

## **APPENDIX A**

### **NOTICE OF PREPARATION (NOP) AND INITIAL STUDY**



# **NOTICE OF PREPARATION AND NOTICE OF SCOPING MEETING**

**TO:** County Clerk; State Clearinghouse; Responsible Agencies; Trustee Agencies; Federal Agencies with approval or funding authority; Interested Parties

**FROM:** City of Pacifica

**SUBJECT:** Fassler Avenue Residential Project - Notice of Preparation of a Supplemental Environmental Impact Report (SEIR) in Compliance with Title 12, Section 15082(a) of the California Code of Regulations and Notice of EIR Scoping Meeting

**LEAD AGENCY:** City of Pacifica  
Planning Department  
1800 Francisco Boulevard  
Pacifica, CA 94044  
Contact: Kathryn Farbstein, Assistant Planner  
(650) 738-7341  
farbsteink@ci.pacifica.ca.us

**PROJECT APPLICANT:** Terra Holdings  
257 Castro Street, Suite 211  
Mountain View, CA 94041  
Contact: Samir Sharma  
(206) 931-4169  
samir19@gmail.com

**NOTICE OF PREPARATION (NOP):** Pursuant to the California Environmental Quality Act (CEQA), notice is hereby given that the City of Pacifica will be the CEQA Lead Agency and will prepare a Draft Supplemental Environmental Impact Report (SEIR or Draft SEIR) for the proposed project identified below. We are requesting comments on the scope and content of the Draft SEIR within 30 days of receipt of this Notice of Preparation (NOP).

**INTRODUCTION:** The purpose of an EIR is to inform decision makers and the general public of the environmental effects of a proposed project. The EIR process is intended to provide environmental information sufficient to evaluate a proposed project and its potential for significant impacts on the environment; examine methods of reducing adverse environmental impacts; and consider alternatives to the project.

The Fassler Avenue Residential Project Draft SEIR will be prepared and processed in accordance with CEQA and the *CEQA Guidelines*. In accordance with CEQA, the Draft SEIR will include the following:

- Summary of the proposed project and its potential environmental effects;

- Description of the proposed project;
- Description of the existing environmental setting, potentially significant environmental impacts, and mitigation measures;
- Alternatives to the proposed project;
- Cumulative impacts; and
- CEQA conclusions, including: 1) the growth-inducing impacts of the proposed project; 2) any significant environmental effects which cannot be avoided if the project is implemented; 3) any significant irreversible and irretrievable commitments of resources; and 4) effects found not to be significant.

**PROJECT LOCATION:** The 11.2-acre project site is located at 801 Fassler Avenue (APN 022-083-020 & 030) in the City of Pacifica (Figure 1). Regional access is provided by State Highway 1, which is approximately 0.35 mile west of the project site and State Highway 35, which is approximately three miles east of the project site.

**PROJECT DESCRIPTION:** In 2004, an application was submitted to the City of Pacifica for the Prospects Residential Project which consisted of 34 residential units, a subterranean parking garage, and associated amenities in the western two acres of the project site. In 2007, the City certified a Final EIR (State Clearinghouse No. 2006062150) and approved a reduced version of the Prospects Residential Project totaling 29 residential units. However, the entitlements for that project have since lapsed and no building permits were issued by the City. Pursuant to §15163 of the CEQA Guidelines, the City will prepare a Draft Supplemental EIR (SEIR) for the proposed Fassler Avenue Residential Project as a supplement to the 2007 Final EIR prepared for the Prospects Residential Project.

The Fassler Avenue Residential Project is proposed at the same site and consists of 24 condominium units in 12 duplex buildings (Figures 2 and 3). The proposed project is to be developed generally within the same building footprint as the Prospects Residential Project but some of the design and construction details differ from the prior project, including but not limited to project layout, garages and surface parking, access, an above-grade loop road, building heights, and stormwater management. Proposed project characteristics are described in more detail below.

***Project Site Plan and Layout***

The proposed project development area consists of 53,627 square feet (sf) on the 11.2-acre site which is within the maximum allowable development area of the site (53,665 sf) as calculated per the City of Pacifica Municipal Code. As listed in Table 1, the proposed project consists of 24 condominium units in 12 duplexes (Buildings A through E). Most condominium units would include a living area, garage, porch, deck, and private yard, with the exception that Units 3 and 5 would not include private yards and Unit 4 would not include a deck (Table 2). Units 1, 3 and 8 are two levels and the remaining condominiums would include three levels of living areas (Lower Level, Middle Level, and Upper Level). The condominiums would range in size from 1,253 sf (Unit 1) to 2,120 sf (Unit 7). Two-car garages would be provided for each unit ranging from 395 sf (Unit 6) to 478 sf (Unit 7). Private yards would range in size from 73 sf (Unit 1) to 150 sf (Units 4, 6-8). In addition to the proposed residential units, the proposed project would include a butterfly and hummingbird garden, an upper and lower picnic area, other open space areas, and a footpath consisting of decomposed granite that would provide connection between the open space areas and the western portion of the residential development.

**Table 1  
Building Summary**

Description	Unit Mix		# of Structures	Max. Height
Building A	Unit 2	Unit 2	8	44'-5"
Building B	Unit 3	Unit 1	8	39'-8"
Building C	Unit 4	Unit 7	4	37'-3"
Building D	Unit 5	Unit 5	2	31'-1"
Building E	Unit 6	Unit 8	2	35'-8"

*Source: Wood Rodgers, March 11, 2015.*

**Table 2  
Unit Summary**

	Living	Garage	Porch	Deck	Private Yard
Unit 1	1,253	385	50	106	73
Unit 2	1,472	451	34	95	82
Unit 3	1,548	389	18	150	N/A
Unit 4	1,727	404	27	N/A	150
Unit 5	1,677	378	26	150	N/A
Unit 6	1,799	405	28	72	150
Unit 7	2,143	456	68	74	150
Unit 8	2,052	381	32	126	150

*Source: Wood Rodgers, March 11, 2015.*

***Grading, Drainage, and Utilities***

The proposed project reduces the earthwork required for the prior project by not proposing any underground parking. Approximately 11,600 cubic yards (cy) of cut material and 12,200 cy of fill material would be required for project grading, meaning that 600 cy would need to be imported to the site. Maximum fill slopes on the north side of the residential development would be approximately 12.7' high, whereas fill slopes at the west side of the development near the community patio/overlook would be approximately 8.2' high. Fill slopes would not exceed 2:1 slope unless reinforced by geogrid or retained by a retaining wall. There would be a maximum cut slope of 13.1' near the southeastern portion of the proposed development.

The preliminary drainage plan consists of a series of storm drain inlets and storm drains in the private driveway (and beyond) to capture runoff and direct it to the water quality basin proposed to be located near the project entrance. From the water quality basin the runoff would be conveyed by another storm drain that would connect to the City's existing storm drain system in Fassler Avenue. If additional runoff capacity is required beyond that provided by the water quality basin, then such runoff would be directed to the adjacent detention basin and eventually to the Fassler Avenue storm drain. Water and sewer lines would be connected between each residential unit, in the private driveways and ultimately to the existing water and sewer mains located in Fassler Avenue. The City of Pacifica would provide municipal sewer distribution and treatment

services while the North Coast County Water District would provide water service to the proposed project.

### ***Circulation and Parking***

Access to the proposed project site would be provided at one point along Fassler Avenue, near the western border of the project site, in the form of a private circular driveway. The private driveway would provide one 14'-wide vehicular lane in each direction for a total driveway width of 28'. The driveway would connect to each of the proposed buildings and attached garages, as well as to 13 guest surface parking spaces (includes one compact space), and two common driveways for Units 1-4 and Units 5-9. No additional ingress or egress locations are proposed and the City of Pacifica Fire Department has bought-off on the project's proposed internal circulation and new connection to Fassler Avenue. In addition to the 13 guest parking spaces, each garage would provide two parking spaces for a total of 48 garage parking spaces. Remnants of an existing asphalt road along the northern boundary of the project site would be demolished and removed.

The proposed project's striping plan for Fassler Avenue includes a new eastbound left-turn lane of 120' long, which also provides an area for vehicles to decelerate and additional vehicle storage space before turning into the project site. This lane includes a 60' long bay taper before the proposed left turn lane and an additional 355' of a restriped center lane east of the project entrance to provide space for vehicles exiting the site in an eastbound direction. After the restriping lanes would be 18' wide (12' wide for the center lane) west of the project entrance, and 19' wide (11' wide for the center lane) east of the project entrance. Also, a 5' wide sidewalk would be installed along the project's frontage on Fassler Avenue.

### ***Construction***

Construction is anticipated to begin in July 2016. Construction would take place Monday through Friday and Saturday as needed. The proposed hours of construction would not exceed what is stipulated in the City of Pacifica Municipal Code which allows construction activities to take place between the hours of 7:00 a.m. to 7:00 p.m. Monday to Friday, and 9:00 a.m. to 5:00 p.m. Saturdays and Sundays. Grading, infrastructure and utilities, and foundations would take approximately 5 months. The construction of the residential units would take approximately 8 months. Final grading, landscaping and completion of improvements to Fassler Avenue would take approximately 4 months. Construction and full buildout of the project would be completed by December 2017.

**PROBABLE ENVIRONMENTAL EFFECTS:** It is anticipated that the project may have environmental effects in the following areas: Aesthetics; Biological Resources; Geology and Soils, Hydrology and Water Quality, and Transportation and Traffic. The level of analysis for these subject areas may be refined or additional subject areas may be analyzed based on responses to this NOP, and/or refinements to the proposed project.

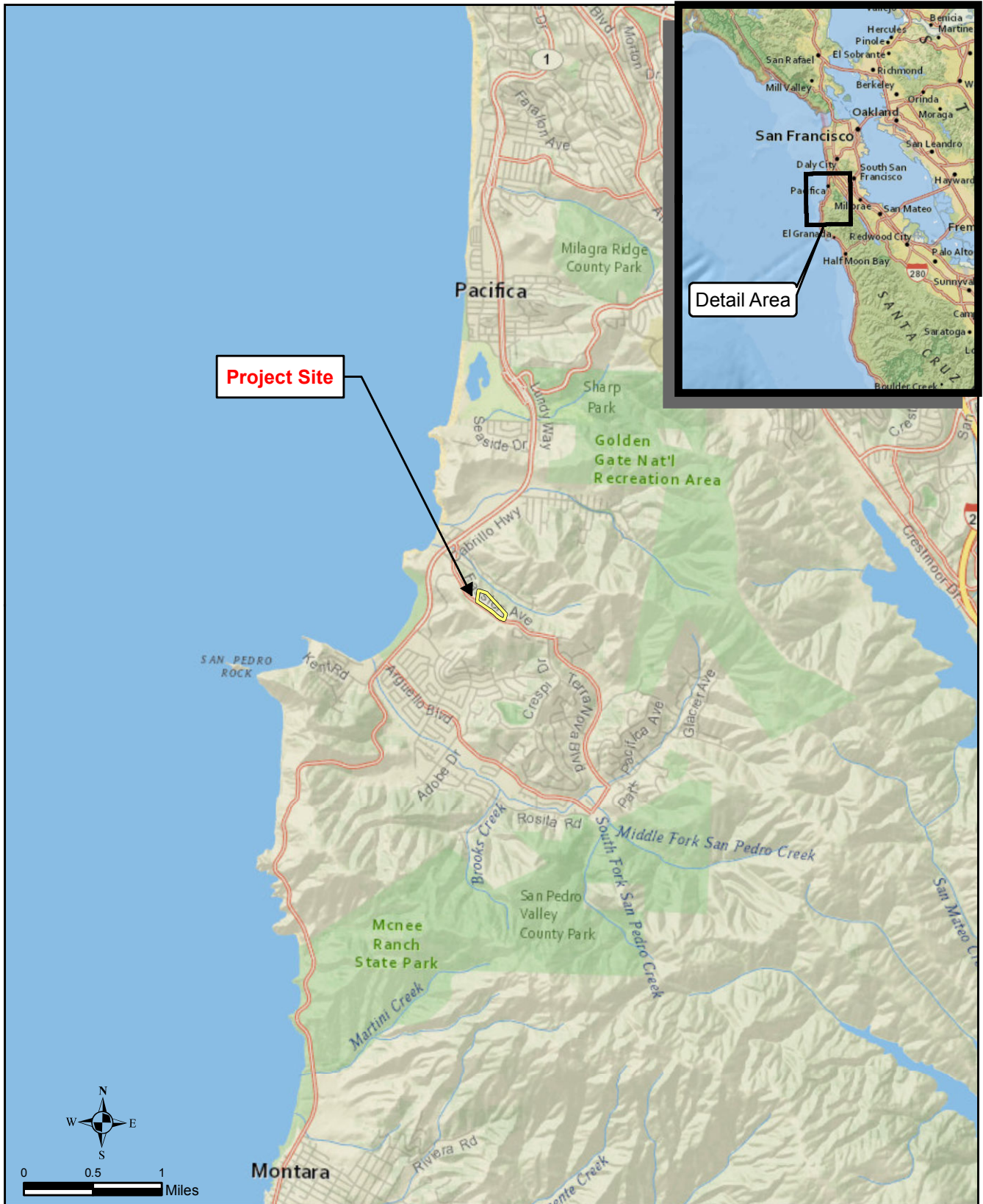
**REQUEST FOR COMMENTS:** Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than **November 17, 2015**. Please send your response to Kathryn Farbstein, Assistant Planner, at the address shown above on the first page of this notice.

**NOTICE OF EIR SCOPING MEETING:** In addition, pursuant to California Public Resources Code §§ 21081.7, 21083.9, and 21092.2, the City of Pacifica will conduct an

EIR scoping meeting for the same purpose of soliciting the views of interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, involved federal agencies, and the City of Pacifica, as to the appropriate scope and content of the Draft SEIR. ***The scoping meeting will be held on October 29, 2015 at 7:00 PM at the Crespi Community Center Auditorium, 540 Crespi Drive, Pacifica.*** Please contact Kathryn Farbstein, Assistant Planner, at (650) 738-7341 for further information.

DATE: October 15, 2015

Signature:  FOR  
Kathryn Farbstein  
Assistant Planner



Source: Esri - National Geographic, 9/23/2015

**Figure 1. Regional and Vicinity Map**

Fassler Avenue Residential Project



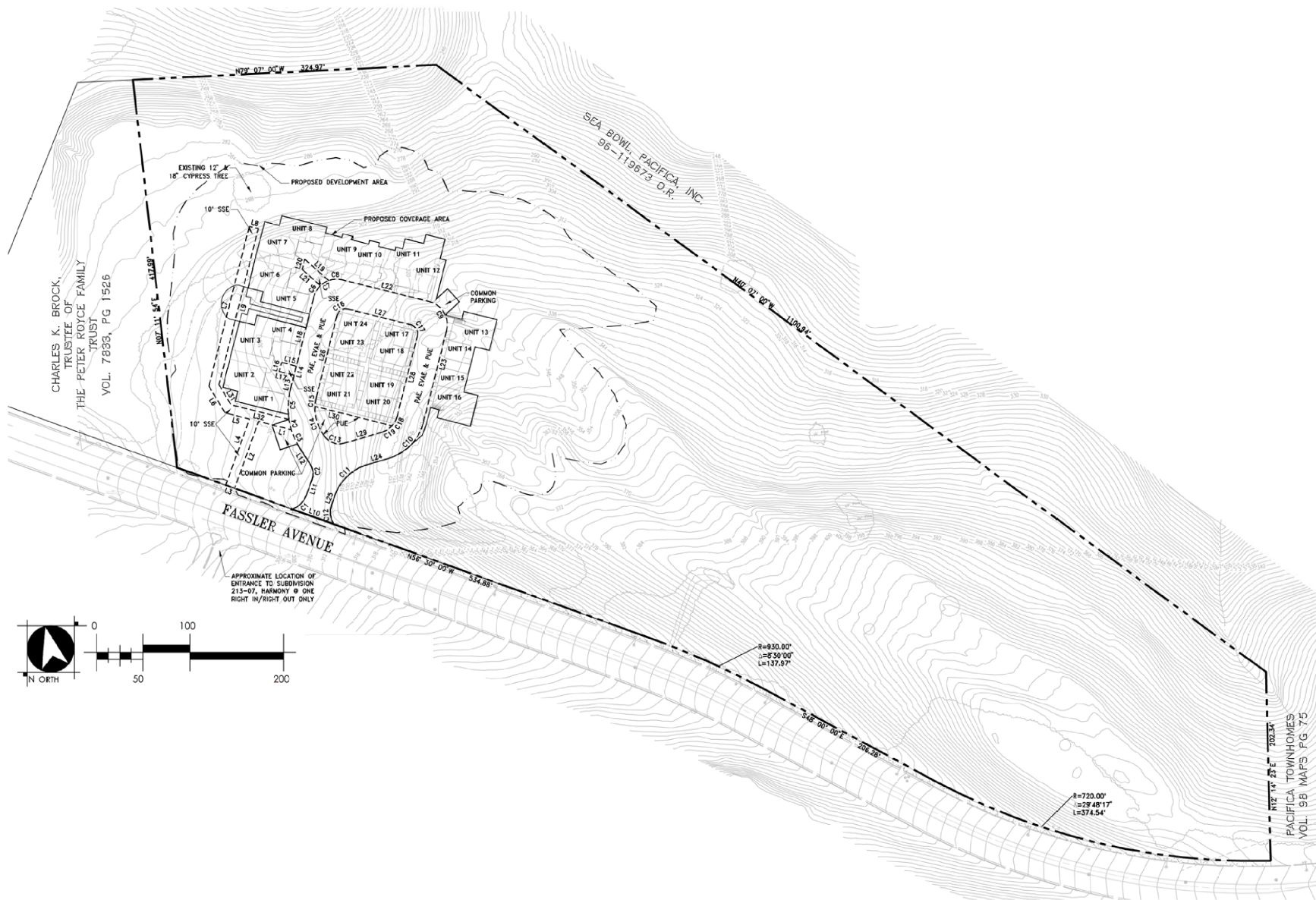
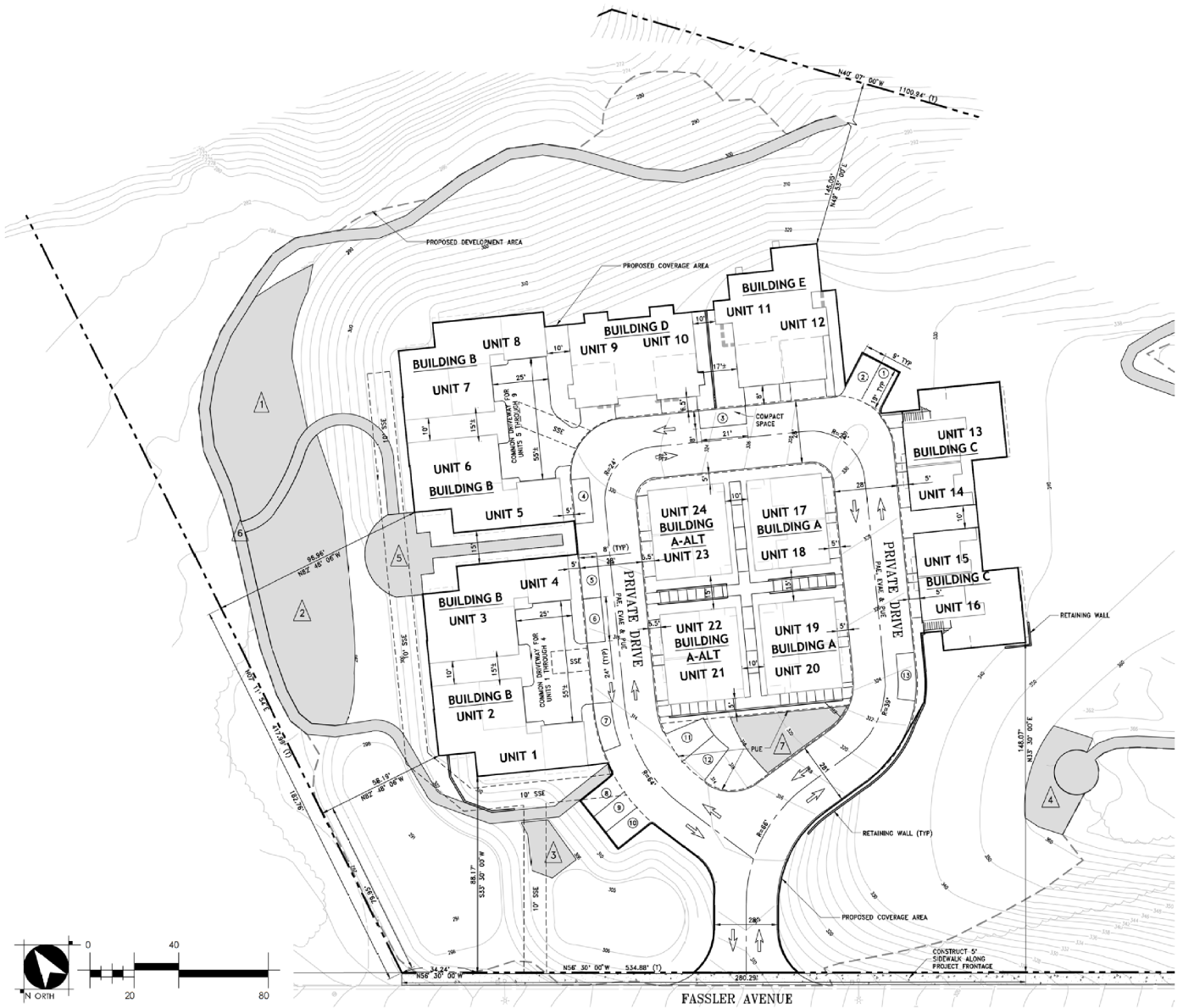


Figure 2. Project Site Plan

Fassler Avenue Residential Project



Source: Wood Rodgers, 9/18/2015

**Figure 3. Project Layout**

Fassler Avenue Residential Project

**City of Pacifica  
Planning and Economic  
Development Department  
INITIAL STUDY AND CHECKLIST**

**Date:** October 28, 2015

**California Environmental Quality Act (CEQA) Requirements**

This report has been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.) and the CEQA *Guidelines*.

**Project Title:** Fassler Avenue Residential Project

**Project Location:** 801 Fassler Avenue (APN 022-083-020 & 030), City of Pacifica, CA

**Lead Agency:** City of Pacifica  
Planning and Economic Development Department  
1800 Francisco Boulevard  
Pacifica, CA 94044  
Contact: Kathryn Farbstein, Assistant Planner  
(650) 738-7341  
farbsteink@ci.pacifica.ca.us

**Project Applicant:** Terra Holdings  
257 Castro Street, Suite 211  
Mountain View, CA 94041  
Contact: Samir Sharma  
(206) 931-4169  
samir19@gmail.com

**General Plan Designation/Zoning Classification:** The General Plan designation for approximately 7.6 acres of the westerly portion of the project site is Open Space Residential and the remaining 3.6 acres has a General Plan designation of Low-Density Residential. The entire project site is zoned Planned Development (P-D) District with Hillside Preservation District (HPD) overlay.

**Site Description:** The 11.2-acre project site is located in the southwest portion of the City of Pacifica in the Rockaway Neighborhood and is bounded by Fassler Avenue on the west and south, and vacant land to the north and east (Figure 1). The project site consists of the following two parcels (identified by the Assessor's Parcel Numbers [APNs]): 022-083-020 and 022-083-030. The project site consists of hilly terrain and generally slopes from a peak in the southeast portion (approximately 440 feet above mean sea level [msl]) of the site to a low point in the northwest region (240 feet above msl) of the project site. The average slope from the highest to lowest point on the project site is approximately 17.7 percent. An approximately 50-foot high ridge exists in the middle portion of the property, roughly parallel to Fassler Avenue.

**Project Description:** In 2004, an application was submitted to the City of Pacifica for the Prospects Residential Project which consisted of 34 residential units, a subterranean parking garage, and associated amenities in the western two acres of the project site. In 2007, the City certified a Final EIR (State Clearinghouse No. 2006062150) and approved a reduced version of the Prospects Residential Project totaling 29 residential units. However, the entitlements for that project have since lapsed and no building permits were issued by the City. Pursuant to §15163 of the CEQA Guidelines, the City will prepare a Draft Supplemental EIR (SEIR) for the proposed Fassler Avenue Residential Project as a supplement to the 2007 Final EIR prepared for the Prospects Residential Project.

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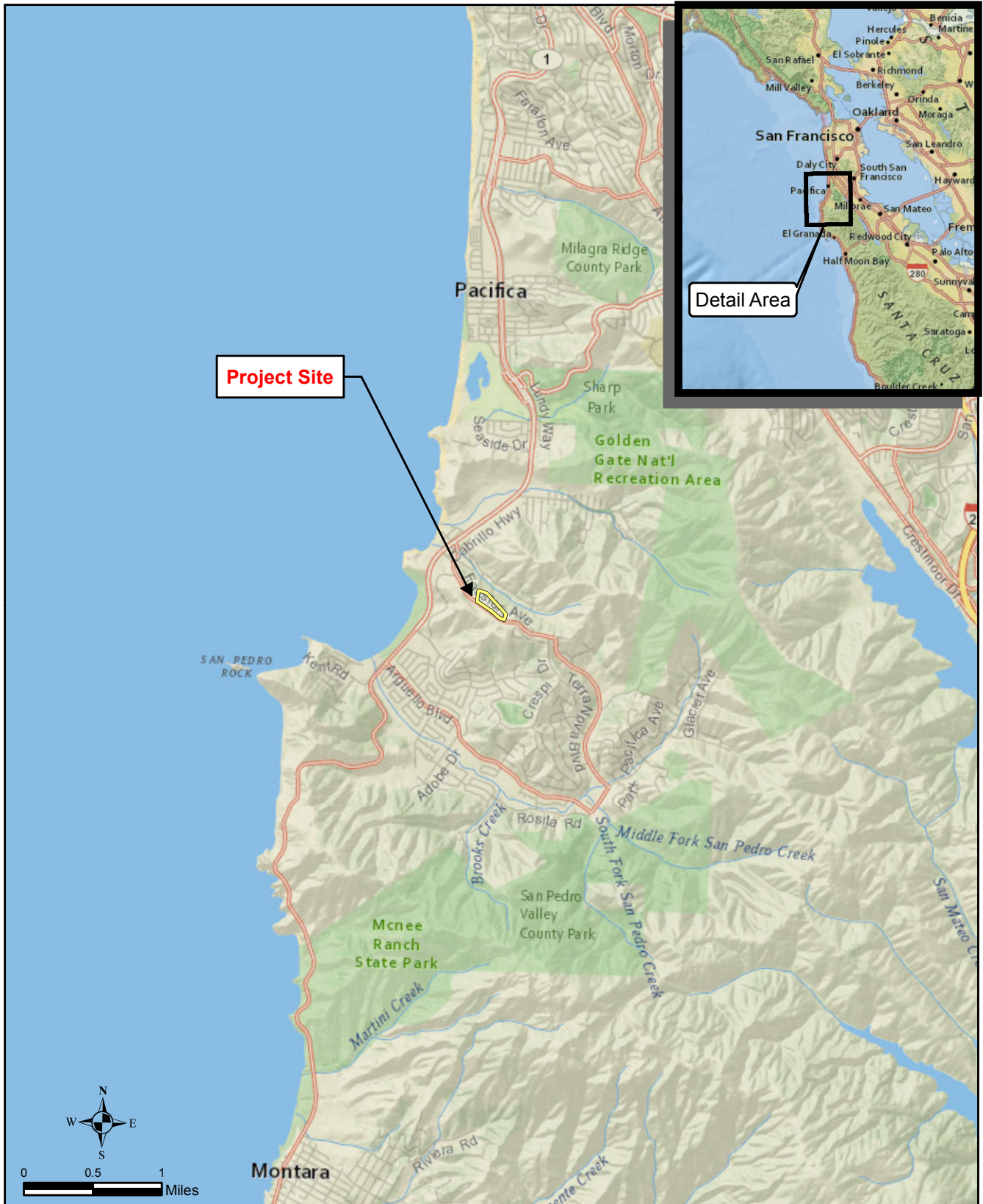
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### **Other public agency approval(s) required:**

- Development Plan
- Rezoning
- Transfer of Residential Development Rights
- Specific Plan
- Subdivision
- Variance



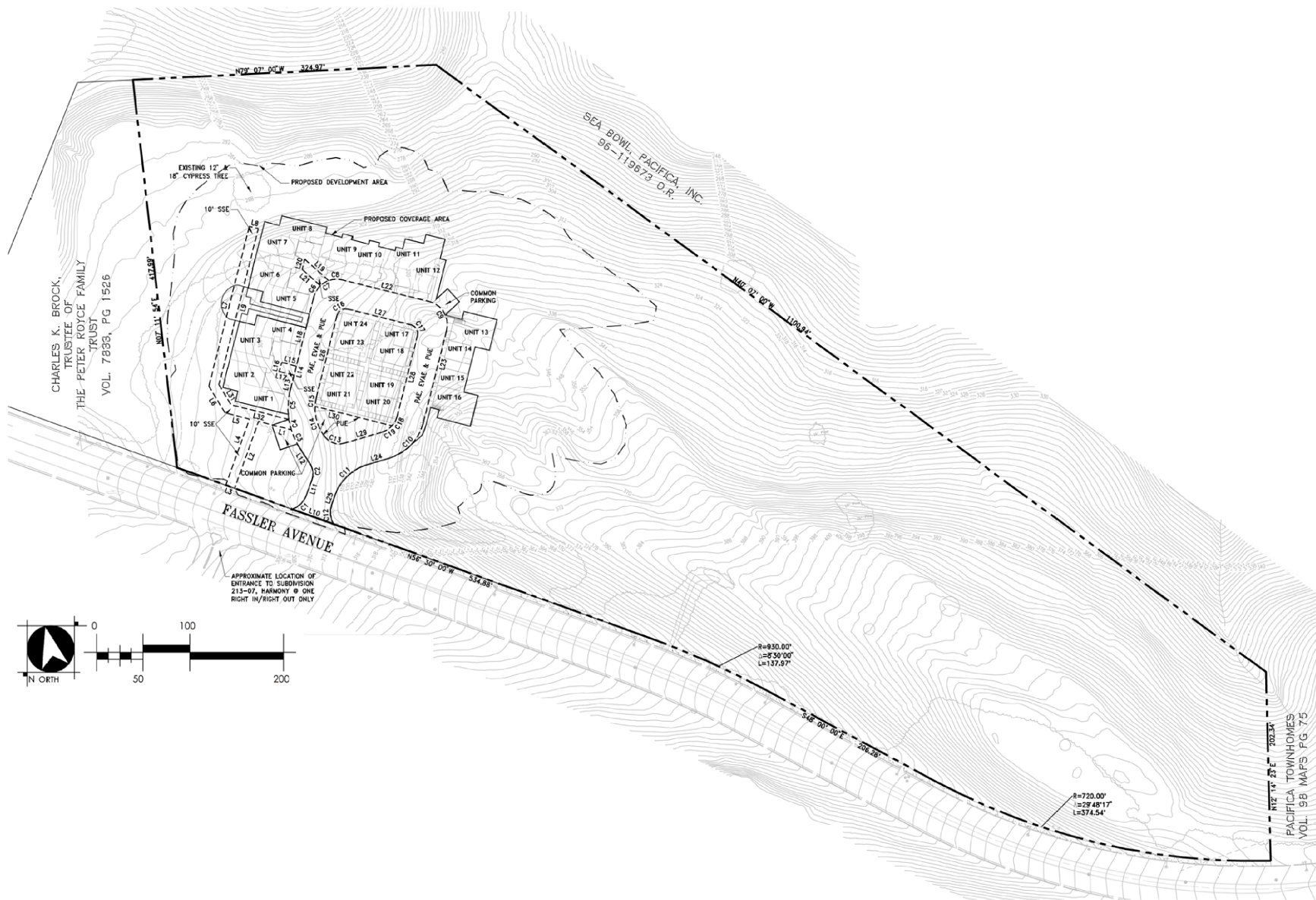


Source: Esri - National Geographic, 9/23/2015

**Figure 1. Regional and Vicinity Map**

Fassler Avenue Residential Project

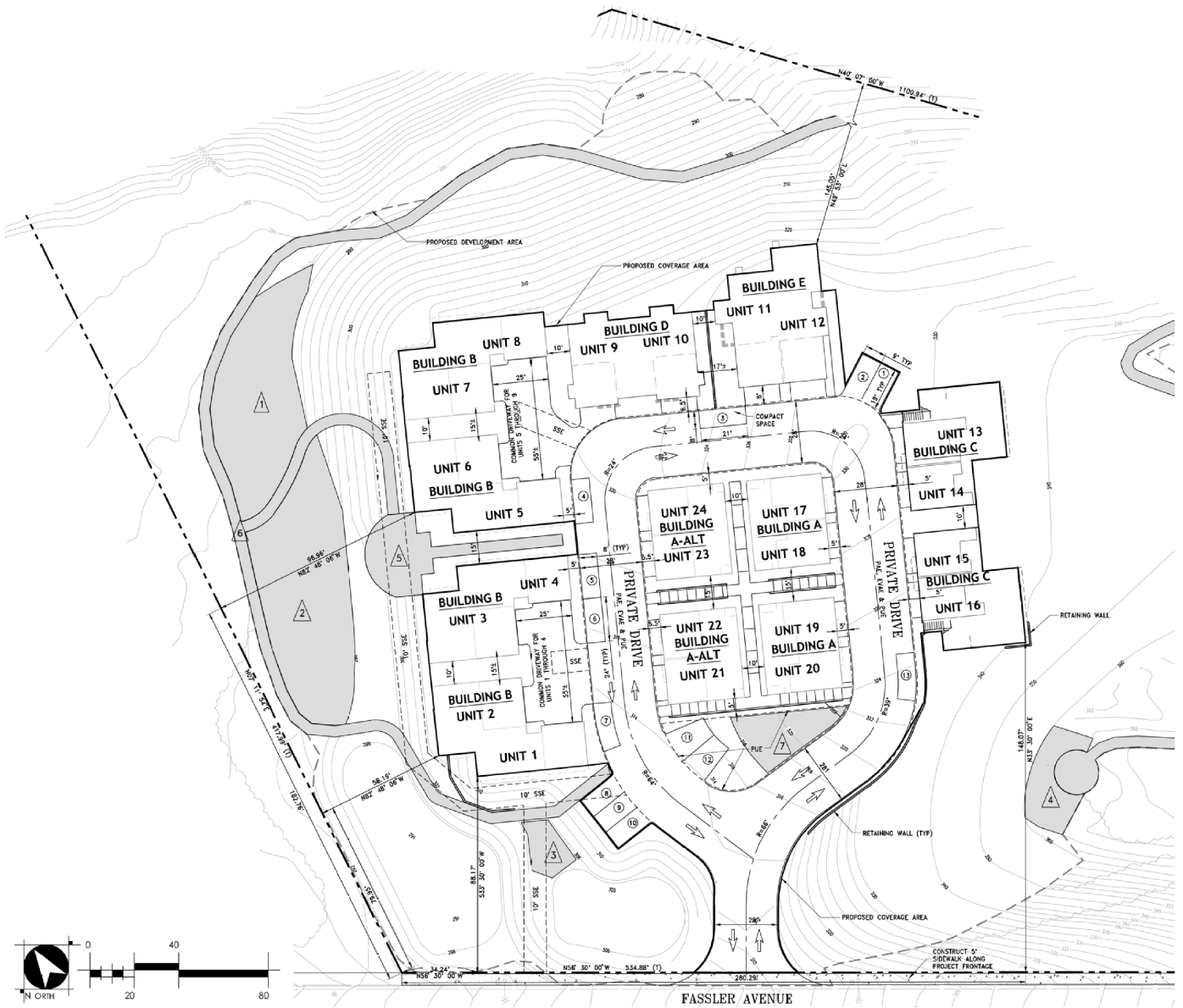




**Figure 2. Project Site Plan**

Fassler Avenue Residential Project





Source: Wood Rodgers, 9/18/2015

**Figure 3. Project Layout**

Fassler Avenue Residential Project

### Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project involving impacts that are a "Potentially Significant Impact" as indicated by the checklist on the pages below.

✓	1. Aesthetics		7. Greenhouse Gas Emissions		13. Population / Housing
	2. Agriculture & Forestry Resources		8. Hazards & Hazardous Materials		14. Public Services
	3. Air Quality	✓	9. Hydrology / Water Quality		15. Recreation
✓	4. Biological Resources		10. Land Use / Planning	✓	16. Transportation / Traffic
	5. Cultural Resources		11. Mineral Resources		17. Utilities / Service Systems
✓	6. Geology / Soils		12. Noise	✓	18. Mandatory Findings of Significance

**Determination**

	I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION should be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
✓	I find 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: \_\_\_\_\_ FOR  
 Kathryn Farbstein  
 Assistant Planner  
 City of Pacifica

Date: October 30, 2015

**Environmental Analysis**

1. **Aesthetics.** Would the project:

- a. Have a substantial adverse effect on a scenic vista?
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c. 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?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
✓			
✓			
✓			
✓			

**Discussion:**

- a) **Potentially Significant Impact.** While the proposed project includes five fewer residential units and a smaller development footprint compared to the 29-unit project approved in 2007, it could impede views of the Pacific Ocean to the west or ridge views to the north. The portion of Fassler Avenue located northwest of the project site is identified as an area with unique visual characteristics in the City’s General Plan.<sup>1</sup> This impact is considered potentially significant and will be further evaluated in the SEIR.
- b) **Potentially Significant Impact.** A small portion of the project site is visible from the intersection of Rockaway Beach Avenue and Highway 1; otherwise the proposed project is not within the viewing corridor of a state scenic highway.<sup>2</sup> According to the City’s General Plan, the City proposes to designate the Linda Mar Boulevard – Oddstad – Terra Nova Boulevard – Fassler Avenue loop as a scenic highway.<sup>3</sup> It is possible; therefore, that implementation of the proposed project could cause substantial damage to scenic resources as viewed from Fassler Avenue. This impact is considered potentially significant and will be further analyzed in the SEIR.
- c) **Potentially Significant Impact.** Implementation of the proposed project would involve development of 24 residential units and associated amenities on a currently vacant site. Additionally, the project site would be graded to accommodate the proposed project. These characteristics of project development could alter the visual character or quality of the site and the

<sup>1</sup> City of Pacifica, *General Plan Community Design Element*, March 1978.

<sup>2</sup> California Department of Transportation, “The California Scenic Highway System: List of eligible and officially designated scenic highways,” [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/cahisys.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/cahisys.htm), Accessed September 10, 2015.

<sup>3</sup> City of Pacifica, *General Plan Scenic Highway Element*, February 1978.

surroundings. This impact is considered potentially significant and will be further addressed in the SEIR.

- d) **Potentially Significant Impact.** While the proposed project includes five fewer residential units compared to the 29-unit project approved in 2007, 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. Therefore, the potential for the project to create a new source of substantial light or glare which would adversely affect day or nighttime views. This impact is considered potentially significant and will be further addressed in the SEIR.

2. **Agricultural and Forestry Resources.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
			✓
			✓
			✓
			✓

2. **Agricultural and Forestry Resources.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:
- 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?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
			✓

**Discussion:**

- a) **No Impact.** The Farmland Mapping and Monitoring Program (FMMP) designates the site as “Urban and Built-Up Land.”<sup>4</sup> Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. No impact would result and no further analysis of this issue is required.
- b) **No Impact.** The project site is zoned P-D District with an HPD overlay. The project site is not under Williamson Act Contract. No impact would result and no further analysis of this issue is required.
- c) **No Impact.** The General Plan designation for approximately 7.6 acres of the westerly portion of the project site is Open Space Residential and the remaining 3.6 acres has a General Plan designation of Low-Density Residential.<sup>5</sup> The project site is zoned P-D District with an HPD overlay. Therefore, no conflict with or re-zoning of forestland, timberland, or timberland production would result from project implementation. No impact would result and no further analysis of this issue is required.
- d) **No Impact.** No forest land is present within the project site. No impact would result and no further analysis of this issue is required.

<sup>4</sup> California Division of Land Resource Protection, *Farmland Mapping and Monitoring Program. San Mateo County Important Farmland 2008.* <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/smt08.pdf>, Accessed September 9, 2015.

<sup>5</sup> *City of Pacifica Housing Element 2015-2023. City of Pacifica.* <http://www.cityofpacifica.org/civica/filebank/blobload.asp?BlobID=7044>. Accessed: September 9, 2015.

- e) **No Impact.** No agricultural land uses or forest land uses are located on or in close proximity to the project site. No impact would result and no further analysis of this issue is required.

3. **Air Quality.** The significance criteria established by the Bay Area Air Quality Management District (BAAQMD) may be relied upon to make the following determinations. Would the project:

- a. Conflict with or obstruct implementation of the applicable air quality plan?
- b. 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 non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- d. Expose sensitive receptors to substantial pollutant concentrations?
- e. Create objectionable odors affecting a substantial number of people?

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.			✓	
b.			✓	
c.			✓	
d.			✓	
e.			✓	

The project is located in the coastal portion of 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 (PM<sub>10</sub>) and fine particulate matter (PM<sub>2.5</sub>).

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 California Air Resources Board (CARB, which a part of the California Environmental Protection Agency) oversees regional air district activities and regulates air quality at the State level.

Both U.S. Environmental Protection Agency (EPA) and California have developed several ambient air quality standards (AAQS) which have become increasingly stringent over the last several decades. Although emissions and ambient air pollution concentrations have decreased considerably over that timeframe, the San Francisco Bay Area Air Basin (SFBAAB) is still classified as “nonattainment” with respect to standards for ozone—most of which is formed in the atmosphere by chemical reactions between reactive organic gases (ROG) and oxides of nitrogen (NOx) rather than being emitted directly—and particulate matter (PM). For the Bay Area as a whole, BAAQMD has estimated average daily emissions in 2012 as 331 tons/day (662,000 lb/day) of ROG, 432 tons/day (864,000 lb/day) of NOx, 220 tons/day (441,000 lb/day) of respirable particulate matter (PM<sub>10</sub>), and 89 tons/day (178,000 lb/day) of fine particulate matter (PM<sub>2.5</sub>).

There are multiple definitions of what project-level emissions increase would be considered “significant”. For temporary activities such as construction, if the project required Federal support or approvals, General Conformity regulations would require a quantitative, formal determination of General Conformity with State Implementation Plans (SIPs) if emissions of NO<sub>x</sub>, ROG, or CO were in excess of 100 tons per year (referred to as Federal de minimis levels). If a large (“major”) stationary source of air pollution were proposed for location at the project site, Federal New Source Review (NSR) regulations would define a “significant” emissions increase as 100 tons per year (TPY) of CO, 40 TPY of ROG or NO<sub>x</sub>, 25 TPY of PM<sub>10</sub> (respirable particulate matter), or 15 TPY of PM<sub>2.5</sub> (fine particulate matter). For sources operating year-round (365 days/year), these four thresholds correspond to approximately 548 lb/day, 219 lb/day, 137 lb/day, and 82 lb/day, respectively.

In 2010, BAAQMD adopted quantitative thresholds of significance for CEQA purposes of 82 lb/day for exhaust PM<sub>10</sub> and 54 lb/day for exhaust PM<sub>2.5</sub>, NO<sub>x</sub>, and ROG, and also identified that best management practices (BMPs) needed to be used for controlling fugitive dust from construction to avoid being considered “significant”. The BAAQMD’s June 2010 adopted thresholds of significance were challenged in a lawsuit. On March 5, 2012 the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the thresholds. The court found that the adoption of the thresholds was a project under CEQA and ordered the BAAQMD to examine whether the thresholds would have a significant impact on the environment under CEQA before recommending their use. The court did not determine whether the thresholds are or are not based on substantial evidence and thus valid on the merits. The court issued a writ of mandate ordering the District to set aside the thresholds and cease dissemination of them until the BAAQMD had complied with CEQA. The court’s order permits the BAAQMD to develop and disseminate guidelines for CEQA compliance within the District, as long as they do not implement the 2010 thresholds of significance. In light of the court’s order, all references of the Air District’s June 2010 adopted thresholds, including related screening criteria, have been removed from the BAAQMD CEQA Guidelines. Hence, this analysis relies on thresholds described in the previous version of the BAAQMD CEQA Guidelines, published in 1999, but also includes a comparison with the more conservative June 2010 BAAQMD CEQA thresholds as a point of reference. Under the previous version, the thresholds of significance for emissions increases at stationary sources were 80 lb/day for PM<sub>10</sub>, NO<sub>x</sub>, and ROG. The BMPs for controlling fugitive dust from construction in the 1999 thresholds are very similar to those identified in the 2010 version.

Although the 2010 BAAQMD CEQA Guideline thresholds are no longer recommended for generally applicable measures of impacts, they are conservative, given that they are more stringent than the earlier thresholds mentioned above. Therefore, emissions increases that are less than the 2010 thresholds will be considered less than significant for purposes of CEQA in this Initial Study/Proposed Mitigated Negative Declaration.

### **Discussion:**

- a) ***Less Than Significant Impact.*** A significant impact may occur if the proposed project is not consistent with the applicable air quality plan. In the case of projects proposed within the Bay Area, the applicable plan is the Air Quality Management Plan (AQMP) that is prepared by BAAQMD. The BAAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the BAAQMD, a regional agency, works directly with the Association of Bay Area Governments (ABAG), county transportation commissions, local governments, and cooperates actively with all State and federal government agencies. The BAAQMD develops rules and regulations, establishes permitting requirements, inspects



emissions sources, and enforces such measures through educational programs or fines, when necessary.

The BAAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. Bay Area plans are prepared with the cooperation of the Metropolitan Transportation Commission (MTC), and the Association of Bay Area Governments (ABAG). Currently, there are three plans for the Bay Area. These are:

- The *Ozone Attainment Plan for the 1-Hour National Ozone Standard* (ABAG, 2001) developed to meet Federal ozone air quality planning requirements;
- The *Bay Area 2000 Clean Air Plan* (BAAQMD, 2000) developed to meet planning requirements related to the State ozone standard; and
- The *1996 Carbon Monoxide Redesignation Request and Maintenance Plan for Ten Federal Planning Areas*, developed by the air districts with jurisdiction over the ten planning areas including the BAAQMD to ensure continued attainment of the Federal carbon monoxide standard. In June 1998, the EPA approved this plan and designated the ten areas as attainment. The maintenance plan was revised in October 1998.

The Bay Area 2001 Ozone Attainment Plan was prepared as a proposed revision to the Bay Area part of California's plan to achieve the national ozone standard. The plan was prepared in response to US EPA's partial approval and partial disapproval of the Bay Area's 1999 Ozone Attainment Plan and finding of failure to attain the national ambient air quality standard for ozone. The Revised Plan was adopted by the Boards of the co-lead agencies and approved by the ARB in 2001. On July 7, 2003, EPA signed a rulemaking proposing to approve the Plan. EPA also made an interim final determination that the Plan corrects deficiencies identified in the 1999 Plan. However, in April 2004, US EPA made a final finding that the Bay Area has attained the national 1-hour ozone standard. Because of this finding, the previous planning commitments in the 2001 Ozone Attainment Plan are no longer required. The region must submit to EPA a redesignation request and a maintenance plan to show that the region will continue to meet the 1-hour ozone standard. The recent designation of the Bay Area as nonattainment for the Federal 8-hour ozone standard now triggers the need for an attainment plan.

For State air quality planning purposes, the Bay Area is classified as a marginal non-attainment area for the national 8-hour ozone standard. The serious classification triggers various plan submittal requirements and transportation performance standards. One such requirement is that the Bay Area update the Clean Air Plan (CAP) every three years to reflect progress in meeting the air quality standards and to incorporate new information regarding the feasibility of control measures and new emission inventory data. The Bay Area's record of progress in implementing previous measures must also be reviewed. The most recent revision to the CAP was completed in 2000. The 2000 CAP applied control measures to stationary sources, mobile sources, and transportation control measures (TCMs).

Projects that are consistent with the projections of employment and population forecasts identified by ABAG are considered consistent with the Plans growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the

Plan. The Plan also assumes that general development projects will include feasible strategies (i.e., mitigation measures) to reduce emissions generated during construction and operation.

The proposed project consists of 24 condominium units in 12 duplex buildings. New residential uses would increase the City population. Using an existing average household size of 2.728, the proposed project would be expected to accommodate approximately 65 (2.728 x 24) residents. According to ABAG, by 2020, the City's projected population would be 40,600. Assuming that all residents generated by the proposed project are new to the City, they would make up 0.0016 percent of the baseline population (2015) and 0.0016 percent of the projected population for the year 2020. Because the proposed project would not exceed the City's population projections, impacts would be less than significant.

- b) **Less Than Significant Impact.** The proposed project would involve the construction of 24 condominium units in 12 duplex buildings and associated amenities in the westernmost two acres of the proposed project site. While the proposed project includes five fewer residential units and a smaller development footprint compared to the 29-unit project approved in 2007, during the construction phase of development of the proposed project, on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use would generate emissions. In addition to construction vehicle emissions, fugitive dust would also be generated during grading and construction activities. Dust is generated when grading equipment breaks down surface materials. The resulting dust, which includes PM<sub>10</sub>, is subsequently entrained into the air by wind and vehicle tires. Although much of this airborne dust would settle out on or near the project site, smaller particles would remain in the atmosphere, increasing existing particulate levels within the surrounding area. Sensitive receptors that could be affected by construction include the existing residential areas near the project site.

#### *Construction/Demolition Emissions*

According to the 1999 BAAQMD CEQA Guidelines, PM<sub>10</sub> is the pollutant of greatest concern with respect to construction activities. Construction emissions of PM<sub>10</sub> can vary greatly depending upon the level of activity, construction equipment, local soils, and weather conditions, among other factors. As a result, the 1999 BAAQMD CEQA Guidelines specifies, “[t]he District’s approach to CEQA analyses of construction impacts is to emphasize implementation of effective and comprehensive control measures rather than detailed quantification of emissions.” Therefore, the determination of significance with respect to construction emissions should be based on a consideration of the control measures to be implemented. If all the applicable control measures for PM<sub>10</sub> indicated in the 1999 BAAQMD CEQA Guidelines would be implemented, then air pollutant emissions from construction activities would be considered less than significant. If a project would not implement all applicable control measures, construction emissions would be considered a significant impact. While BAAQMD does not implement specific thresholds for construction emissions, without implementation of specific dust control measures, impacts related to construction emissions would be significant. Therefore, as recommended by BAAQMD, the following control measures would be required during construction activities.<sup>6</sup> These measures include:

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<sup>6</sup> Bay Area Air Quality Management District, *CEQA Air Quality Handbook*, December 1999.

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at the construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at the construction sites.
- Sweep public streets adjacent to construction sites daily (with water sweepers) if visible soil material is carried onto the streets.

With inclusion of these control measures, impacts would be less than significant and no further analysis of this issue is required.

#### *Operational Emissions*

The BAAQMD recommends that individual project's impacts involving direct and/or indirect operational emissions that exceed the following thresholds be considered significant:

- 80 pounds per day (ppd) of ROG
- 80 ppd of NO<sub>x</sub>
- 80 ppd of PM<sub>10</sub>

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.

#### *Regional Emissions – Daily Emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub>*

Operational emissions associated with the ultimate development and operation of the proposed project would result primarily from increased vehicular trips to and from the commercial development. Other sources of emissions associated with the project would include area source emissions, such as the use of natural gas for water heaters and cooking appliances. The previously prepared EIR predicted mobile source and area source emissions associated with project operation were calculated using the URBEMIS 2002 computer model distributed for use by the CARB and recommended for use by BAAQMD. The average daily indirect and direct emissions associated with the previously proposed 29-unit project were compared with BAAQMD project-specific recommended thresholds of significance for the sources of pollutants. As shown in the 2007 FEIR, the project would not have generated average daily direct and indirect emissions of ROG, NO<sub>x</sub>, or PM<sub>10</sub> that would exceed BAAQMD-recommended thresholds.

Therefore, this smaller, five units fewer, project would not have significant regional emissions and would be less than significant.

#### *Toxic Air Contaminants*

Diesel particulate emissions, a known toxic air contaminant, would occur from trucks picking up garbage and recyclable materials, and making deliveries to the project site. To address diesel particulate emissions, statewide programs and regulations are presently being developed and implemented by the California Air Resources Board and the U.S. EPA to reduce the risks of exposure to diesel exhaust. These programs include emission control requirements along with subsidies for upgrading older diesel engines to low emissions models. In light of the available information, the effects of the toxic emissions from future vehicle operations at the project site are not expected to be substantial.

Toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed land uses at the project site. Only small quantities of common forms of hazardous or toxic substances, such as cleaning agents, which are typically used or stored in conjunction with residential uses, would be present. Most uses of such substances would occur indoors. Based on the common uses expected on the site, any emission would be minor.

With integration of the control measures listed above, and because of the reasons discussed in this analysis, impacts are considered less than significant and no further analysis is necessary.

- c) ***Less Than Significant Impact.*** A significant impact may occur if a project would add a considerable cumulative contribution to federal or state non-attainment pollutant. For State air quality planning purposes, the Bay Area is classified as a marginal non-attainment area for the national 8-hour ozone standard. With regard to determining the significance of the proposed project contribution, the BAAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the BAAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, this analysis assumes that individual development projects that generate construction or operational emissions that exceed the BAAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

As discussed above, daily emissions associated with project development and operation of the proposed project would generate operational emissions that do not exceed the BAAQMD's recommended thresholds. The construction-related and operational emissions associated with the proposed project would, therefore, not be cumulatively considerable. Impacts are less than significant and no further analysis is required.

- d) ***Less Than Significant Impact.*** The proposed project includes five fewer residential units and a smaller development footprint compared to the 29-unit project approved in 2007. The 2007 FEIR found that future CO concentrations near the study intersections would not exceed national or State ambient air quality standards with operation of the proposed project. Therefore, CO

hotspots would not occur near these intersections in the future with operation of the Proposed Project. Therefore, impacts related to local CO concentrations under the current project would be less than significant as it further reduces the project's impact potential, and no further analysis is required.

- e) **Less Than Significant Impact.** According to the BAAQMD CEQA Guidelines, the types of projects that commonly result in odor impacts include: wastewater treatment plant, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing, fiberglass manufacturing, auto body shops, rendering plants, and coffee roasters.<sup>7</sup> The proposed project does not include any of these uses and would not create objectionable odors that would affect a substantial number of people. Therefore, project impacts related to odors would be less than significant and no further analysis of this issue is required.

4. **Biological Resources.** Would the project:

- a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of 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 the City or regional plans, policies, regulations by the California Department of 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?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
✓			
✓			
✓			
✓			

<sup>7</sup> Bay Area Air Quality Management District, CEQA Air Quality Handbook, December 1999.

4. **Biological Resources**. Would the project:

- e. Conflict with any local policies or ordinances protecting biological resources, such as 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?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
			✓

**Discussion:**

- a) **Potentially Significant Impact.** While the proposed project includes five fewer residential units and a smaller development footprint compared to the 29-unit project approved in 2007, implementation of the proposed project could result in a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The applicant’s updated 2014 Biotic Assessment Report will be peer reviewed as a part of an updated Biological Resources section of the SEIR which will analyze potential impacts related to habitat modification. Impacts could be potentially significant and will be further analyzed in the SEIR.
- b) **Potentially Significant Impact.** The proposed project could have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service. An updated SEIR Biological Resources section will be prepared for the revised project and will analyze potential impacts to riparian habitats or other sensitive natural communities should they be present on the project site. Impacts are considered potentially significant and will be further analyzed in the SEIR.
- c) **Potentially Significant Impact.** While the proposed project includes five fewer residential units and a smaller development footprint compared to the 29-unit project approved in 2007, the project could have a substantial adverse effect on federally protected wetlands. An updated SEIR Biological Resources section will be prepared for the proposed project and will analyze potential impacts to wetlands should they be present on the project site. Impacts are considered potentially significant and will be further analyzed in the SEIR.
- d) **Potentially Significant Impact.** Although the project site contains no on-site waterways, the site includes and is adjacent to areas of open space. An updated SEIR Biological Resources section will be prepared for the proposed project and will analyze potential impacts related to substantial interference with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites. Impacts are considered potentially significant and will be further analyzed in the SEIR.

- e) **Less Than Significant Impact.** The City has a Heritage Tree ordinance which defines a heritage tree as any tree within the City of Pacifica, with the exception of eucalyptus, which has a trunk with a circumference of 50 inches or greater, approximately 16 inches in diameter or more when measured two feet above natural grade. In addition, the City Council may designate any tree or grove of trees of special historical, environmental, or aesthetic value as a heritage tree. Heritage trees may not be removed, destroyed, or damaged beyond repair without a Heritage Tree Permit. Development projects involving heritage trees which require Planning Commission approval must be accompanied by a tree protection plan. The proposed project would involve the removal of one Heritage Tree. As required by the ordinance, the applicant would be required to obtain a Heritage Tree Permit and would submit a Tree Protection Plan. Impacts would be less than significant and no further analysis is required.
- f) **No Impact.** The project site is not subject to a Habitat Conservation Plan, Natural Community Conservation Plan, or any other habitat plan. Therefore, development of the proposed project would not conflict with any habitat conversion plan. Thus, no further analysis of the issue is required.

5. **Cultural Resources.** Would the project:

- 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?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
	✓		
		✓	
		✓	

**Discussion:**

- a) **Less Than Significant Impact.** The project site does not contain a structure or resource of historical significance as defined in §15064.5.<sup>8</sup> Impacts would be less than significant and no further analysis is required.
- b) **Less Than Significant Impact with Mitigation Incorporated.** There are no known archaeological resources on the project site and the site has been subject to previous grading

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<sup>8</sup> City of Pacifica, General Plan, Historic Preservation Element. April 1978.

related to quarrying.<sup>9</sup> However, based on the topographic setting of the project site, there is a moderate possibility that unrecorded Native American cultural resources are present.<sup>10</sup> The 2007 Prospects Residential Project Final EIR determined that this is a potentially significant impact that could be mitigated to a less-than-significant level via implementation of the following mitigation measures.

**MM-IV.C-1: Contractor Notification**

Prior to excavation and construction of the proposed project, the prime contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, paleontological resources, and other cultural materials from the project site.

**MM-IV.C-2: Archaeologist Oversight**

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.

**MM-IV.C-3: Archaeological Resource Discovery**

In the event that buried archaeological resources are exposed during project construction, work within 30 feet of the find shall stop until a Professional Archaeologist, meeting the standards of the Secretary of the Interior, can identify and evaluate the significance of the discovery and develop recommendations for treatment. Recommendations could include preparation of a Treatment Plan, which could require recordation, collection and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. However, as required by State law and in accordance with Section 15064.5(e) of the *CEQA Guidelines*, if Native American remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the appropriate City and County agencies immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

Given that the proposed project includes five fewer residential units and a smaller development footprint compared to the 29-unit project approved in 2007, the mitigation measures listed above would also reduce this potentially significant archaeological resources impact associated with the proposed project to a less-than-significant level. The mitigation measures will be included in the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. No additional analysis is required.

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<sup>9</sup> California Historical Resources Information System, Northwest Information Center, Written Correspondence, June 13, 2006.

<sup>10</sup> *Ibid.*



- c) **Less Than Significant Impact.** There are no known paleontological resources or unique geological features on the project site.<sup>11</sup> This impact is considered less than significant and no further analysis is required.
- d) **Less Than Significant Impact.** Although it is believed that no human remains are known to have been found on the project site, it is possible that unknown resources could be encountered during project construction, particularly during ground-disturbing activities such as excavation and grading. However, as required by State law, if human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the appropriate City and County agencies immediately notified. If the remains are determined by the County coroner to be Native American, the NAHC shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Therefore, project impacts to unknown human remains would be less than significant. No further analysis of this issue is required.

6. **Geology & Soils.** Would the project:

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
  - 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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
✓			
		✓	
✓			
✓			

<sup>11</sup> University of California at Berkeley, University of Paleontology, <http://www.ucmp.berkeley.edu/index.html>, Accessed May 18, 2006.

6. **Geology & Soils.** Would the project:

- 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?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
✓			
			✓

**Discussion:**

The proposed project would be developed generally within the same building footprint as the Prospects Residential Project but some of the design and construction details differ from the prior project. The largest change related to geology and soils is the reduced amount of grading associated with the current project by eliminating the underground parking proposed by the prior project and utilizing above-grade, attached parking garages instead.

- a) i. **Less Than Significant Impact.** The potential for rupture of a known fault at the project site is negligible. Fault rupture is generally expected to occur along active fault traces that have exhibited signs of recent geological movement (i.e., within the past 11,000 years). Alquist-Priolo Earthquake Fault Zones delineate areas around active faults with potential surface fault rupture hazards that would require specific geological investigations prior to approval of certain kinds of development within the delineated area. The project site is not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone.<sup>12</sup> The mapping of active faults indicates that the project site is located between two regional active faults within the San Andreas Fault System (SAFS). The San Gregorio Fault is located approximately 4.2 miles west of the project site and lies within the Pacific Ocean. The San Andreas Fault is located approximately 2.7 miles east of the project site. The distance of these faults from the project site reduces the potential for fault rupture at the proposed project site during earthquakes on these faults to a negligible level.

The site is located approximately 1.0 miles north of the mapped trace of the Pilarcitos Fault. This fault is not zoned as an ‘active’ fault under the A-PEZA. The location, trend, and other characteristics of the fault suggest that the Pilarcitos Fault may be an ancestral trace of the San Andreas Fault. Seismicity in the area of the fault indicates that the fault may be potentially active.<sup>13</sup> However, due to distance of the proposed project site from the fault, it is unlikely that an earthquake on the fault could produce fault rupture at the project site. Impacts are considered less than significant and no further analysis is required.

<sup>12</sup> California Department of Conservation, 1982. Alquist-Priolo Special Studies Zones, Montara Mountain Quadrangle. Website: <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>.

<sup>13</sup> Brabb, E.E., and Olson, J.A., 1998, Maps Showing Faults and Earthquake epicenters in San Mateo County, California, United States Geological Survey, Miscellaneous Investigations Series Map I-1257-F.

ii. **Potentially Significant Impact.** There are multiple active faults that could generate strong to violent ground shaking at the project site. The closest faults include the Seal Cove-San Gregorio and San Andreas Faults, but numerous other faults in the Bay Area could cause groundshaking at the project site. The U.S. Geological Survey's Working Group on California Earthquake Probabilities estimated that there is a 72 percent probability that one or more moment magnitude (Mw) 6.7 or greater earthquakes will occur in the Bay Area between 2014 and 2044, including a 6.4 percent chance on the Northern San Andreas Fault near the project site. Therefore, the project site will likely be subject to ground shaking during the life of the project improvements. This issue will be further addressed in the SEIR.

iii. **Less Than Significant Impact.** Moderate to strong groundshaking during earthquakes can result in collateral types of ground failure, including liquefaction. Liquefaction is a phenomenon in which saturated, granular sediment lose strength as the result of increased pore water pressures caused by seismic shaking. The soils transform nearly instantaneously from a solid to a liquid state. Geologic conditions, site-specific investigation, and regional mapping<sup>14</sup> indicate that the likelihood of the presence of saturated, granular deposits is very low. As such, the susceptibility of materials to liquefaction is very low. Impacts are considered less than significant and no further analysis is required.

iv. **Potentially Significant Impact.** The proposed project would be sited in an area of the project site that is underlain by sandstone bedrock of the Franciscan Assemblage. Regional mapping and characterization of slope stability indicates that the slopes developed on this type of bedrock in the vicinity of the proposed project site are moderately to highly stable.<sup>15</sup> The expected susceptibility of these slopes to failure during seismic shaking is generally characterized as very low.<sup>16</sup> However, steep slopes in the vicinity of the proposed project site are susceptible to the development of debris slides, particularly during periods of intense or prolonged rainfall. Debris flows usually develop within the unconsolidated slope deposits (colluvium) and are initiated during high rainfall events when groundwater levels are elevated and these types of failures can cause significant damage to structures at the failure location or within the path of the slide mass.

The Geotechnical Investigation prepared for the project site identified some local landslide deposits within colluvium-filled ravines below the site. The geotechnical Investigation states that these colluvium-filled ravines "could be potential sources of future debris-flow activity below the upper edges of the northern side of the site. Under adverse drainage conditions, the heads of these features could eventually encroach upward, toward the outer edges of the proposed development." Due to the surrounding relatively steep slopes, the identification of landslide debris in the vicinity, and the potential for headward migration of debris flow channels onto the site, this issue will be further addressed in the SEIR.

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<sup>14</sup> Association of Bay Area Governments (ABAG), 2005, <http://www.abag.ca.gov/bayarea/eqmaps>

<sup>15</sup> Wentworth, C.M., Ellen, S., Frizzell, V.A., and Schlocker, J., 1985, *Map of Hillside Materials and Description of Their Engineering Character, San Mateo County, California, United States Geological Survey, Miscellaneous Investigations Series, Map I-1257D, 1:62,500.*

<sup>16</sup> Wiczorek, G.F., Wilson, R.C., and Harp, E.L., 1985, *Map of Showing Slope Stability During Earthquakes in San Mateo County, California, United States Geological Survey, Miscellaneous Investigations Series, Map I-1257E, 1:62,500.*

- b) **Potentially Significant Impact.** During the construction phase of the proposed project, grading would result in the removal of vegetation and disturbance of surface soil. Exposure of disturbed soils to rainfall and runoff present the potential for significant erosion during the construction phase of the project. This erosion and sedimentation could adversely impact receiving water quality and/or the City’s storm drain system. This would be a potentially significant impact and will be addressed further in the SEIR.
- c) **Potentially Significant Impact.** The Geotechnical Investigation prepared for the proposed project identified areas of fill presumably placed during former quarrying operations at the project site. The most obvious filled area is along the outer margin of the bench (referred to also as the ‘terrace’) in the central portion of the proposed project site along the outside of the existing asphalt road. The method of placement of and materials used in the fill are not accurately known. Other mounds of fill and woody debris are located on the ‘terrace’. These materials and soils could become unstable if not properly managed. This would be a potentially significant impact and will be addressed further in the SEIR.
- d) **Potentially Significant Impact.** Expansive soils can result in damage to building foundations and flatwork such as sidewalks and driveways, or damage to sub-surface utility installations. In particular, flatwork can present tripping hazards and uneven surfaces that may be hazardous to the mobility impaired. Barnabe-Candlestick complex soils mapped at the site are characterized as being well-drained with bedrock at shallow depths. Exploratory borings and test pits confirm regional soil mapping description of the shallow nature of the soils. The Geotechnical Investigation for the project site identified clayey surface soils in borings. These clayey soils may be expansive. This would be a potentially significant impact and will be addressed further in the SEIR.
- e) **No Impact.** The proposed project does not propose on-site septic tanks or alternative wastewater disposal systems; the project would be connected to the existing sanitary sewer system. No impact would occur and no further analysis is required.

7. **Greenhouse Gas Emissions.** Would the project:

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.			✓	
b.			✓	

Assembly Bill 32, adopted in 2006, established the Global Warming Solutions Act of 2006 which requires the State to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020. Senate Bill 97, adopted in 2007, required the Governor’s Office of Planning and Research to develop CEQA guidelines “for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions,” and the Resources Agency certified and adopted the amendments to the guidelines on December 30, 2009.

GHGs are recognized by wide consensus among the scientific community to contribute to global warming/climate change and associated environmental impacts. The major GHGs released from human activity are carbon dioxide, methane, and nitrous oxide (Governor's Office of Planning and Research 2008). The primary sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms).

Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of greenhouse gases that contribute to global warming or global climate change have a broader, global impact. Global warming is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth's atmosphere. The principal GHGs contributing to global warming are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated compounds. These gases allow visible and ultraviolet light from the sun to pass through the atmosphere, but they prevent heat from escaping back out into space. Among the potential implications of global warming are rising sea levels, and adverse impacts to water supply, water quality, agriculture, forestry, and habitats. In addition, global warming may increase electricity demand for cooling, decrease the availability of hydroelectric power, and affect regional air quality and public health. Like most criteria and toxic air pollutants, much of the GHG production comes from motor vehicles. GHG emissions can be reduced to some degree by improved coordination of land use and transportation planning on the city, county, and subregional level, and other measures to reduce automobile use.

In 2010, BAAQMD adopted a quantitative threshold of significance of 10,000 metric tonnes per year (MT/yr) of GHG emissions, expressed in CO<sub>2</sub> equivalents (CO<sub>2</sub>e), which applied only to operational emissions (i.e., not construction emissions). While BAAQMD "is no longer recommending that [those] Thresholds be used as a generally applicable measure of a project's significant air quality impacts", BAAQMD did support the threshold with evidence that at least the cumulative impacts of all projects with emissions above 10,000 MT/yr CO<sub>2</sub>e would be significant, though the District did not address the fact that "the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable" [§15064(h)(4)]. 10,000 MT/yr CO<sub>2</sub>e is a tiny fraction of the AB 32 GHG reduction goals (reducing annual emissions by 169,000,000 MT/yr by 2020, when business-as-usual scenario emissions would otherwise be 596,000,000 MT/yr).

At the federal level, the so-called "Tailoring Rule," see 75 Fed. Reg. 31514 (2010) establishes greenhouse gas emissions thresholds for purposes of triggering Prevention of Significant Deterioration (PSD) review of new sources or major modifications of existing sources. Under the Tailoring Rule, the threshold for most new sources or modified existing sources of greenhouse gases is 75,000 MTCO<sub>2</sub>e, and it will not fall below 50,000 MTCO<sub>2</sub>e before 2016.

Based on the foregoing, the threshold that BAAQMD adopted in 2010, though currently not recommended for use by BAAQMD due to litigation, is very conservative—i.e., projects which are below that threshold are clearly not significant.

### **Discussion:**

- a) ***Less Than Significant Impact.*** BAAQMD's 2010 proposed GHG emissions-based thresholds establish a "bright-line" emissions threshold at 1,100 metric tons per year for land-use type projects and 10,000 metric tons per year for stationary sources. Land use projects with emissions above 1,100 metric tons per year are then judged based on the emissions per capita. Land use

projects with annual emissions above 1,100 metric tons per year and annual emissions per capita greater than 4.6 metric tons are considered to have an impact, which, cumulatively, would be significant.

Projects below the applicable screening criteria, as shown in Table 3-1 of the draft guidelines, would not exceed the 1,100 MT of CO<sub>2</sub>e/yr GHG threshold of significance for projects other than permitted stationary sources. For condominiums, the screening criteria of Table 3-1 states that any project under 78 dwelling units would be less than significant. The proposed project, 24 dwelling units, is well under the 78 unit threshold and therefore would result in less than significant GHG impacts.

- b) **Less Than Significant Impact.** A significant impact may occur if a project were conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The project would not generate significant emissions of GHG and, therefore, would not conflict with any applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions.

**8. Hazards & Hazardous Materials.** Would the project:

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it 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 or 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?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
		✓	
			✓
			✓
			✓
			✓

**8. Hazards & Hazardous Materials.** Would the project:

- 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?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
		✓	

**Discussion:**

- a) **Less Than Significant Impact.** The types of hazardous materials associated with routine, day-to-day operation of the proposed project would include landscaping chemicals that would be used in quantities typical for landscaped residential developments and typical cleaning solvents used for household purposes. The transport, use, and disposal of these materials would be required to conform to all applicable local, State, and federal regulations and therefore would not pose a significant hazard to the public or the environment. Therefore, project impacts related to this issue would be less than significant and no further analysis of this issue is required.
- b) **Less Than Significant Impact.** The proposed project would be a residential development, and as such is not expected to generate or use high levels of hazardous materials. In addition, on-site handling and storage of hazardous materials would be done according to all applicable local, State, and federal regulations. No upset or accident conditions resulting in the release of hazardous material into the environment can be reasonably expected to occur under these circumstances. Therefore, impacts would be less than significant and no further analysis is required.
- c) **No Impact.** The project site is not within ¼ mile from an existing or proposed school. No impact would occur and no further analysis is required.
- d) **No Impact.** The proposed project site is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.<sup>17,18</sup> Therefore, the project would not result in impacts related to being located on a site that is included on a list of hazardous materials sites. Thus, no further analysis of this issue is required.
- e) **No Impact.** The project site is not within two miles of a public airport or public use airport. Therefore, the project would not expose persons to a safety hazard related to airports. No further analysis of this issue is required.

<sup>17</sup> California Department of Toxic Substances Control, *Hazardous Waste and Substances Sites*, [www.dtsc.ca.gov/database/Calsites/Cortese\\_List.cfm](http://www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm), June 6, 2006.

<sup>18</sup> U.S. Environmental Protection Agency, <http://www.epa.gov/superfund/sites/npl/ca.htm#>, June 6, 2006.

- f) **No Impact.** The project site is not located within the vicinity of a private airstrip. Therefore, the project would not result in a safety hazard associated with a private airstrip. No further analysis of this issue is required.
- g) **Less Than Significant Impact.** The proposed project is consistent with the policies of the City of Pacifica's General Plan's Safety Element and would not obstruct emergency evacuation routes.<sup>19</sup> The proposed project is also consistent with the objectives of the Local Hazard Mitigation Plan Annex for the City of Pacifica.<sup>20</sup> A less-than-significant impact would occur, and no further analysis of this issue is necessary.
- h) **Less Than Significant Impact.** A significant impact may occur if the project is located in proximity to wildland areas and poses a potential fire hazard, which could affect persons or structures in the area in the event of fire. The project site is located in a largely undeveloped area of Pacifica with a residential neighborhood adjacent to the east of the site and new residential subdivision under construction south of the site across Fassler Avenue. Three criteria are used by the California Department of Forestry and Fire Protection to evaluate the potential fire hazard in wildland areas: fuel loading (vegetation), fire weather (winds, temperatures, humidities and fuel moisture contents) and topography (degree of slope). According to the City of Pacifica General Plan fire hazards map, the project site is located in a low fire hazard area.<sup>21</sup> Therefore, the project would not expose people or structures to a significant risk of loss associated with wildland fires. A less-than-significant impact would occur and no further analysis of this issue is required.

9. **Hydrology & Water Quality.** Would the project:

- 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)?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
✓			
		✓	

<sup>19</sup> City of Pacifica General Plan, Safety Element. 1983.  
<sup>20</sup> City of Pacifica, Local Hazard Mitigation Plan Annex, November 7, 2005.  
<sup>21</sup> City of Pacifica General Plan, Safety Element. 1983.



9. **Hydrology & Water Quality**. Would the project:

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial erosion or siltation on- or offsite?
- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite?
- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- 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 which 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?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
✓			
✓			
✓			
✓			
			✓
			✓
		✓	
		✓	

**Discussion:**

The proposed project would be developed generally within the same building footprint as the previously approved Prospects Residential Project but some of the design and construction details differ from the prior project. The largest change related to hydrology and water quality is the elimination amphitheater that was proposed as a part of the original project that would have also been used for stormwater collection and storage. The proposed project includes dedicated stormwater detention and water quality basins at the southwestern corner of the site. Storm drainage would be collected in a series of storm drain inlets and conveyed to storm drains in the private driveway (and beyond) to capture runoff and direct it to the water quality basin proposed to be located near the project entrance. From the water quality basin the runoff would be conveyed by another storm drain that would connect to the City's existing storm drain system in Fassler Avenue. If additional runoff capacity is required beyond that provided by the water quality basin, then such runoff would be directed to the adjacent detention basin and eventually to the Fassler Avenue storm drain.

- a) **Potentially Significant Impact** A significant impact could occur if the project discharged pollutant-laden stormwater runoff or dry weather flows to receiving waters during the construction or post-construction phase. In addition to sediment, other pollutants associated with construction, such as trash, paint, solvents, and sanitary waste from portable restrooms, could discharge into nearby drainages and eventually into the Pacific Ocean, if released during construction.

Implementation of the project would increase the imperviousness of the site, which could increase pollutant loading into drainages and adversely affect water quality. The increased pollutant loading could result from increases in stormwater runoff volumes compared to the existing condition, and from the discharge of pollutants (e.g., sediment, metals, and fuels) that would be deposited on impervious surfaces and mobilized in stormwater runoff.

Impacts to the quality of surface water and groundwater that could result in a violation of water quality standards or waste discharge requirements are potentially significant and will be further addressed in the SEIR.

- b) **Less Than Significant Impact.** The design and hydrogeologic setting of the proposed project would limit the potential adverse effects of construction and operation of the proposed project on the rate or quantity of groundwater at or in the vicinity of the project site. The portion of the project site that would be developed is located on a topographic 'bench' on a relatively narrow ridge. The bench was apparently created as the result of quarrying of bedrock. Therefore, the portion of the site that would be developed is underlain directly or at shallow depth by Franciscan sandstone bedrock. This type of bedrock has relatively low primary permeability (i.e., ability to transmit water through the rock mass) but fractures in the rock provide a secondary permeability. In this setting, groundwater would be expected to occur in fractures within the bedrock but this groundwater resource is not typically regarded as an aquifer. Additionally, the site is located on the steep south margin of a stream valley. The valley provides a discharge boundary for groundwater contained in the fractured bedrock. Subsurface investigation of the site included drilling and sampling of five exploratory borings and excavation of nine test pits. The depths of investigation at the borings ranged from 23.8 to 29.5 feet and up to 13 feet in the test pits.

Groundwater was encountered in only one of the borings at a depth of approximately 20 feet below the ground surface.<sup>22</sup>

Construction and operation of the proposed project would incrementally reduce the potential for infiltration into the fractured bedrock through construction of impervious surfaces (i.e., buildings and pavement). However, this groundwater resource does not provide a viable or reliable water supply. Therefore, minor changes to the quantity of infiltration and flow characteristics of the bedrock would not be a significant impact of the project. No further analysis is required.

- c) **Potentially Significant Impact.** As discussed above under 6.b, earthwork during construction could potentially cause erosion on-site and result in off-site siltation. Erosion and siltation, including stream channel hydromodification caused or exacerbated by the project is considered a potentially significant impact and will be further addressed in the SEIR.
- d) **Potentially Significant Impact.** A significant impact would occur if the project caused flooding on-site or off-site by changing the drainage patterns of the site, or increasing the rate of surface runoff. Grading and excavation for the project would alter site drainage patterns and the proposed increase in impervious surfaces could increase the stormwater runoff discharge rate, which could potentially cause flooding. This impact is considered potentially significant and will be further addressed in the SEIR.
- e) **Potentially Significant Impact.** As described in 8d above, implementation of the project would alter the existing drainage features and increase impervious cover at the project site, potentially increasing runoff rates and volumes. A significant impact would occur if the project caused an increase in runoff such that the runoff exceeded the capacity of storm drainage facilities downstream. This impact is considered potentially significant and will be further addressed in the SEIR.
- f) **Potentially Significant Impact.** Similar to 8a above, a significant impact would occur if the project would otherwise substantially degrade water quality. This impact is considered potentially significant and will be further addressed in the SEIR.
- g) **No Impact.** The project site is not located within or adjacent to a 100-year flood hazard zone identified by the Federal Emergency Management Agency's Flood Insurance Rate Mapping program.<sup>23</sup> The elevation and topographic setting of the project reduce the potential for any flooding. Therefore, no housing would be constructed within a 100-year flood hazard area. No impact would occur and no further analysis is required.
- h) **No Impact.** As described in 8g, the project is not within or adjacent to a 100-year flood hazard zone. Therefore, no structures proposed by the project would impede or redirect flood flows within such zones. No impact would occur and no further analysis is required.

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<sup>22</sup> Bay Area Geotechnical Group (GAGG), *Geotechnical Engineering Investigation, Proposed Residential Development, Fassler Avenue, Pacifica, California, consulting report prepared for Home Pride Construction, 24 p., Figures and Appendices, April.*

<sup>23</sup> Federal Emergency Management Agency (FEMA), 1987. *Flood Insurance Rate Map (FIRM), City of Pacifica, San Mateo County, California, Community Panel Numbers 060323 0004D. 19 February.*

- i) **Less Than Significant Impact.** The project is not within a drainage basin which has dams or levees. Therefore, the risk of flooding resulting from levees or dams is negligible.<sup>24</sup> Impacts are considered less than significant and no further analysis is required.
- j) **Less Than Significant Impact.** The risk of inundation of the site by a seiche, tsunami, or mudflow is negligible due to the physiographic location of the project site. Tsunamis are large waves generated in the ocean as the result of large-scale displacements of the ocean floor. Such displacements are typically caused by earth movements during earthquakes but can also be caused by large submarine landslides. The proposed project would be located at an elevation of over 400 feet above sea level and could not be inundated by tsunamis. A seiche is a wave generated in a standing body of water by oscillations in the earth (typically caused by earthquakes) or extreme variations in barometric pressure. The proposed project is not located near standing water bodies capable of generating significant seiches. The detention basin proposed for the project is relatively small and would only store water temporarily, reducing the potential for inundation of structures to a negligible level. Mudflows are a type of landslide, which are described in the Geology and Soils section of this Initial Study. Impacts are considered less than significant and no further analysis is required.

10. **Land Use and Planning.** Would the project:

- 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?

Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
			✓
		✓	
			✓

**Discussion:**

- a) **No Impact.** The project site is currently vacant and the surrounding area is primarily open space. There are residential uses to the east of the project site and across Fassler Avenue. The proposed project would not divide an established community and no further analysis is necessary.
- b) **Less Than Significant Impact.** 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

<sup>24</sup> Governor’s Office of Emergency Services, 2006. Dam Inundation Maps, GIS Unit.

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 proposed project site lies within the P-D zoning designation, which allows diversification of the relationships of various buildings, structures and open spaces in planned building groups, while ensuring compliance with district regulations. The proposed project site is also within an HPD overlay. It is the intent of the HPD overlay to place controls on proposed development within hillside areas of the City in order to preserve and enhance their use as a prime resource, help protect people and property from all potentially hazardous conditions particular to hillsides, and assure that any development be economically sound, and encourage innovative design solutions. The proposed project would require rezoning and other City approvals. However, zoning conflicts in and of themselves are not considered environmental impacts pursuant to CEQA Guidelines Section 15126.2(a), which only requires the identification of physical environmental impacts, of which none are expected to result from changes to any applicable land use plan, policy or regulation. Land use impacts associated with the proposed project would be similar to the conclusion of the 2007 Final EIR for the Prospects Residential Project and are considered less than significant and no further analysis is required.

- c) **No Impact.** The project site is not subject to a Habitat Conservation Plan, Natural Community Conservation Plan, or any other habitat plan. Therefore, development of the proposed project would not conflict with any habitat conservation plan. Thus, no further analysis of the issue is required.

11. **Mineral Resources.** Would the project:

- a. 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?
- 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?

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
			✓
			✓

**Discussion:**

- a) **No Impact.** There are no known mineral resources at or near the project site. Although the project site previously operated as a quarry, it is not the location of an area of a known mineral resource of regional significance. The Pacifica Quarry and Mori Point were designated in 1987

as an area of regional mineral significance.<sup>25</sup> This is the only area of the City with such a designation, and it is not located on or near the project site. 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. No further analysis of this issue is required.

- b) **No Impact.** See answer to 11a above. No impact would occur and no further analysis of this issue is required.

**12. Noise.** Would the project result in:

- 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?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	✓		
		✓	
		✓	
		✓	
			✓
			✓

*Fundamentals of Environmental Acoustics*

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its loudness. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

<sup>25</sup> City of Pacifica General Plan, Conservation Element, March 1978.

In addition to the concepts of pitch and loudness, there are several noise measurement scales, which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement, which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10-decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 3.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level or dBA*. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 4. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called  $L_{eq}$ . The most common averaging period is hourly, but  $L_{eq}$  can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night—because excessive noise interferes with the ability to sleep—24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level, CNEL*, is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level, DNL or  $L_{dn}$* , is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

### *Regulatory Background*

The City of Pacifica and the State of California establish guidelines, regulations, and policies designed to limit noise exposure at noise sensitive land uses. These plans and policies include: (1) the State CEQA Guidelines, Appendix G; (2) The State of California Building Code, (3) the State Office of Noise Control, and (4) The City of Pacifica General Plan.

CEQA does not define what noise level increase would be considered substantial. Typically, project-generated noise level increases of 3 dBA  $L_{dn}$  or greater would be considered significant where exterior noise levels would exceed the normally acceptable noise level standard. Where noise levels would remain at or below the normally acceptable noise level standard with the project, noise level increases of 5 dBA  $L_{dn}$  or greater would be considered significant.

### 2010 California Building Code

The development of new dormitory, apartment and other multi-family housing types, other than detached single family dwellings are subject to the environmental noise limits set forth in the 2010 California Building Code (Chapter 12, Appendix Section 1207.11). The noise limit is a maximum interior noise level of 45 dBA  $L_{dn}/CNEL$ . Where exterior noise levels exceed 60 dBA  $L_{dn}/CNEL$ , a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the noise limit.

**Table 3**  
**Definitions of Acoustical Terms Used<sup>26</sup>**

Term	Definitions
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, Leq	The average A-weighted noise level during the measurement period. The hourly Leq used for this report is denoted as dBA $L_{eq[h]}$ .
Day-Night Level, DNL or $L_{dn}$	The equivalent noise level for a continuous 24-hour period with a 10-decibel penalty imposed during nighttime and morning hours (10:00 pm to 7:00 am).

<sup>26</sup> *Handbook of Acoustical Measurements and Noise Control, Harris, 1998.*



Term	Definitions
Community Noise Exposure Level, CNEL	CNEL is the equivalent noise level for a continuous 24-hour period with a 5-decibel penalty imposed in the evening (7:00 pm to 10:00 pm) and a 10-decibel penalty imposed during nighttime and morning hours (10:00 pm to 7:00am)
L <sub>1</sub> , L <sub>10</sub> , L <sub>50</sub> , L <sub>90</sub>	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

**Table 4  
Typical Noise Levels in the Environment<sup>27</sup>**

Common Outdoor Noise Source	Noise Level (dBA)	Common Indoor Noise Source
Jet fly-over at 1,000 feet	110 dBA	Rock band
Gas lawn mower at 3 feet	100 dBA 90 dBA	
Diesel truck at 50 feet at 50 mph	80 dBA	Food blender Garbage disposal
Noisy urban area, daytime Gas lawn mower at 30 feet	70 dBA	Vacuum cleaner

<sup>27</sup> *Technical Noise Supplement (TeNS), Caltrans, November 2009, Illingworth & Rodkin, Inc.*

Common Outdoor Noise Source	Noise Level (dBA)	Common Indoor Noise Source
Commercial area		Normal speech face to face
Heavy traffic at 300 feet	60 dBA	
Quiet urban daytime	50 dBA	Large business office Dishwasher in next room
Quiet urban nighttime	40 dBA	Theater, large conference room
Quiet suburban nighttime	30 dBA	Library
Quiet rural nighttime	20 dBA	Bedroom at night, concert hall (background)
	10 dBA	Broadcast/recording studio
	0 dBA	

City of Pacifica General Plan

The City of Pacifica’s General Plan does not contain quantifiable noise level limits that could be used in the evaluation of a project’s compatibility with the noise environment where it is proposed. Exterior and interior noise level guidelines established by the State Office of Noise Control have been adopted by many communities for this purpose. Noise levels in outdoor activity areas of new residential developments are considered normally acceptable in noise environments of 60 dBA L<sub>dn</sub> or less. The State Building Code regulates interior noise levels to be maintained at or below 45 dBA L<sub>dn</sub> inside multi-family residences.

**Discussion:**

- a) ***Less Than Significant Impact with Mitigation Incorporated.*** Project development would require the use of heavy equipment for site grading and excavation, installation of utilities, paving, and building fabrication. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

The U.S. EPA has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data is presented Tables 5 and 6. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA measured at 50 feet from the noise source to the receptor would reduce to 78 dBA at 100 feet from the source

to the receptor, and reduce by another 6 dBA to 72 dBA at 200 feet from the source to the receptor.

During construction, two basic types of activities would be expected to occur and generate noise. First, the development site would be prepared, excavated, and graded to accommodate building foundations. Second, the proposed residential uses would be constructed and readied for use. Based on the information presented in Tables 5 and 6, and the rule that noise from stationary or point source is reduced by about 6 dBA for every doubling of distance, construction equipment noise levels could exceed 79 dBA Leq when construction activities occur outdoors, if pile driving is not used. As shown in Table 6, the use of mufflers on construction equipment could reduce their noise levels by an average of 3 dBA. The resulting noise levels could exceed 75 dBA Leq at the nearby residential structures. The 2007 Final EIR determined that the Prospects Residential Project would result in potentially significant construction noise impacts to off-site residential uses. While the proposed project includes five fewer residential units and a smaller development footprint compared to the 29-unit project approved in 2007, construction noise impacts to off-site residential uses would also be potentially significant. These impacts can be mitigated to a less-than-significant level via implementation of the following construction noise mitigation measure included in the 2007 Final EIR; the 2007 Final EIR construction noise mitigation measure has been supplemented with additional measures to further ensure that impacts would be reduced to a less-than-significant level and are identified below with underlined text. This mitigation measure will be included in the MMRP for the proposed project. No additional analysis is required.

#### ***Mitigation Measure MM IV.G-2: Construction Noise***

The following measures to reduce construction noise shall be implemented.

- Construction activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday to Friday, and 9:00 a.m. to 5:00 p.m. Saturdays and Sundays. No heavy construction equipment use shall be permitted on Weekends or after 6:00 p.m. on weekdays. No construction activities shall be permitted on federal holidays as required by the City of Pacifica Noise Ordinance. No heavy construction equipment use shall be permitted on weekends or after 6:00 p.m. on weekdays. No construction activities shall be permitted on federal holidays as required by the City of Pacifica Noise Ordinance.
- All construction equipment shall be equipped with improved noise muffling, and have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine isolators in good working condition.
- Stationary construction equipment that generates noise levels in excess of 65 dBA Leq shall be located as far away from existing occupied buildings as possible. If required to minimize potential noise conflicts, the equipment shall be shielded from noise sensitive receptors by using temporary walls, sound curtains, or other similar devices.
- All equipment shall be turned off if not in use for more than five minutes.
- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels.

- The contractor shall minimize use of vehicle backup alarms. A common approach to minimizing the use of backup alarms is to design the construction site with a circular flow pattern that minimizes backing up of trucks and other heavy equipment. Another approach to reducing the intrusion of backup alarms is to require all equipment on the site to be equipped with ambient sensitive alarms. With this type of alarm, the alarm sound is automatically adjusted based on the ambient noise.
- Construction worker’s radios shall be controlled so as to be inaudible beyond the limits of the project site boundaries.
- Heavy equipment, such as paving and grading equipment, shall be stored on-site whenever possible to minimize the need for extra heavy truck trips on local streets.
- Equipment used for project construction shall be hydraulically or electrically powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Where use of pneumatically-powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. A muffler could lower noise levels from the exhaust by up to about 10 dB(A). External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dB(A). Quieter procedures shall be used (such as drilling rather than impact equipment) wherever feasible.

**Table 5  
Noise Range of Typical Construction Equipment**

<b>Construction Equipment</b>	<b>Noise Level in dBA L<sub>eq</sub> at 50 Feet <sup>a</sup></b>
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

Notes:

<sup>a.</sup> Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.

Source: United States Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.*

**Table 6  
Typical Outdoor Construction Noise Levels**

<b>Construction Phase</b>	<b>Noise Levels at 50 Feet (dBA L<sub>eq</sub>)</b>	<b>Noise Levels at 50 Feet with Mufflers (dBA L<sub>eq</sub>)</b>
Ground Clearing	84	82
Excavation, Grading	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

*Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.*

- b) **Less Than Significant Impact.** A significant impact would occur if the proposed project were to generate or expose people to excessive groundborne vibration or groundborne noise levels. Noise-sensitive land uses generally include residential uses, hospitals, schools, and religious institutions. Thresholds identified by the Federal Railway Administration (FRA) state that those vibration levels which exceed 80 VdB during recognized sleep hours may constitute a significant impact. Construction of the proposed project would have the potential to generate low levels of groundborne vibration in the surrounding neighborhood. The Prospects Residential EIR determined that the Prospects Residential Project would not result in significant vibration impacts to nearby residences as that project would not expose residents to vibration levels that exceed the 80 VdB threshold for residences and buildings where people normally sleep. In addition, the construction activities that would produce groundborne vibration would primarily occur between the daylight hours of 7:00 a.m. and 6:00 p.m. Monday through Friday. Therefore, these activities would not occur during recognized sleep hours for residences. Similar to the Prospects Residential Project, the proposed project would not require pile driving during construction. Based on this information, the project construction activities would not expose sensitive receptors to excessive groundborne vibration levels. Therefore, project impacts related to excessive construction-related groundborne vibration would be less than significant. No further analysis is required.
  
- c) **Less Than Significant Impact.** A significant impact may occur if the operation of the proposed project would introduce substantial new sources of noise or would significantly add to existing sources of noise within the vicinity of the project site. Operational impacts could be significant if traffic attributable to the proposed project were to increase the ambient noise level along any roadway segment by an audible amount (3 dBA or more) and cause the noise levels to move from an acceptable range to unacceptable range. The proposed project would generate 15 fewer trips in the AM peak hour and 17 fewer trips during the PM peak hour compared to the 34-unit project analyzed in the 2006 Draft EIR for the Prospects Residential Project. The Prospects Residential Project EIR found that operational traffic noise impacts associated with that project would be less than significant. Given the proposed project has fewer residential units and less traffic generation compared to the Prospects Residential Project, ambient operational noise levels would not substantially increase resulting in a less than significant impact. No further analysis is required.

- d) **Less Than Significant Impact.** A significant impact may occur if the proposed project were to introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the proposed project site during construction of the proposed project or on a periodic basis during the operation of the proposed project.

Temporary or periodic increases in ambient noise levels may occur from the heating, ventilation, and air conditioning (HVAC) systems which may be installed for the residential development. Residential HVAC systems would result in noise levels that average between 45 and 55 dBA Leq at 50 feet from the equipment. However, project development, while contributing to an overall increase in ambient noise levels in the project area, would result in land uses that are consistent with the General Plan land use designation for the project site and would generate operational noise levels that are similar to surrounding land uses. Therefore, impacts associated with noise generated as a result of the operation of the proposed project would be less than significant. No further analysis is required.

- e) **No Impact.** As discussed above in answer to question 8e, the project site is not located within two miles of a public airport or public use airport. Therefore, the proposed project would not expose persons to excessive noise levels associated with a public airport or public use airport. No further analysis of this issue is required.

- f) **No Impact.** As discussed above in answer to question 8f above, the project site is not located within the vicinity of a private airstrip. Therefore, the proposed project would not expose persons to excessive noise levels associated with a private airstrip. No further analysis of this issue is required.

**13. Population and Housing.** Would the project:

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- 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?

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.			✓	
b.				✓
c.				✓

**Discussion:**

- a) **Less Than Significant Impact.** The proposed project consists of 24 residential units. New residential uses would increase the City's population. Using an existing persons-per-household

size of 2.728<sup>28</sup>, the proposed project would be expected to accommodate approximately 65 (2.728 x 24) residents. According to ABAG, by 2020, the City's projected population would be 40,600. Assuming that all residents generated by the proposed project are new to the City, they would make up 0.0016 percent of the baseline population (2015) and 0.0016 percent of the projected population for the year 2020. Because the proposed project would not exceed the City's population projections and would not result in substantial indirect growth (for example, through extension of roads or other infrastructure beyond the project site), impacts would be less than significant. No further analysis is required.

- b) **No Impact.** There are no existing housing units on the project site. Therefore, the proposed project would not displace substantial numbers of existing housing. No further discussion of this issue is required.
- c) **No Impact.** See answer to question 13b above. No further discussion of this issue is required.

**14. Public Services.**

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- i. Fire protection?
- ii. Police protection?
- iii. Schools?
- iv. Parks?
- v. Other public facilities?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
		✓	
		✓	
		✓	
			✓

<sup>28</sup> Projected population for the year 2006 can be found at: California Department of Finance, Demographic Research Unit, website: <http://www.dof.ca.gov/HTML/DEMOGRAP/E-1text.asp>, June 13, 2006.

**Discussion:**

- a.i) ***Less Than Significant Impact.*** Fire protection services to the project site and area are provided by the North County Fire Authority (NCFA).<sup>29</sup> The NCFA is a Joint Powers Authority that serves the communities of Pacifica, Daily City, and Brisbane. There are two fire stations in the project area. Station 71 is located at 616 Edgemar Avenue and is staffed by a Type I Paramedic-Engine Company and is the West Battalion headquarters (B18). Station 72 is located at 1100 Linda Mar Boulevard and is staffed by a Type I Paramedic-Engine Company and Rescue 72. The 2007 Final EIR concluded that impacts to fire protection from the Prospects Residential Project would be less-than-significant. The proposed project would result in fewer residential units and residential population compared to the Prospects Residential Project, and thus would likely result in fewer demands for fire protection services provided by the NCFA. The NCFA has also approved the projects ingress and egress plans relative to emergency access and evacuation. It is not anticipated that implementation of the proposed project would necessitate the expansion or construction of fire protection facilities that could result in significant physical environmental impacts. Therefore, project impacts related to fire protection services would be less than significant.
- a.ii) ***Less Than Significant Impact.*** The project site would be served by the Pacifica Police Department. The Pacifica Police Department (PPD) operates out of the main station located at 2075 Coast Highway and currently has a total of 38 employees.<sup>30</sup> The 2007 Final EIR concluded that impacts to police protection from the Prospects Residential Project would be less-than-significant. The proposed project would result in fewer residential units and residential population compared to the Prospects Residential Project, and thus would likely result in fewer demands for police protection services provided by the PPD. It is not anticipated that implementation of the proposed project would necessitate the expansion or construction of police protection facilities that could result in significant physical environmental impacts. Impacts are, therefore, less than significant and no further analysis is required.
- a.iii) ***Less Than Significant Impact.*** The project site is served by the Pacifica School District (PSD). PSD operates elementary schools (grades K through 5th) and middle schools (grades 6th through 8th). Laguna Salada Union High School District and Jefferson Union High School District operate high school (grades 9th through 12th) facilities for the residents of Pacifica. The estimated number of students the proposed project would generate is derived by multiplying the number of students per dwelling unit (the student yield factor) by the number of dwelling units in the project (24 units). The California State Allocation Board Office of Public School Construction reports that the statewide student yield factor per dwelling unit is 0.5 students for grades K through 6th and 0.2 students for grades 7th through 12th.<sup>31</sup> The statewide average student yield factor may be broken down as 0.071 students in each grade year K through 6th and 0.033

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<sup>29</sup> North County Fire Authority. *Fire Stations*. Accessed October 7, 2015. <http://northcountyfire.org/ncfa-overview/fire-stations/>

<sup>30</sup> Pacifica Police Department. *Annual Report 2014*. Accessed October 7, 2015. <http://www.cityofpacifica.org/civica/filebank/blobload.asp?BlobID=7375>

<sup>31</sup> Title 2, Cal. Code Regs., § 1859.2; California State Allocation Board Office of Public School Construction, "Enrollment Certification Projection," (Form SAB 50-01, rev. Jan. 2003) <http://www.opsc.dgs.ca.gov/SAB+Forms/Default.htm>.



students in each grade year 7th through 12th. To calculate project impacts on the PSD, the statewide average student yield factor per dwelling unit may be expressed as 0.43 elementary school students and 0.14 middle school students, and 0.13 high school students. Applying the statewide average student yield factor, the project would generate 19 students – approximately 11 elementary school students, 4 middle school students, and 4 high school students.

Pursuant to California Education Code Section 17620(a)(1), the governing board at any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. As such, the project applicant would be required to pay the required developer fees to PSD and the two high school districts to offset any impacts the project could have to schools. Provided in Section 65996 of the California Government Code, the payment of such fees is deemed to fully mitigate the impacts of new development on schools services. Therefore, project impacts related to school services would be less than significant. No further analysis of this issue is required.

- a.iv) **Less Than Significant Impact.** Project implementation would result in increased use of the City’s parks, beaches, and recreational facilities. Some recreational uses would be provided on-site. Nonetheless, any increase in use of existing facilities would be minimal since the project is anticipated to increase the City’s population only by 65 residents. Any additional needs would be served by existing facilities. Impacts would be less than significant and no further analysis is required.
- a.v) **No Impact.** No other public facilities have been identified that could be substantially adversely affected by the project. No further analysis of this issue is necessary.

**15. Recreation.**

- 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?

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.			✓	
b.	✓			

**Discussion:**

- a) **Less Than Significant Impact.** Project implementation would result in increased use of the City’s parks, beaches, and recreational facilities. Any increase in use of existing facilities would be minimal since the project is anticipated to increase the City’s population by only 65 residents and the project would also provide on-site recreational amenities. This impact was found to be less than significant in the 2007 Final EIR. Given the project involves fewer residents than the

Prospects Residential Project, implementation of the proposed project would not cause substantial physical deterioration of existing facilities. Impacts would be less than significant and no further analysis is required.

- b) **Potentially Significant Impact.** Implementation of the proposed project includes the construction of on-site passive recreational facilities. These facilities would be constructed on land that is currently vacant containing three different habitat types: coastal scrub, perennial grassland, and willow scrub which could be adversely impacted as a result of development of the passive recreational facilities of the proposed project. This impact is considered potentially significant. This issue will be further analyzed in the Biological Resources section of the Draft SEIR.

16. **Transportation/Traffic.** Would the project:

- 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?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
✓			
✓			
			✓
✓			
		✓	
✓			

**Discussion:**

- a) **Potentially Significant Impact.** A significant impact may occur if a project would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. In order to analyze the potential traffic impact of the project, trip generation, distribution, and assignment will be conducted. Although the 2007 Final EIR indicated that project generated traffic would not significantly impact study intersections, the creation of additional new vehicle trips and the potential for the project to impact local streets and intersections may be potentially significant and will be addressed further in the SEIR.
- b) **Potentially Significant Impact.** According to City/County Association of Governments of San Mateo County's (C/CAG) Final Congestion Management Plan for 2005, an analysis of a project's impacts to Congestion Management Plan (CMP)-designated roadway segments/intersections is required only if a project would contribute 100 or more peak-hour trips to a CMP-designated roadway segment/intersection. The 2007 Final EIR determined that the Prospects Residential Project would generate 41 peak hour trips, not all of which would disperse to a CMP-designated roadway segment/intersection. The proposed project would include five fewer residential units compared to the Prospects Residential Project, resulting in a total of 24 peak hour trips per day. While no CMP analysis is required, the SEIR will address potential intersection level of service impacts to study intersections, including Highway 1/Fassler Avenue and Highway 1/Reina del Mar Avenue.
- c) **No Impact.** Due to the nature and scope of the proposed project, implementation of the project would not have the potential to result in a change in air traffic patterns at any airport in the area. Therefore, no further analysis of this issue is required.
- d) **Potentially Significant Impact.** The proposed project would alter access to the project site. In addition, roadway and/or intersection improvements may be required in order to mitigate any potentially significant traffic impacts that could be identified in the SEIR. Without proper design, the project could result in traffic hazards. Therefore, the SEIR will address the potential for the project to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections). No agricultural land uses are located in proximity to the project site. Therefore, the project would not result in traffic hazards associated with incompatible uses, such as farm equipment. No further analysis related to this specific issue is required.
- e) **Less Than Significant Impact.** Emergency access is not expected to be significantly impacted by the proposed project. Throughout construction activities, the streets surrounding the proposed project would be open, allowing adequate access for emergency vehicles. The NCFCA has also approved the projects ingress and egress plans relative to emergency access and evacuation. Therefore, emergency access is not expected to be significantly impacted.
- f) **Potentially Significant Impact.** A significant impact may occur if a project were to conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The anticipated transit demand generated by the proposed project is expected to be accommodated by the existing transit routes. The 2007 Final EIR determined that project generated traffic would not significantly impact study intersections, which suggests that the proposed project would not require modification of an

existing alternative transportation facility located on- or off-site. This issue will be analyzed in more detail in the SEIR.

**17. Utilities & Service Systems.** Would the project:

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- b. Require or result in the construction of a 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?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
		✓	
✓			
		✓	
		✓	
		✓	
			✓

**Discussion:**

- a) **Less Than Significant Impact.** Wastewater from the proposed project would be treated according to the wastewater treatment requirements enforced by the City and the Regional Water Quality Control Board for disposal in the City of Pacifica municipal sewer system. Therefore, project impacts related to exceeding wastewater treatment requirements would be less than significant and no further analysis of this issue is required.
- b) **Less Than Significant Impact.** The primary wastewater treatment facility that would serve the project site is the City of Pacifica's Caldera Creek Water Recycling Plant (CCWRP). The CCWRP can treat 4.0 mgd (million gallons of sewage per day) and up to 20 mgd during a storm event. Average annual wastewater flows have been declining in recent years, from 3.66 mgd on average in 2001 to 2.9 mgd in 2008. Considering Pacifica's slow projected growth, the Plant is believed to have adequate capacity for the next 15 to 20 years.

The CCWRP currently operates at or over capacity during storm events. During storm events, the CCWRP experiences inflow (rainwater flowing into the sanitary sewer system) and infiltration (groundwater seepage into the sanitary sewer system) which can bring the CCWRP to or above capacity. During dry weather, the CCWRP could accommodate the additional input from the proposed project; however, during storm events the plant may not have the capacity to accommodate this level of additional input.

Section 6-11.104 of The City of Pacifica Municipal Code provides for the funding to improve the City's wastewater collection system by reducing inflow and infiltration. Fees are paid for connection to the City wastewater collection system for the purpose of providing funds for eliminating an equivalent volume of inflow and infiltration as the proposed wastewater flow to be contributed to the collection system by the proposed connection ("inflow/infiltration fees"). The infiltration and inflow fee is used by the City to replace or repair sewer lines that have been identified by Wastewater staff as having problems being infiltrated with storm water runoff. Fees are collected by the City at the time of building permit issuance. Fees increase incrementally annually, based on the Construction Cost Index in the San Francisco Bay Area, published in the issue of the Engineering News Record (ENR) by McGraw-Hill Publication Company. Fees for the proposed project would be \$578 per unit but not less than \$1,583 per acre.

In addition to the fees described above, the City of Pacifica Department of Waste Water Treatment collects sewage connection fees prior to issuance of a building permit. These fees are based on the type of development proposed (residential units, multi-family dwellings, commercial units). Applicable fees are calculated on the City Waste Water Department's Sewage Connection Fee List. The sewer connection fee is collected by the City to offset the costs of each new development attaching to the existing sewer system. Fees increase incrementally annually, based on the Construction Cost Index as described above.

The proposed project would contribute additional wastewater inputs to a collection system that operates at or above capacity during storm events. However, payment of the "inflow/infiltration fees" and the sewage connection fee described above ensure that the proposed project would help improve the collection system by funding efforts to eliminate an equivalent volume of inflow and infiltration as the proposed wastewater flow to be contributed to the collection system by the proposed connection. Therefore, impacts resulting from the additional input of wastewater to the collection system by the proposed project would be less than significant. No further analysis is required.

- c) **Potentially Significant Impact.** Implementation of the proposed project includes the construction of on-site storm drainage facilities. These facilities would be constructed on land that is currently vacant containing three different habitat types: coastal scrub, perennial grassland, and willow scrub which could be adversely impacted as a result of development of the passive recreational facilities of the proposed project. This impact is considered potentially significant. This issue will be further analyzed in the Biological Resources section of the Draft SEIR. Refer also to answer to question 9d.
- d) **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 San Francisco Public Utilities Commission (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). The UWMP projects a net production requirement for 2030 of 3.80 mgd. Therefore, NCCWD’s existing allocation is sufficient to meet this growth in demand. Changes in water demand presented as discussed in the UWMP are based on growth projections set forth in the City’s General Plan. The UWMP projects that there will be approximately 12,357 residential sector connections and 74 irrigation connections by 2030. Since the proposed project is consistent with the land use designations set forth in the City of Pacifica General Plan, it has been accounted for in the NCCWD’s UWMP and could be adequately served by existing water entitlements. Impacts are, therefore, less than significant and no further analysis of this issue is required.

- e) **Less Than Significant Impact.** Refer to the discussion for 17b, above.
- f) **Less Than Significant Impact.** Solid waste generated by users at the project site and surrounding area is disposed of at the Ox Mountain Sanitary Landfill. Ox Mountain is a Class III Municipal Solid Waste Landfill which accepts all types of solid waste and is prohibited from accepting hazardous waste. The landfill is located at 12310 San Mateo Road (Highway 92) in Half Moon Bay. The most recently reported closure date and remaining capacity for the landfill is January 2018 and 44,646,148 cubic yards, respectively. The 2007 Final EIR for the Prospects Residential Project determined that impacts related to solid waste disposal would be less than significant. The proposed project includes five fewer residential units compared to the Prospects Residential Project. Project impacts would also be less than significant and no further analysis of this issue is required.
- g) **No Impact.** The construction and operation of the proposed project would be required to adhere to all applicable federal, State, and local statutes and regulations related to solid waste. Therefore, no impact would result with regard to compliance with federal, state, and local statutes and regulations related to solid waste, and no further analysis of this issue is required.

**18. Mandatory Findings of Significance.**

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of 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?

	Yes	No
a.	✓	
b.	✓	
c.	✓	

**Discussion:**

- a) **Yes.** As noted in this Initial Study, implementation of the proposed project could potentially degrade the quality of the environment. This issue will be further analyzed in the SEIR.
- b) **Yes.** The proposed project could result in cumulatively considerable impacts. This issue will be further analyzed in the SEIR.
- c) **Yes.** As noted in this Initial Study, implementation of the proposed project could cause substantial adverse effects on human beings, either directly or indirectly. This issue will be further analyzed in the SEIR.

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## **APPENDIX B**

### **RESPONSES TO NOP & COMMENTS MADE AT SCOPING MEETING**



SUMMARY OF COMMENTS	Project Description	Transfer of Residential Development Rights	Outreach and Noticing	Lead Agency / Responsible Agencies	Alternatives	Cost	Aesthetics	Agricultural and Forestry Resources	Air Quality	Biological Resources	Cultural Resources	Geology/Soils	Greenhouse Gas Emissions	Hazards and Hazardous Materials	Hydrology / Water Quality	Land Use / Planning	Mineral Resources	Noise	Population / Housing	Public Services	Recreation	Transportation / Traffic	Utilities / Service Systems	Mandatory Findings of Significance	Cumulative Impacts	Alternatives	Other	Notes
<b>COMMENTS RECEIVED AT THE FASSLER AVENUE RESIDENTIAL PROJECT SUPPLEMENTAL EIR SCOPING MEETING (OCTOBER 29, 2015)</b>																												
<b>Regional Agencies - No Comments Received</b>																												
<b>State Agencies - No Comments Received</b>																												
<b>Private Individuals and Organizations</b>																												
Thomas H. Clifford 1122 Sheila Lane Pacifica, CA 94044	x	x	x			x										x					x	x					x	Inquired if EIR consultant had worked on The Prospects EIR. Concerns about removed "green" aspects of old project (vanpooling, golf carts, gardens, playgrounds, tot lot, trails); request that project include old green features to reduce environmental impacts; density transfer requires tradeoff of environmental consciousness; concerns regarding traffic without vans; concern that removal of parking garage and impacts of resulting parking spaces; concern about affordability of units and how many would be affordable; statement that without density transfer only two homes could be built on west side of site.
Joe Hurley 78 Driftwood Circle Pacifica, CA 94044	x	x	x				x															x			x		x	Concern that some neighbors did not receive NOP; requested story poles be used to determine visual impacts and concerns about obstruction of ocean views; concerns about new lanes narrowing Fassler Ave.; concerns for safety of westbound (downhill) right turns into site and need for a deceleration lane; inquired about project sidewalk improvements and that the sidewalk would lead nowhere and be useless; concerns for continued development with TDR and that only open space should be allowed on west portion of site and that a conservation easement should be applied to the open space area of the site; concerns for if money runs out mid-project and cited the adjacent Harmony at 1 project.
Noel Blincoe 648 Edgemar Avenue Pacifica, CA 94044		x					x																				x	Concern that TDR violates Hillside Preservation District (HPD); concern that the project is more open to view than original project; concern project does not follow HPD building standards; request for project to be presented to interested environmental group such as the Open Space Committee; request that area of lot coverage be described.
Alan Wald 427 Buel Avenue Pacifica, CA 94044			x			x																				x	Concern that newspaper was not notified; concerned regarding cost/affordability of units; inquired about the cost of the homes.	

SUMMARY OF COMMENTS	Project Description	Transfer of Residential Development Rights	Outreach and Noticing	Lead Agency / Responsible Agencies	Alternatives	Cost	Aesthetics	Agricultural and Forestry Resources	Air Quality	Biological Resources	Cultural Resources	Geology/Soils	Greenhouse Gas Emissions	Hazards and Hazardous Materials	Hydrology / Water Quality	Land Use / Planning	Mineral Resources	Noise	Population / Housing	Public Services	Recreation	Transportation / Traffic	Utilities / Service Systems	Mandatory Findings of Significance	Cumulative Impacts	Alternatives	Other	Notes
Graham Brew gecbrew@yahoo.com	x						x															x					x	Concerns about changes to the original project regarding removal of "green" aspects; concern that the project is significantly different than original even though fewer units are proposed; concerns that project is visible from Highway 1 and possibly from quarry and that 44' is significantly higher than previous; concerns project height exceeds City code and that a variance would be required; concerns about narrowing of Fassler Ave. with new striping; agreed use of story poles is a good idea; believes that elimination of subterranean parking may be proposed to save money but also results in greater building heights.

**Subject:** Re: Draft SEIR Fassler Avenue Residential Project

Kathryn ,

Anything dealing with safety, programs, capabilities , staffing, etc..

Thank you.

Rich

Richard A Johnson

Deputy Fire Chief/Fire Marshal

Fire Prevention Services Bureau

North County Fire Authority

10 Wembley Drive

Daly City, CA 94015

Office [650 991-8138](tel:6509918138)

Cell [650 438-4592](tel:6504384592)

[rjohnson@northcountyfire.org](mailto:rjohnson@northcountyfire.org)

On Oct 22, 2015, at 11:23 AM, "[farbsteink@ci.pacifica.ca.us](mailto:farbsteink@ci.pacifica.ca.us)" <[farbsteink@ci.pacifica.ca.us](mailto:farbsteink@ci.pacifica.ca.us)> wrote:

Rich: Starting up a Supplemental EIR with Geoff Reilly of WRA, environmental consultant. We just sent out the Notice of Preparation. Let me know if you have questions.

**Kathryn Farbstein**

Assistant Planner

City of Pacifica

[650-738-7341](tel:6507387341)

---

**From:** Wehrmeister, Tina  
**Sent:** Thursday, October 22, 2015 10:54 AM  
**To:** Richard Johnson  
**Cc:** Farbstein, Kathryn  
**Subject:** RE: Draft SEIR Fassler Avenue Residential Project

Yes, all previous entitlements expired. I copied Kathryn – she will make sure you have everything.

---

**From:** Richard Johnson [<mailto:rjohnson@northcountyfire.org>]  
**Sent:** Thursday, October 22, 2015 9:57 AM  
**To:** Wehrmeister, Tina  
**Subject:** Draft SEIR Fassler Avenue Residential Project

Tina,

Please provide a copy of the draft for fire review and comment. Also, did all the entitlements expire?

Rich

**Richard A Johnson**  
**Deputy Fire Chief /Fire Marshal**

**Fire Prevention Services Bureau**  
**North County Fire Authority**  
**Serving Brisbane, Daly City, Pacifica**  
**10 Wembley Drive**  
**Daly City, California 94015**  
**(650) 991-8138 (Administration)**  
**(650) 746-8371 (Office)**  
**(650) 438-4592 (Cell)**  
**(650) 991-8090 (Fax)**

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**TOM CLIFFORD**  
**1122 Sheila Lane**  
**Pacifica, California 94044**  
**(650) 359-4986**

---

11/2/15

City of Pacifica  
Planning Department  
Kathryn Farbstein  
Pacifica, CA 94044

Dear: Kathryn

Here are my initial comments on the Fassler Residential Project.

1. Since this is a new project do any of the entitlements given to the Prospects still hold?
2. Specifically the movement of housing density from the upper portion of the property to the lower portion.
3. The Prospect was 29 single family homes one story high and this project is made up of 12 two story high buildings. Since the grading for each project is different is the height comparison valid?
4. The height of the proposed buildings exceeds the City's height limit by up to 9 ft. and will have a negative Aesthetical impact for much of Pacifica's southern region.
5. Roadways, sidewalks and retaining walls should blend into the surrounding hillside by using color, texture and finishing techniques to ensure they blend in.
6. The color palette of the building should be designed fit into the hillside not stand out and should a part of the CC&R's
7. Since this site is about 1/8 mile from the Pacific Ocean it should not use any materials known or suspected to be adversely effected by salt air or salt laden fog. There is no point to building future blight.
8. The biological resources of the site have been greatly stress by four+ years of drought are the conclusions of the original F.E.I.R. still valid in regards to the impacts of building on this site?
9. Are there wildlife corridors on this site that need protecting?
10. The Prospect had a cistern to store water run off so that it could be reused to for landscape watering during dry periods. This project needs to set up a recycling system for both water runoff and grey water. The building should have water harvesting as part of their design. The future is long periods of drought punctuated with intense storms and any new buildings need to plan for it.

11. All hardscape should be pervious.
12. Solar panels should be part of any new development so as to reduce the projects carbon footprint. Electric car plug ins should be in every garage and one per each cluster of street parking.
13. All units should be built to LEED Gold standards to reduce environmental impacts both on and off site.
14. Since there are no playgrounds in the immediate area one should be provided for the developments children.

#### Traffic impacts/public safety

1. A new traffic study is need it should include the cumulative impact of having two different projects driveways opposite each other on a road that is both heavily used and traveled at high rates of speed.
2. Restriping of Fassler is problematic as a solution for ingress/egress it tries to make a heavily traveled road do too much with too little space.
3. Although the speed limit is 35 mph at that point on Fassler the East to West traffic routinely exceeds that by 10-15 mph and the West to East traffic is 5-10 miles faster than the posted limit. This fact makes me think that the road should be widening if this development is approved. Public safety should be the deciding factor when planning the entrance/exit for this project.
4. The Prospect included a shuttle van as a way to reduce traffic impacts caused by its Project and I would like to see at least one large capacity hi-bred vehicle provided by the developer and maintained & replaced when need by the condo association. (CC&R)
5. All on site paving should be colored to blend into the hillside and be pervious.
6. A yellow blinking light should be installed to warn of the exit/entrance to this project
7. Light controlled crosswalks should be installed to allow pedestrians to move safely from the sidewalks on the north and south sides of Fassler.



**From:** Dan Stegink [<mailto:dstegink@hotmail.com>]  
**Sent:** Friday, October 30, 2015 10:10 AM  
**To:** Gibbs, Tina  
**Subject:** Re: Planning Commission meeting 11/2/15

Thanks Tina,

What I want is to get emailed (or USPS mailed if easier) every planning notice, whether Agenda, EIR, zoning administrator, etc. Prior to this email I have never gotten a single one.

I noticed yesterday the 801 Fassler project had the wrong APN number on there (023 & 030 not the actual 020 and 030). Will planning have to re-notify based on the correct parcel number and assessor parcel rolls?

Thanks, Dan Stegink

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4  
P.O. BOX 23660, MS-10D  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5528  
FAX (510) 286-5559  
TTY 711  
<http://www.dot.ca.gov/dist4/>



*Serious Drought.  
Help save water!*

November 4, 2015

SM001408  
SM-01-41.9  
SCH# 2006062150

Ms. Kathryn Farbstein  
City of Pacifica  
1800 Francisco Boulevard  
Pacifica, CA 04044

Dear Ms. Farbstein:

**Fassler Avenue Residential Project – Notice of Preparation**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. The following comments are based on the Notice of Preparation. We provide these comments to promote the state's smart mobility goals that support a vibrant economy and build active communities rather than sprawl.

***Project Understanding***

The Fassler Avenue Residential Project (Project) is proposed at the same site, 801 Fassler Avenue, as the Prospects Residential Project that had been approved in 2007. The entitlements for the 2007 Prospects Residential Project have lapsed and no building permits were issued by the City of Pacifica. The Project will consist of 24 condominium units in 12 duplex buildings within the generally same footprint as the 2007 project.

***Traffic Impact Study***

The environmental document should include an analysis of the travel demand expected from the proposed project. Early collaboration, such as submitting the traffic impact study (TIS) prior to the environmental document, leads to better outcomes for all stakeholders. We are in the process of updating our TIS for consistency with Senate Bill 743, but meanwhile we recommend using the *Caltrans Guide for the Preparation of Traffic Impact Studies* (TIS Guide) for determining which scenarios and methodologies to use in the analysis. The TIS Guide is available at the following link: [http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf).

In addition to the methodology referenced above, please analyze impacts on pedestrians and bicyclists resulting from projected vehicle miles traveled (VMT) increases. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures needed to

Ms. Kathryn Farbstein/City of Pacifica  
November 4, 2015  
Page 2

maintain and improve access to transit facilities and reduce vehicle trips.

Mitigation for any roadway section or intersection with increasing VMT needs to be identified. Mitigation may include contributions to fee programs as applicable, and should support the use of transit and active transportation modes

***Traffic Impact Fees***

Please identify the transportation impact fees associated with the Project. The scheduling and costs associated with planned improvements on the Caltrans right-of-way (ROW) should be listed.

***Transportation Permit***

Project work that requires movement of oversized or excessive load vehicles on state roadways, such as State Routes (SR) 1 and 35 requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to the following address: Transportation Permits Office, 1823 – 14<sup>th</sup> Street, Sacramento, CA 95811-7119. See the following web link for more information: <http://www/hq/traffops/permits/>.

***Transportation Management Plan***

If traffic restrictions and detours are needed on or affecting the state highway system, a Transportation Management Plan (TMP) or construction TIS may be required and approved by Caltrans prior to construction. TMPs must be prepared in accordance with *California Manual on Uniform Traffic Control Devices* (CA-MUTCD). Further information is available for download at the following web address:

<http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd2012/Part6.pdf>.

Please ensure that such plans are also prepared in accordance with the transportation management plan requirements of the corresponding jurisdictions. For further TMP assistance, please contact the Office Traffic Management Plans at (510) 286-4579.

***Encroachment Permit***

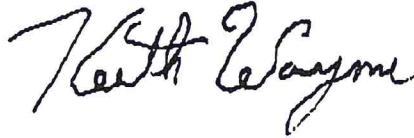
Work that encroaches onto the state ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating the state ROW must be submitted to Mr. David Salladay, Office of Permits, California Department of Transportation, District 4, P.O. 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.



Ms. Kathryn Farbstein/City of Pacifica  
November 4, 2015  
Page 3

As soon as they are available, please forward at least one hard copy and one CD of the environmental document and technical appendices. Please feel free to call or email Sandra Finegan at (510) 622-1644 or [sandra.finegan@dot.ca.gov](mailto:sandra.finegan@dot.ca.gov) with any questions regarding this letter.

Sincerely,



for

PATRICIA MAURICE  
District Branch Chief  
Local Development – Intergovernmental Review

c: State Clearinghouse

---

**From:** Graham Brew [mailto:[gecbrew@yahoo.com](mailto:gecbrew@yahoo.com)]

**Sent:** Saturday, November 07, 2015 1:54 PM

**To:** Farbstein, Kathryn

**Subject:** Comments regarding Fassler Residential Project

Dear Assistant Planner Kathryn Farbstein,

Thank you for organizing the recent scoping session concerning the north side Fassler development on the site previously known as "The Prospects". I gave a few oral comments on the night of the scoping session, but I will back them up here with a few brief written remarks.

The currently proposed development is very different from The Prospects, both in size and in detail. The Prospects, as approved, had numerous attractive environmentally-sensitive features (community trails, amphitheater, alternative transportation options, public spaces etc.). The new proposal has few, if any, of these mitigating elements. The new proposal is little more than a large condo complex, with a significant physical and visible footprint. In summary, I would consider the new proposal to be very significantly different to The Prospects, and demanding of detailed environmental review.

The issue of perhaps most concern is the visible impact the development would have on the environment. There are many concerns in this regard:

- The parcel is highly visible from many points in the southern end of Pacifica, not least are area around Rockaway Beach which is visitor-serving; and at many points along the Fasslar route.
- The proposal very significantly exceeds City height limits (by almost ten feet, I believe).
- If built as proposed, the development would be one of the tallest structures in southern Pacifica, out of scale with, and insensitive to, the surroundings.
- The proposed development is very significantly taller than The Prospects (which was within City height limits, I think).
- As proposed, there seem to be few elements (e.g. living roofs) which mitigate the height issue.

The developers should erect story poles at the site so that all stakeholders can fully appreciate what a 44.5 foot structure would look like at that location, and have a fully informed discussion based on that feedback.

The Prospects was an attractive proposal that blended well with the scale and sense of the site. The new proposal unfortunately significantly lacks this sensitivity. The developers would do well to adjust the proposal to be more in line with what was previously approved.

Thanks,  
Graham Brew

-----Original Message-----

From: George Caughman [mailto:[george@caughman.com](mailto:george@caughman.com)]

Sent: Wednesday, November 11, 2015 9:57 AM

To: Farbstein, Kathryn

Subject: Inclusionary Zoning

Kathryn,

In 2007 Pacifica enacted an Inclusionary Zoning Ordinance in order to achieve more affordable housing.

I am wondering how the new developments on Fassler Avenue are complying with this ordinance?

Thank you.

George

George Caughman

912 Lincoln Place

Pacifica, CA 94044

[650-355-2434](tel:650-355-2434)

[650-438-4757](tel:650-438-4757) Cell

**From:** LeoRollene Leon [<mailto:leo-rollene@hotmail.com>]  
**Sent:** Thursday, November 12, 2015 10:20 AM  
**To:** Wehrmeister, Tina; Farbstein, Kathryn  
**Subject:** Comments: The Fassler Avenue Residential Project Draft SEIR

Regarding: NOTICE OF PREPARATION (NOP) Draft Supplemental Environmental Impact Report (SEIR or Draft SEIR)

Hello Tina and Kathryn,

I am submitting the following comments on the scope and content of the Draft SEIR. Due to the time limits mandated by State law, you asked that responses must be sent at the earliest possible date, but no later than November 17, 2015.

I read the Notice Of Preparation and it appears to be a new project. IMO, A new project should have a new EIR. I am surprised there is no specific mention of traffic circulation on Fassler as it is a very busy street. And the traffic impacts on the intersection of Fassler and Highway 1, as that intersection operates at unacceptable levels. In my opinion, The location and potential impacts to traffic alone call for a new traffic study.

Furthermore, The Prospects had shuttle vans as part of their traffic impact mitigation. There is great need for alternatives, and planning to reduce single occupied vehicle commuters. That need must be addressed and incorporated into the new traffic study. The most recent 2010 census data for Pacifica shows that over 74% of commuters driving to work drive drive alone, one per car. Use the current Census data in study and analysis of traffic impacts.

Regarding the new proposal, so many years have lapsed. The entitlements for the Prospects project have since lapsed and no building permits were issued by the City. In my opinion, the description issued by the City of Pacifica, in the next paragraph sounds as if this is a new Project.

"The proposed project is to be developed generally within the same building footprint as the Prospects Residential Project but "some of the design and construction details differ from the prior project including but not limited to project layout, garages and surface parking, access, an above-grade loop road, building heights, and stormwater management." This is not the same as the Prospects Project that was approved in 2007.

Moreover, The building height limit in Pacifica is 35 feet. is substantially taller than the project than the Prospects Project. In fact 22 of the 24 units proposed exceed the City's height limit. And a third of the new buildings proposed exceeds the maximum limit by over 25 % in height. The eight (8) units exceed the limit by over 9 feet. There are obvious and significant visual impacts proposed on the project site.

Table 1 Building Summary

Description	Unit Mix	# of Structures	Max. Height
-------------	----------	-----------------	-------------

Building A	Unit 2 Unit 2	8	44'-5"
Building B	Unit 3 Unit 1	8	39'-8"
Building C	Unit 4 Unit 7	4	37'-3"
Building D	Unit 5 Unit 5	2	31'-1"
Building E	Unit 6 Unit 8	2	35'-8"

I am very concerned that there has been no mention of our Inclusionary Housing Ordinance. What and how is the City going to provide for a fair and transparent analysis on this Proposal? How many units will be required? and how will the City calculate Fair Market Value? and or In-Lieu Payment?

I am also concerned with the description provided by the City over the PROBABLE ENVIRONMENTAL EFFECTS: "It is anticipated that the project may have environmental effects in the following areas: Aesthetics; Biological Resources; Geology and Soils, Hydrology and Water Quality, and Transportation and Traffic. The level of analysis for these subject areas may be refined or additional subject areas may be analyzed based on responses to this NOP, and/or refinements to the proposed project." Each and every one of these probable environmental effects must have a complete and thorough peer reviewed study.

I suggest and request that a side by side analysis be conducted of the Old and New Prospects Studies, Reports and Findings. The Mitigation, Monitoring & Reporting Program should also receive a high level of attention and detail.

The former Prospects was a complex project and was approved after considerable public input and thorough review by the Planning commission. The project location is on one of the more visible and prominent hillsides and considered as a view corridor. The location and visibility needs to be considered and impacts weighed carefully.

Moreover, as previously mentioned, the probable environmental effects from this new project is alarming. Each and every element should have current detailed study and analysis performed so the Public and decisionmakers can make an informed decision on the merits.

Best Regards, Leo

William Leo Leon  
Pacifica CA



**Hal Bohner**

Attorney

115 Angelita Avenue • Pacifica, CA 94044

phone 650-359-4257

hbohner@earthlink.net

Sent by email to farbsteink@ci.pacifica.ca.us

November 12, 2015

Ms. Kathryn Farbstein  
City of Pacifica  
Planning and Economic Development Department  
1800 Francisco Blvd.  
Pacifica, CA 94044

Re: Fassler Avenue Residential Project - Notice of Preparation  
of a Supplemental Environmental Impact Report (SEIR)

Dear Kathryn:

The following are my comments concerning the Notice of Preparation of a Supplemental Environmental Impact Report (SEIR) for the proposed Fassler Avenue Residential Project at 801 Fassler Avenue.

I. A new, complete EIR must be prepared

A supplemental EIR is not appropriate in this case. The current project may be on the same property as the prior proposed project, but otherwise the two projects are considerably different. Therefore a new EIR must be done.

Many years have lapsed since the prior project. The entitlements for the Prospects project have lapsed and no building permits were issued by the City. Due to the passage of time environmental conditions of the site may have changed, possibly significantly.

Moreover, the description issued by the City of Pacifica, quoted in the next paragraph make it clear that this is a new project.

The proposed project is to be developed generally within the same building footprint as the Prospects Residential Project but some of the design and construction details differ from the prior project including but not limited to project layout, garages and surface parking, access, an above-grade loop road, building heights, and stormwater management.

In other words, most aspects of the present project are different from the prior project.

Furthermore, 22 of the 24 units proposed exceed the City's height limit of 35 feet. And a third of the proposed buildings exceed the maximum limit by over 25 %. The project site is very prominent visually and there are obvious and significant visual impacts of the proposed project.

## II. A Supplemental EIR is not allowed by CEQA

CEQA Guidelines state that a supplemental EIR may be prepared only when, “minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.” CEQA Guidelines §15163.

For this project minor changes to the certified EIR would not be adequate and major changes are necessary.

## III. Major new traffic and other environmental impacts

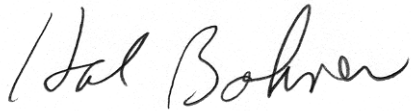
It is apparent that the proposed project would have major traffic impacts which must be thoroughly addressed in a new EIR, but even if only a Supplemental EIR is done it must include a thorough analysis and discussion of traffic impacts. The project would have significant impacts on Fassler Avenue and on Highway One, both of which are major thoroughfares in Pacifica and are presently congested. Furthermore, it is clear that there have been many significant changes in the traffic situation in Pacifica subsequent to certification of the EIR for the Prospects project.

Recently a developer has come forward with a proposed development in the Pacifica Quarry. The development would include 200 housing units located near Highway One immediately north of the proposed Fassler Avenue project. The Certified EIR for the Prospects project was completed before the current proposal for Quarry development was announced and therefore the Certified EIR fails to consider the cumulative impact of traffic generated by the new Quarry project.

In 2011 Caltrans released a Draft EIR for its so-called Calera Parkway project. The project would make major changes to Highway One near the Fassler Avenue project. Analysis of traffic impacts must take into consideration the Calera Parkway project and information in the Caltrans EIR.

In 2014 the City of Pacifica proposed a new General Plan which would allow 1000 new housing units and provide for over 1,000 new jobs in Pacifica by 2035. It is obvious that this additional development would have significant effects on traffic and have other environmental impacts. The EIR for the new Fassler Avenue project must consider the cumulative effects of that development.

Sincerely,

A handwritten signature in black ink that reads "Hal Bohner". The signature is written in a cursive style with a large, prominent "H" and "B".

Hal Bohner

STATE OF CALIFORNIA—THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER GOVERNOR

## CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT  
45 FREMONT, SUITE 1000  
SAN FRANCISCO, CA 94105-2219  
VOICE AND TDD (415) 904-5260  
FAX (415) 904-5400

May 23, 2005

Kathryn Farbstein  
City Hall  
170 Santa Maria Avenue  
Pacifica, CA 94044-2506

NOTE: FASSLER NEEDS A  
TRAFFIC LIGHT FOR THE NEW  
PROSPECTS IN & OUT TRAFFIC.  
AVERAGE SPEEDS ARE ABOVE  
40-45 MPH UP TO 55 MPH  
TODD McLOVE BSM



RE: Fassler Avenue Residential Development

RECEIVED

NOV 13 2015

City of Pacifica

Dear Ms. Farbstein:

The purpose of this letter is to provide some preliminary comments on the proposed residential development at Fassler Avenue (APNs 022083020 and 022083030). According to the April 27, 2005 Traffic Impact Study, the proposed development would result in cumulative adverse impacts at the Highway 1 intersection at Reina del Mar, lowering the Level of Service to E during the AM peak hours. The recommended mitigation for these impacts includes a second southbound left-turn lane and addition of a right-turn overlap for the westbound approach right-turn movement. The report states that "addition of the second southbound left-turn lane would likely require some construction beyond additional striping for the eastbound direction of Reina del Mar in order to have sufficient width to receive two lanes of left-turning traffic." At this point, it is unclear what the exact traffic mitigation measures would entail, specifically with respect to any road expansion at the intersection of Highway 1 and Reina del Mar. We hope that a detailed description of any proposed roadwork on Highway 1 along with a comprehensive analysis of environmental impacts will be made available soon for project review.

While the specifics of Highway 1 expansion at Reina del Mar are not before us, there are some general concerns regarding development at this site, detailed in previous Commission staff letters to the City addressing the Pacifica Village, Calera Parkway, and Thalapaneni projects that we would like to reiterate:

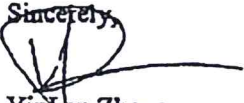
- Coastal Commission Permit Jurisdiction. Any widening of Highway 1 at Reina del Mar would require a coastal development permit from the Coastal Commission as the site is within an area of deferred certification in the City of Pacifica's LCP. The application should be submitted directly to the Commission and the standard of review would be Chapter 3 policies of the Coastal Act.
- ESHA and Wetlands. The section of Highway 1 that would be expanded as traffic mitigation for the proposed residential development on Fassler Avenue is part of the Pacifica Quarry site, which contains wetland, stream, and riparian habitats that host San Francisco garter snake, California red-legged frog, western pond turtle and other special-status species. The area supports one of the few remaining breeding habitats for the San Francisco garter snake and is thus critical for the long-term viability of this endangered

Letter to Farstein (Foster Avenue Development)  
May 23, 2005  
Page 2 of 2

species. Due to the presence of the special-status species and the function of the site as San Francisco garter snake breeding habitat, the Pacifica Quarry area is an environmentally sensitive habitat area (ESHA) under the California Coastal Act. Roadway expansion projects resulting in wetland fill or adverse impacts to ESHA would conflict with Sections 30233 and 30240 of the California Coastal Act. As confirmed by the California Court of Appeal, both the relocation of environmentally sensitive habitat areas and filling of wetlands for roadway expansion projects are prohibited under the California Coastal Act (*Bolsa Chica Land Trust v. Superior Court* (1999) 83 Cal.Rptr. 850.)

While the exact impacts of this particular traffic mitigation measure for the proposed development are currently unclear, we hope that the City would take into consideration the concerns we have expressed above as project review progresses. I hope that you find these preliminary comments helpful. Please contact me at (415) 904-5267 if you have any questions concerning these comments or the Coastal Commission's role in permitting this project.

Sincerely,

  
Yinlan Zhang  
Coastal Program Analyst  
North Central Coast District

cc: Michael Crabtree, City of Pacifica Planning Director  
Scott Holmes, City of Pacifica Public Works Director  
Rick Lee, Pacifica Quarry Homes, LLC



**Kathryn Farbstein,**

**Planning department, Pacifica CA, 94044**

**16 Nov. 2015**

RECEIVED

NOV 16 2015

City of Pacifica

**Comments on Proposed development at 801 Fassler, Pacifica, Ca 94044.**

**A new development has been proposed to replace the Prospect Project, which was approved in 2007. The Prospect Proposal originally was evaluated by the Open Space Committee with suggested recommendations. This original Project as approved in 2007 conformed to the Hillside Preservation District (HPD) Guide Lines as recommended by the Open Space Committee. Subsequently, the project was approved by the Planning Commission and the City Council.**

**We strongly suggest that because of the HPD designation and the Open Space element of this new project, it should be reviewed by the Open Space and Parkland Advisory Committee.**

**We believe that the units in the new project should conform to the guide lines of the HPD Ordinance especially in reference to article 22.5, section 9-4.2252, "Purpose," and section 9-4.2257, "Land Coverage Control Formula."**

**The proposed development height of the units, two stories with units as high as forty four feet, will severely degrade the scenic corridor as seen from west of Highway One in the vicinity of the Quarry. The previous "Prospect" proposal was limited to one story units with underground parking. The lower profile of the previous project though it could be viewed west of the Highway One, nevertheless did not so severely impact the environmental landscape and view corridor.**

**The Prospects Project in its design incorporated a pervious surface pedestrian walkway. The new proposal should include a pedestrian connectivity on the north side of Fassler leading east to the upper townhouse residents where a sidewalk is in place.**

**Parking and street lamps for the new Project should be in design low and ornamental. The tall street lamps that can be commonly found throughout Pacifica would have the effect of aesthetically degrading the visual and scenic corridor of the Project area.**

**Sincerely,**

**Ron Maykel**

**Noel Blincoe**



806 St. Lawrence Dr.  
Pacifica, CA 94044

November 11, 2015

Ms. Kathryn Farbstein  
Assistant Planner  
1800 Francisco Blvd.  
Pacifica, CA 94044  
email: [farbsteink@ci-pacifica.ca.us](mailto:farbsteink@ci-pacifica.ca.us)

**Re: The Quarry**

Dear Ms. Farbstein –

I have lived in Pacifica for over 42 years and drive up and down Fassler almost every single day. Right now it looks terrible – it is a disgusting site. The beauty to that area is no longer.

Am I happy what the City has allowed, the answer is hell no.

One of many sickened citizens of Pacifica,



RECEIVED  
NOV 17 2015  
City of Pacifica

November 17, 2015

Katherine Farbstein, Assistant Planner  
1800 Francisco Blvd.  
Pacifica, CA 94044

RECEIVED  
NOV 17 2015  
City of Pacifica

Re: New Hassler Avenue Development  
Pacifica Tribune, November 11-17, 2015  
Volume 71, Issue 45

Dear Ms. Farbstein,

My husband and I are one of the first families to move on Hassler Ave. in 1962. Since that time, we have witnessed a tremendous increase of traffic on Hassler Ave!

The above mentioned article says there will be 24 units with each having a two car garage - that's 48 plus cars more added to the Hassler Ave. overload. The article does not mention guest parking which would add more cars. Not everyone is telecommuting these days.

The million dollar homes with private driveways will be additional traffic feeding on to Hassler Ave. and Roberts Road.

Have you checked how much traffic is feeding on to Hassler Ave. from the Bark Pacifica area and Roberts Road, plus Jena Nova High School?

What does the Environmental Impact Report say about plans for disaster evacuation during earthquakes and tsunami reports?



"Before adding more traffic to Fassler Ave. and more developments, please put a metering strip on Fassler Ave. to show a count of traffic on Fassler Ave. You may need several strips from Jena Nova Blvd., Crespi Ave., Roberts Road to get an accurate account going East and West on Fassler Ave.

Please consider our concerns before final approval of this project.

Sincerely,  
Rudolph M. Gerusa  
Joan L. Gerusa

Rudolf M. + Joan L. Gerusa  
1040 Fassler Ave.  
Pacifica, CA 94044-3652

---Original Message---

From: Ahna Dominski [mailto:[ahnaholiday@earthlink.net](mailto:ahnaholiday@earthlink.net)]

Sent: Tuesday, November 17, 2015 3:02 PM

To: Farbstein, Kathryn

Cc: Ahna Dominski

Subject: Fassler Residential Project

City of Pacifica  
Planning Dept.  
Kathryn Farbstein  
Pacifica, CA 94044

RE: Fassler Residential Project

Dear Kathryn,

This project is within a precious view corridor of Pacifica and should not exceed the City's height limit. If this is allowed, then it sets a precedent for all future developers in Pacifica, especially those with future developments on Fassler.

This project appears to be a new development. The City should not give it any entitlements from the original project. Why is this even considered? The original project with conditions should have been built, not this new one. This is unfair to the citizens of Pacifica who spent a lot of their time going to meetings and making sure that if a project were to be built on this site, they would get what they were shown. Is this some sort of trickery? Get a project approved, do not build on the site for years, then present a whole new project and expect entitlements? Just say NO!

The additional traffic from this project is concerning. Currently the traffic problem is rated E & F. Turning left into the project as one goes up Fassler will only increase the problem. Fassler is not maintained. The black asphalt is off most of the street and the "Keep Clear" road language cannot be read by motorists at the Rockaway Beach Ave. intersection.

This project is not what was presented originally and should be considered a new project.

Ahna Dominski  
840 Rockaway Beach Ave  
Pacifica, CA 94044

**From:** Louis Roth [mailto:[louistroth@yahoo.com](mailto:louistroth@yahoo.com)]

**Sent:** Tuesday, November 17, 2015 3:03 PM

**To:** Farbstein, Kathryn

**Subject:** Prospects

Ms Farbstein:

I am writing to ask that you deny any forward progress on this project. It is a bad idea all the way around.

here are comments that I agree with:

**Leo Leon | October 26, 2015**

I read the Notice Of Preparation; it appears to be a new project. IMHO, a new project should have a new EIR. I am surprised there is no mention of traffic circulation and traffic impact on Highway 1. The location and potential impacts to traffic, on Fassler alone, call for a new traffic study. The old Prospects plan had shuttle vans as part of its traffic impact mitigation. What are the current conditions? And what is the traffic impact mitigation?

Many years have passed since the original Prospects plan; the entitlements for the Prospects project have since lapsed and no building permits were issued by the city. The new proposed project is to be developed generally within the same building footprint as the old Prospects residential project, but some of the design and construction details differ from the prior project, including but not limited to project layout, garages and surface parking, access, an above-grade loop road, building heights, and stormwater management.

The building height limit in Pacifica is 35 feet; 22 of the 24 units proposed exceed the height limit; eight units exceed the limit by more than nine feet. The project is on one of the more visible and prominent hillsides and is considered a view corridor.

"Table 1. Building Summary

Description Unit Mix #of Structures Max. Height

Building A Unit 2 Unit 2 8 44'-5"

Building B Unit 3 Unit 1 8 39'-8"

Building C Unit 4 Unit 7 4 37'-3"

Building D Unit 5 Unit 5 2 31'-1"

Building E Unit 6 Unit 8 2 35'-8"

PROBABLE ENVIRONMENTAL EFFECTS: It is anticipated that the project may have environmental effects in the following areas: Aesthetics; Biological Resources; Geology and Soils, Hydrology and Water Quality, and Transportation and Traffic. The level of analysis for these subject areas may be refined or additional subject areas may be analyzed based on responses to this NOP, and/or refinements to the proposed project. REQUEST FOR COMMENTS: Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than November 17, 2015."

The former Prospects plan was a very complex project because of its setting, location, and the density transfer that allowed it in the first place. The Prospects was approved after considerable public input and thorough review by the Planning Commission. The probable environmental effects of this new project are alarming. Each and every element should have current detailed study and analysis performed so the public and the decision-makers can have current data and make an informed decision on the merits.

I don't think having an exit and entrance on Fassler is a good idea at all. People come racing down the steep slope and a large number are way over the speed limit. Bad things happen when you have this with folks trying to pull out onto a roadway like this.

I am a bird-watcher. Have been for 50 years. There are

Red-Tailed Hawks

Red-shouldered Hawks

California Thrashers

Northern Flickers.

Anna's Hummingbirds

Turkey Vultures.  
California Quail  
Black Phoebe  
Townsend's Warbler  
Yellow jumped warblers  
and many many more birds that make that hillside HOME.

The plan does not meet with our City requirements and is a clumsy attempt to jam more housing in and further destroy what we all enjoy here.

Thank you,

Louis Roth  
807 Rockaway Beach Av  
Pacifica CA 94044

**From:** Paula Anderson [mailto:[paulatand@gmail.com](mailto:paulatand@gmail.com)]

**Sent:** Tuesday, November 17, 2015 4:13 PM

**To:** Farbstein, Kathryn

**Subject:** The Prospects Project on Fassler

I live at 463 Ebken Street in the Rockaway District. To access Hwy 1 I have to take my life in my hands and throw my car out onto Fassler Ave. and hope that no one is speeding down Fassler while coming around a blind curve.

What does this have to do with "The Prospects"? Several things. This project has substantially changed from the original proposal and, in my opinion, needs to go through another complete public hearing process. I am adamantly opposed to any variance of height limits, especially in a view corridor. The project has a single access and egress point directly onto Fassler, which already is experiencing multiple traffic safety and flow issues that have not been addressed by the City.

This project needs to be stopped and put back through a complete evaluation and review process.

Thank you,

Paula Anderson

--

[paulatand@gmail.com](mailto:paulatand@gmail.com)

-----Original Message-----

From: Guillermo Leiva [mailto:[leiva45@yahoo.com](mailto:leiva45@yahoo.com)]

Sent: Tuesday, November 17, 2015 7:06 PM

To: Farbstein, Kathryn

Subject: Height limit

Height 9ft. Over the limit on a new project. When are the public hearings start. Please notify me on of the planed public meetings

Sent from my iPhone

**From:** Jane Nicholson [mailto:[janejaneclare@gmail.com](mailto:janejaneclare@gmail.com)]

**Sent:** Tuesday, November 17, 2015 10:01 PM

**To:** Farbstein, Kathryn

**Subject:** iNO on the FASSLER PROSPECTS!

Please do not approve this project.

It should be resubmitted as a new project.

Going 9' over height limitations is unacceptable. Stick to the original plan or resubmit.

Thank you for your consideration.

Jane Nicholson  
828 Rockaway beach Ave.  
Pacifica

-----Original Message-----

From: Karen Rosenstein [mailto:[karetaker@catsincharge.com](mailto:karetaker@catsincharge.com)]

Sent: Wednesday, November 18, 2015 2:26 PM

To: Farbstein, Kathryn

Cc: Karen Rosenstein

Subject: "Prospects" Project up on Fassler Ave.

Hi Kathryn,

Please add me to the concerned citizens list regarding this latest project proposal for Fassler Ave.

I have great concerns about adding anything on this part of Fassler because of concerns in the following areas:

wildlife corridor fragmentation

impact on Rockaway Beach Ave., Fassler Avenue and Roberts Rd. traffic safety of pedestrians from said project crossing Fassler Ave. to reach TN and Cabrillo schools especially visual impact rainwater management adding more people to an already stretched water and sewer infrastructure adding more residents in an area that is under recommended water rationing with potential required water rationing in the future zoning changes

I believe this is a very different project than the "Prospects" project that was suggested years ago. The buildings are different, the layout is different, the developer is different just to name three different key elements. Thus, I strongly encourage you to place this project on the needing to be approved as a NEW project list for Pacifica's Planning Dept.

Thank you!

Sincerely,

Karen Rosenstein  
200 Troglia Terrace  
Pacifica, CA 94044



## **APPENDIX C**

### **PROJECT PLANT LIST**



## PLANT LIST

### SCREEN/BUFFER TREES

#### BOTANICAL NAME

CUPRESSUS MACROCARPA  
PINUS RADIATA  
QUERCUS AGRIFOLIA  
UMBELLULARIA CALIFORNICA  
PINUS CONTORTA

### ACCENT TREES

ARBUTUS MARIANA  
ERIGONIA JAPONICA  
FEIJOA SELLEGRANA  
MELALEUCA QUINQUEFLOREA  
LOPHOSTEMON CONFERTUS  
METROSIDEROS EXCELSUS

### NATIVE SHRUBS/PERENNIALS

ARGOSTAPHYLOS HOOKERI  
ARTEMISIA MARITIMA  
ARTEMISIA PYCNOCEPHALA  
BACCHARIS PILLULARIS  
CEANOTHUS DARK STAR  
CISTUS PURPUREUS  
ERIGONIA ARBORESCENS  
GARRYA ELLIPTICA  
HETEROMELES ARBUTIFOLIA  
HEUCHERA SANGUINEA  
LAVANDULA ANGSTIFOLIA  
LEPTOSPERMUM LAEVEGATUM  
MIMULUS AURANTIACUS  
MYRICA CALIFORNICA  
PENSTEMON HETEROPHYLLUS  
RHAMNUS CALIFORNICA

### ORNAMENTAL GRASSES

CALAMAGROSTIS NUTKAENSIS  
CAREX BUCHANANI  
DESCHAMPSIA CESPIIOSA  
MULLENBERGIA RIENS

### BUTTERFLY AND HUMMINGBIRD PLANTS

ACHILLEA MILLEFOLIUM  
BUTTELEIA SPP.  
CENTRANTHUS RUBER  
CORREIA 'DUSKY BELLS'  
DIGITALIS PURPUREA  
ECHINACEA PURPUREA  
LAVATERA BICOLOR  
RIBES SANGUINEUM  
SEDUM SPP.  
ZAUSCHNERIA CALIFORNICA

### VINES

▲ FIGUS PUMILA

### GROUNDCOVER

(1) ARGOSTAPHYLOS  
EMERALD CARPET  
(1) BACCHARIS PILLULARIS  
(1) CEANOTHUS GRISBUS  
HORIZONTALIS HURRICANE POINT  
LIRIOPE MUSCARI  
GAZANIA FIESTA RED

(1) INDICATES GROUNDCOVER SUITABLE FOR SLOPE STABILIZATION.

### STORMWATER TREATMENT AREA

CHONDRPETALUM TECTORUM  
CORNUS STOLONIFERA  
DESCHAMPSIA CESPIIOSA  
FESTUCA CALIFORNICA  
MULLENBERGIA RIENS  
NASSELLA PULCHRA  
NERITA SPP.  
JACQUIS PATENS  
ROSA CALIFORNICA  
SALVIA CLEVELANDII  
SALIX LASIOLEPIS

BIO-RETENTION SOO MIX

### RESTORATION SEEDING

COASTAL SCRUB / PERENNIAL GRASSLAND (FROM PACIFIC COAST SEED)

#### COMMON NAME

MONTEREY CYPRESS  
MONTEREY PINE  
COAST LIVE OAK  
CALIFORNIA BAY  
SHORE PINE

NGN  
LOGGAT  
PINEAPPLE GUAVA  
CAJUPUT TREE  
BRISBANE BOX  
NEW ZEALAND CHRISTMAS TREE

MONTEREY MANZANITA  
COMMON THRIFT  
SANDHILL SAGE  
COYOTE BRUSH  
WILD LILAC  
ROCKROSE  
WILD BUCKWHEAT  
COASTAL SILK-TASSEL  
TOYON  
GORAL BELLS  
LAVENDER  
COASTAL TEA TREE  
STICKY MONKEY FLOWER  
PACIFIC WAX MYRTLE  
BEARD TONGUE  
COFFEEBERRY

PACIFIC REED GRASS  
LEATHER LEAF SEDGE  
TUFTED HAIR GRASS  
DEERGRASS

COMMON YARROW  
BUTTERFLY BUSH  
JUPITER'S BEARD  
AUSTRALIAN FUSCHIA  
COMMON FOXGLOVE  
PURPLE FOXGLOVE  
TREES MALLOW  
CURRANT  
STONECROP  
CALIFORNIA FUSCHIA

CREEPING FIG

EMERALD CARPET MANZANITA  
DWARF COYOTE BRUSH  
WILD LILAC  
BIG BLUE LILY TURF  
NGN

#### COMMON NAME

CAPE RUSH  
REDTONGUE DOGWOOD  
TUFTED HAIRGRASS  
CALIFORNIA FESCUE  
DEERGRASS  
PURPLE NEEDLEGRASS  
CATMINT  
BLUE RUSH  
CALIFORNIA WILD ROSE  
CLEVELAND SAGE  
ARROYO WILLOW

## SITE CHARACTER IMAGES



BUTTERFLY AND HUMMINGBIRD GARDEN



DOG PATH W/ TIMBER STAIRS



PICNIC OVERLOOK



COMMUNITY PATIO



Callender Associates

Landscape Architecture  
Urban Design  
Land Planning  
Park and Recreation Planning  
Environmental Planning

3025 S. Hill Street, Suite 132  
San Jose, CA 95113  
P 408.273.0265  
F 408.273.0265

CS 04 1/15

### Revisions

Rev	Description

© Copyright 2015  
Callender Associates  
Landscape Architecture, Inc.

**PLANT LIST**  
801 FASSLER AVE.  
Pacifica, California

Date	1/27/15
Scale	As Shown
Drawn By	PCD
Checked	MM
Project No.	14448
Cadd File	14048sc
Sheet No.	L-2
of	