica's storm drainage system consists of a collection system and two pump stations. This drainage system acts to convey drainage to area creeks or the ocean. Two areas in the City, Linda Mar (outside the Project site) and lower Sharp Park, are too low to allow drainage to a creek or the ocean, and are served by pump stations to prevent street flooding. The City's system services 178 curb miles of roads, and 986 inlets.

San Mateo Countywide Water Pollution Prevention Program

The San Mateo County Water Pollution Prevention Program (SMCWPPP) was established in 1990 with the assistance of the San Mateo County City/County Association of Governments. The primary goal of the SMCWPPP is to reduce pollution carried by stormwater throughout San Mateo County into local creeks, San Francisco Bay, and the Pacific Ocean, and to maintain compliance with the National Pollutant Discharge Elimination System (NPDES) permit. The program is managed and maintained by San Mateo County and the 21 participating cities, including Pacifica.

San Pedro Creek/Linda Mar Storm Drain Treatment/Diversion Project
In 2004, the City completed the Pacifica State Beach Improvement Project, a complex initiative requiring the cooperation of many agencies and funding sources. Among the project's key elements was the diversion of stormwater from the Anza and Linda Mar pump stations to two constructed wetland treatment swales. The Division project has successfully redirected polluted water from first-flush release into the ocean, and together with other elements, has resulted in improved water quality.

Stormwater Management and Site Planning
Site planning covers issues concerning the ground on which buildings sit. Key principles of site planning generally include minimizing disturbance to native vegetation and drainage, and minimizing the use of impervious surfaces so that water can drain naturally. Many aspects of sustainable site planning pertain to stormwater management and water use. Stormwater should be allowed to drain on-site to the greatest extent possible, using "Low Impact Development" (LID) measures like permeable paving and rainwater harvesting. LID requirements have been built into the Municipal Regional Permit governing stormwater drainage in Pacifica. Water use, meanwhile, can be reduced by planting native and low-water use plants, grouped based on their water requirements, using automated watering systems, and limiting the use of turf grass. These and other measures are part of the State's Model Water Efficient Landscaping Ordinance, which is being implemented by the City of Pacifica.

Solid Waste
Solid waste collection and recycling services in Pacifica are provided by Recology of the Coast, a division of Recology. Recology, based in San Francisco, operates a number of landfills, waste transfer and materials recovery facilities, including the recycling yard at 1046 Palmetto Avenue in Pacifica. Recology emphasizes waste reduction and diversion, and is the largest compost facility operator by volume in the United States. In Pacifica, Recology of the Coast currently provides curbside pick-up of garbage, recyclables, and green waste for both residential and commercial customers. The City has enacted an ordinance requiring all food vendors to use biodegradable or compostable service ware. Both Pacifica and San Mateo County have recycling divisions that provide information to help residents and businesses reduce and divert waste from landfills.

Gas and Electricty

Gas and Electricity Electricity
Pacific Gas & Electric (PG&E) provides gas and electric services to Pacifica homes and businesses. With energy obtained from power plants, natural gas fields, and renewable energy sources in northern California. The availability of electricity and gas services is not expected to become an issue during the planning horizon. However, electricity and natural gas use account for 40 percent of greenhouse gas emissions in Pacifica. Thus, while supply is not anticipated to be an issue in Pacifica, reducing demand for these resources will help reduce carbon emissions.

Natural Gas
PG&E provides local natural gas service to the Pacifica. One natural gas transmission line feeds into the City.

Utilities and Service Systems Impact Discussion:

4.18(a) (Exceed Wastewater Treatment Requirements) Less Than Significant Impact: The Project is not expected to exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board, nor necessitate the expansion or construction of wastewater treatment facilities. The estimated wastewater generation of the proposed Project falls within the capacity of the existing sanitary sewer lines and wastewater treatment plant. The Project does not propose any industrial uses that would generate wastewater requiring special treatment nor would it contain constituents exceeding applicable standards. Therefore, the Project would not exceed wastewater treatment requirements and impacts would be less than significant.

4.18(b) (New On-Site Water or Wastewater Treatment Facilities) Less Than Significant Impact: The primary water treatment facility that would serve the Project site is the San Francisco Public Utility Commission's (SFPUC) Harry Tracy Water Treatment Plant (HTWTP). Currently, the HTWTP is undergoing an expansion to increase capacity to 160 million gallons per day (mgd). The proposed six new single-family residences would generate minimal water demand. This would represent less than 0.01 percent increase of the HTWTP's capacity upon completion of the expansion project. The City of Pacifica's Caldera Creek Water Recycling Plant (CCWRP) treats wastewater within the City and currently has a capacity of 20 mgd. The CCWRP currently treats approximately 4.0 mgd. As such, adequate capacity is available at the CCWRP to serve the increase in demand resulting from the proposed Project. It is, therefore, anticipated that the increase in demand for water and wastewater treatment would adequately met. Impacts would be less than significant.

4.18(c) (Require New Stormwater Facilities) Less Than Significant Impact: The Project includes a detention pipe that will restrict flow to 0.66 cubic feet per second (cfs) during a 100-year storm event. This is equal to the pre-development flow from the site. The volume of water during that time frame is 1,100 cubic feet, but the detention pipe can hold 800 cubic feet, so the creek will receive 300 cubic feet at the peak of the storm. The remaining 800 cubic feet will be discharged after the peak of the storm has subsided. The total impervious area of the proposed Project is 35,449 sq. ft and the total pervious area is 69,966 sq. ft. Since the stormwater detention system has been specifically designed to mimic the predevelopment flow from the site, no significant change is expected to San Pedro Creek as a result of construction of the proposed Project. Therefore, the proposed subdivision and construction of the six single-family lots is expected to have a less than significant impact on drainage pattern, runoff and storm drain capacity.

The proposed Project is not expected to significantly increase runoff relative to the existing condition since the Project site will be improved with an onsite storm drain system that conveys runoff to existing storm drain system with sufficient capacity. Therefore, the Project is expected to result in less than significant impacts due to the expansion of existing storm water drainage facilities or construction of new facilities.

4.18(d) (Sufficient Water Supplies) Less Than Significant Impact: Water service at the Project site and in the Project area is provided through the North Coast County Water District (NCCWD). The water supply provided to NCCWD is subject to an agreement with the SFPUC. The most recent Urban Water Management Plan (UWMP) prepared by the NCCWD indicates that under the current terms of the contract with the SFPUC, the NCCWD's maximum supply (maximum wholesale allocation) is 3.84 mgd (4,301.04 acre feet per year). This existing allocation is sufficient to meet the NCCWD's needs from present time through 2030. Changes in water demand presented as discussed in the UWMP are based on growth projections set forth in the City's General Plan. According to the UWMP, approximately 44 new connections per year, 220 new water connections by 2010, and approximately 1,100 by 2030 would result. Since the proposed Project would introduce less density than the current land use designations set forth in the City of Pacifica 1980 General Plan, it has been accounted for in the NCCWD's UWMP and could be adequately served by existing water entitlements. Therefore, impacts to water supplies as a result of the Project will be less than significant.

4.18(e) (Wastewater Treatment Capacity) Less Than Significant Impact: The Project is a residential subdivision development of the type and density anticipated in the General Plan. The Project's contribution to wastewater flows were anticipated in the 1980 General Plan and have been considered for operating capacity of the water treatment plant. The addition of six (6) dwelling units onsite is well within the flow capacity analyzed as part of the General Plan. The proposed Project will not generate wastewater that exceeds the capacity of wastewater treatment plant when added to existing and projected commitments in the service area. Collection and treatment capacity is sufficiently below maximum capacity to serve development within the service area. Therefore, the Project will have less than significant impacts related to the adequacy or capacity of wastewater treatment facilities.

4.18(f-g) (Landfill Capacity) Less Than Significant Impact: The Project is expected to generate solid waste typical of the proposed use. The Project applicant will be required to adhere to all federal, state, and local regulations governing the disposal of solid waste. Solid waste generated by users at the Project site and surrounding area is disposed of at the Ox Mountain Sanitary Landfill. Construction related waste will be reduced through the development of a construction waste management plan. Although the waste stream generated by the Project is expected to increase during construction, it is not expected to exceed landfill capacity and is not expected to result in violations of federal, state, or local statutes and regulations related to solid waste. Therefore, implementation of the Project will result in less than significant impacts to the local landfill's permitted capacity for solid waste disposal, as well as federal, state, and local statutes and regulations.

Mitigation Measures: None Required.

4.19. MANDATORY FINDINGS OF SIGNIFICANCE (CAL. PUB. RES. CODE §15065)

A focused or full environmental impact report for a project may be required where the project has a significant effect on the environment in any of the following conditions:

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Mandatory Findings Discussion:

4.19(a) (Degrade the Environment): Less Than Significant Impact: The Project is located within the City of Pacifica General Plan boundaries, on a parcel that is currently underutilized. The existing environmental conditions indicate that the Project site has potential to contain biological resources. Impacts to biological resources will be avoided through the project design and through the proposed mitigation measure (See Mitigation Measures BIO-1 through BIO-8), which will reduce potential biological impacts to less than significant levels.

The site is located in adjacent to an urban environment and surrounded by other urban uses, open space and riparian. A portion of the Project site includes a segment of the San Pedro Creek, which contains a narrow riparian corridor along the northern site boundary before the creek undergrounds under Highway 1. Other than a stormdrain outfall, no Project improvements are proposed to occur in the channel of San Pedro Creek. In order to ensure that the Project does not impact biological resources associated with the San Pedro Creek, mitigation measures set forth herein require pre-construction surveys, protection of habitat during construction and native plantings near the creek to replace removal of riparian habitat.

Evidence of cultural resources have been identified within the project vicinity, however there are no known cultural resources onsite. Additionally, activities of the San Pedro Creek Flood Control involved disturbance along the creek and the introduction of fill, which was used to cover the original grade to a depth of several feet. As discussed above in the Cultural Resources section, there is a potential for the site to contain buried cultural resources, which could be unearthed during project construction. Mitigation Measures Cul-1 through Cul-3 shall be implemented and assure that potential impacts to cultural resources as a result of the project are reduced to less than significant levels.

With implementation of mitigation measures set forth herein, the Project's potential impacts to biological and cultural resources would be reduced to levels below significance. As a result, the Project will not degrade the quality of the environment, reduce habitat, or affect cultural resources. Therefore, the Project will have less than significant impacts due to degradation of the environment.

4.19(b) (Cumulatively Affect the Environment) Less Than Significant Impact: The proposed Project is consistent with the City's General Plan growth projections. The Project will not promote further development beyond what is called for by the City's General Plan and EIR.

The Project is consistent with the surrounding land uses and implements the intent of the General Plan through the development of an underutilized parcel adjacent to the existing urbanized area. Public utilities exist at and surrounding the Project site and service providers will be capable of serving the Project with existing or planned facilities. Potential environmental impacts are expected to remain at, or be mitigated to, less than significant levels. The Project does not increase the severity of any of the cumulatively considerable impacts from the levels identified and analyzed in the General Plan EIR. There are no other components of the Project that would result in cumulative impacts not previously considered in the General Plan EIR. Therefore, the Project's cumulative impacts will be less than significant.

4.19(c) (Substantial Adverse Effect on Humans) Less Than Significant Impact: The Project has the potential to result in adverse impacts to air quality, biological resources, cultural resources, geology and soils, hydrology, land use, water quality and noise that has the potential to either directly or indirectly affect human beings. With mitigation measures set forth above, the Project will have less than significant environmental effects that would directly or indirectly impact human beings onsite or in the Project vicinity. Therefore, the Project will have less than significant impacts due to substantial adverse environmental effects.

5. REFERENCE DOCUMENTS

Technical Appendices

The following resources were prepared in order to further identify Project specific parameters. Copies of these technical documents are incorporated herein by reference and are available for review during normal business hours at the City of Pacifica, Planning Department 1800 Francisco Blvd.

1. Tentative Subdivision Map Plans Set, dated July 4, 2017.
2. California Division of Land Resource Protection, Farmland Mapping and Monitoring Program. San Mateo County Important Farmland 2014. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/smt14.pdf, Accessed December 2, 2016.
3. *"San Pedro Terrace Residential Development Community Risk Assessment,"* prepared by Illingworth & Rodkin, Inc., April 13, 2017.
4. *California Environmental Quality Act Air Quality Guidelines*, prepared by the Bay Area Air Quality Management District, May 2017.
5. *California Environmental Quality Act Air Quality Guidelines*, prepared by the Bay Area Air Quality Management District," May 2011.
6. *Recommended Methods for Screening and Modeling Local Risks and Hazards*, prepared by the Bay Area Air Quality Management District, May 2011.
7. *"Biological Assessment: San Pedro Terrace,"* prepared by Toyon Consultants, April 6, 2017
8. *"San Pedro Terrace Final Wetland Delineation Report,"* prepared by Toyon Consultants, January 17, 2017
9. *"San Pedro Terrace Restoration Mitigation and Monitoring Plan,"* prepared by Toyon Consultants, September 15, 2016.
10. Arborist Report, Kielty Arborist Service, LLC, July 11, 2017.
11. *"Geotechnical Engineering Study,"* prepared by GeoForensics, Inc., February 2016 and April 2017
12. *Montara Mountain Quadrangle, California 7.5 Minute Series (Topographic*), prepared by the Resources Agency Department of Conservation, 1982.
13. *Bay Area 2017 Clean Air Plan*, prepared by the Bay Area Air Quality Management District, Associate of Bay Area Governments, Bay Conservation and Development Commission, and the Metropolitan Transportation Commission, April 2017.
14. *"San Pedro Terrace Subdivision Noise and Vibration Assessment"* prepared by Illingworth & Rodkin, Inc., April 11, 2017.
15. *"ITE Trip Generation,"* prepared by Kimley-Horn, dated February 17, 2017.

Other Documents Referenced - City of Pacifica Documents

16. *"City of Pacifica 1980 General Plan*," prepared by the City of Pacifica, 1980.
17. *"City of Pacifica Draft 2035 General Plan Update*," prepared by the City of Pacifica, 2014.
18. *"City of Pacifica 2035 General Plan Update Draft Environmental Impact Report (EIR)"* (SCH No. 2012022046), prepared by the City of Pacifica, March 2014.
19. *"City of Pacifica Housing Element of the General Plan 2015-2023*," prepared by the City of Pacifica, May 2015.
20. "Final Environmental Impact Report/Environmental Impact Statement - San Pedro Creek Flood Control Project", U.S. Army Corps of Engineers San Francisco District & City of Pacifica, January 1998.
21. *"City of Pacifica Climate Action Plan*," adopted by City of Pacifica July 14, 2014.
22. *"City of Pacifica 2001 Zoning Map and Ordinance*," prepared by the City of Pacifica, 2001.