



Poplar Street Pedestrian Pathway Project

Draft Initial Study/ Mitigated Negative Declaration

JUNE 2021

PREPARED FOR
City of Half Moon Bay

PREPARED BY
SWCA Environmental Consultants

POPLAR STREET PEDESTRIAN PATHWAY PROJECT
DRAFT INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

Prepared for

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SWCA Project No. 66155

City Project No. 1003

June 2021

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Acronyms and Abbreviations

1993 LCLUP	Local Coastal Land Use Plan adopted in 1993
2020 LCLUP	Local Coastal Land Use Plan adopted in 2020
AB	Assembly Bill
BAAQMD	Bay Area Air Quality Management District
BMP	best management practice
BRE	Biological Resources Evaluation
BSA	biological survey area
C/CAG	City and County Association of Governments
CAL FIRE	California Department of Forestry and Fire Protection
California Water Boards	State Water Resources Control Board
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCC	California Coastal Commission
CCR	California Code of Regulations
CCWD	Coastside County Water District
CDFW	California Department of Fish and Wildlife
CDP	Coastal Development Permit
CEQA	California Environmental Quality Act
CFPD	Coastside Fire Protection District
City	City of Half Moon Bay
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
Coastal Trail	Half Moon Bay Coastal Trail
County	County of San Mateo
CRPR	California Rare Plant Rank
CUSD	Cabrillo Unified School District
DWR	California Department of Water Resources
ESCP	Erosion and Sediment Control Plan
FDR	Full Depth Reclamation
GHG	greenhouse gas
gpcpd	gallons per capita per day
HFHSZ	High Fire Hazard Severity Zone
IPaC	Information for Planning and Consultation
IS/MND	Initial Study/Mitigated Negative Declaration
LCLUP	Local Coastal Land Use Plan adopted in 1993
LCP	Local Coastal Program
MBTA	Migratory Bird Treaty Act
MGD	million gallons per day

MRZ	Mineral Resource Zone
NAHC	Native American Heritage Commission
NO _x	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
PM ₁₀	particulate matter, 10 microns or less
PM _{2.5}	particulate matter, 2.5 microns or less
PRC	Public Resources Code
project	Poplar Street Pedestrian Pathway Project
Qmt	Pleistocene era
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SAM	Sewer Authority Mid-Coastside
SamTrans	San Mateo County Transit District
SFPUC	San Francisco Public Utilities Commission
Sheriff's Department	San Mateo County Sheriff's Department
SMCWPPP	San Mateo Countywide Water Pollution Prevention Program
SRA	State Responsibility Area
SSC	Species of Special Concern
SVP	Society of Vertebrate Paleontology
SWCA	SWCA Environmental Consultants
State Parks	California Department of Parks and Recreation
TAC	Toxic Air Contaminants
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VHFHSZ	Very High Fire Hazard Severity Zone
VDECS	Verified Diesel Emission Control Strategies
PERP	portable engine registration program
ABAG	Association of Bay Area Governments
WUI	Wildland-Urban Interface

CITY OF HALF MOON BAY
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY AND CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “potentially significant impact” as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Transportation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input checked="" type="checkbox"/> Geology and Soils | <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENT IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

Jonathon Woo, Assistant Engineer

INITIAL STUDY CHECKLIST

BACKGROUND

PROPONENT NAME

City of Half Moon Bay

PHONE NUMBER650-726-8265

PROPONENT ADDRESS

501 Main Street

Half Moon Bay, CA 94019

AGENCY REQUIRING CHECKLIST

City of Half Moon Bay

Community Development Department

DATE SUBMITTED**XX/XX/2021 [SWCA: PROVIDE DATE ONCE
IS/MND IS FINAL]**

PROPOSAL NAMEPoplar Street Pedestrian Pathway Project

CHAPTER 1. PROJECT DESCRIPTION

1.1 Introduction

Project Title: Poplar Street Pedestrian Pathway Project
Initial Study/Mitigated Negative Declaration

Lead Agency: City of Half Moon Bay
Public Works and Engineering Department
501 Main Street
Half Moon Bay, CA 94019

City Staff Contact: Jonathon Woo, Assistant Engineer
Maziar Bozorginia, City Engineer

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Project Applicants: City of Half Moon Bay, Public Works and Engineering Department

The subject of this Initial Study/Mitigated Negative Declaration (IS/MND) under the California Environmental Quality Act (CEQA) is the proposed Poplar Street Pedestrian Pathway Project (project), which consists of the removal, replacement, and widening of the existing pathway, including upgrading an approximately 1,020-foot-long pathway and widening the majority of the pathway from 8 feet wide to 10 feet wide, in Half Moon Bay, San Mateo County, California. This IS/MND includes a description of the existing environmental setting of the project and the environmental effects that may result from construction and operation of the project.

1.2 CEQA Statute and Guidelines

According to CEQA Statute Section 21064.5:

MITIGATED NEGATIVE DECLARATION

“Mitigated negative declaration” means a negative declaration prepared for a project when the initial study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

According to State CEQA Guidelines Article 6. Negative Declaration Process:

15070. DECISION TO PREPARE A NEGATIVE OR MITIGATED NEGATIVE DECLARATION

A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

- (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The initial study identifies potentially significant effects, but:
 - (1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

15071. CONTENTS

A Negative Declaration circulated for public review shall include:

- (a) A brief description of the project, including a commonly used name for the project, if any;
- (b) The location of the project, preferably shown on a map, and the name of the project proponent;
- (c) A proposed finding that the project will not have a significant effect on the environment;
- (d) An attached copy of the Initial Study documenting reasons to support the finding; and
- (e) Mitigation measures, if any, included in the project to avoid potentially significant effects.

1.3 Project Location

Regional Setting

The project site includes an area along the north side of Poplar Street between Railroad Avenue and the Half Moon Bay Coastal Trail (Coastal Trail) in the city of Half Moon Bay, San Mateo County, California. The site is west of the Arleta Park neighborhood. San Mateo County is situated along the central coast of California and encompasses approximately 554 square miles (including tidal waters) of the San Francisco Peninsula. The county's western border is on the Pacific Ocean and the eastern border is on the San Francisco Bay shoreline. The county is bounded by the city and county of San Francisco to the north and by Santa Cruz and Santa Clara Counties to the south and southeast, respectively.

The Santa Cruz Mountain Range traverses San Mateo County in a north-south direction, effectively dividing the county into two distinct regions: the Coastsides and the Baysides. The Coastsides is characterized by coastal terraces transitioning into the gently sloping foothills of the Santa Cruz Mountains. The Baysides is characterized by low-lying mudflats, marshes, artificial fill, and broad, flat alluvial plains. Farther west, this low-lying region transitions into the foothills of the Santa Cruz Mountains, increasing in slope to 15 to 30 percent near its crest. The city is situated along the Coastsides, approximately 25 miles south of San Francisco, and encompasses approximately 6.4 square miles of land. It is bordered by the Pacific Ocean to the west, the Santa Cruz Mountains to the east, unincorporated San Mateo County to the north, and unincorporated San Mateo County to the south. Figure 1-1, Project Vicinity Map, shows the project site location and regional vicinity.

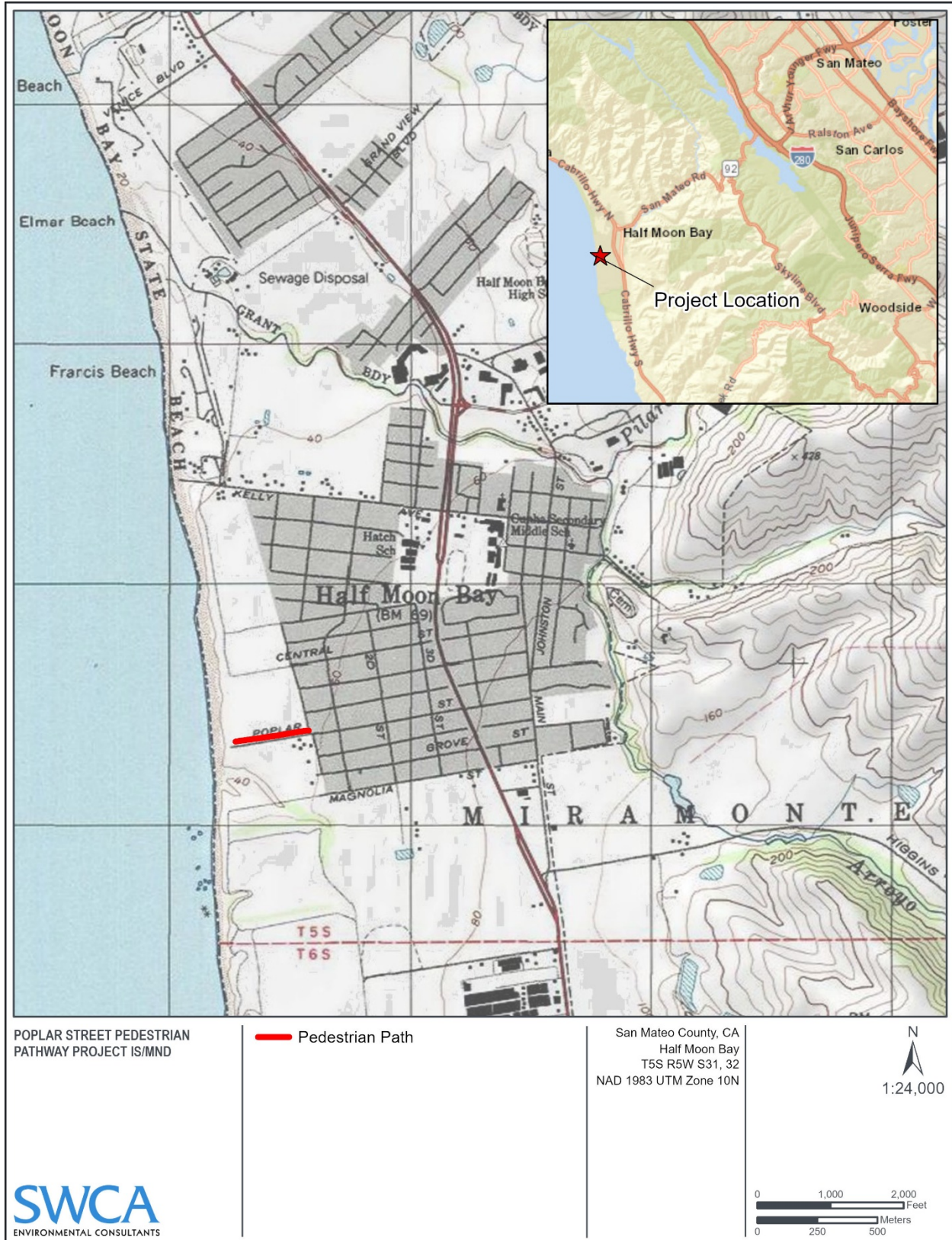


Figure 1-1. Project Location Map

Local Setting

Poplar Street, west of Highway 1, extends through the Arleta Park neighborhood from Highway 1 in the east to Railroad Avenue, then continues through undeveloped lands to Poplar Beach and the Pacific Ocean in the west. From the corner of Railroad Avenue, it extends west approximately 1,075 feet and terminates at the Poplar Beach Parking Lot and the Coastal Trail. The top of the bluff above the beach is approximately 80 feet west of the Coastal Trail. There is an existing pedestrian pathway on the north side of Poplar Street between Railroad Avenue and the Coastal Trail. The existing pathway is approximately 1,010 feet long, and between 8 and 9 feet wide. The pavement is in poor condition with numerous cracks. There is a wooden split-rail fence on the southern side of the pathway. The project site is essentially flat and lies at approximately 58 to 61 feet above mean sea level with a very gradual slope to the west. There are existing drainage ditches on the north and south sides of Poplar Avenue and an existing drainage swale crosses the pathway approximately 35 feet east of the terminus at the Coastal Trail. A wooden footbridge crosses the existing drainage swale approximately 35 feet from the western end of the pathway.

In the vicinity of the project site, the north side of the pathway between Railroad Avenue and the Coastal Trail is undeveloped land consisting of non-native grassland and disturbed vegetation (Figure 1-2, Project Vicinity Map). Poplar Street is between 8 and 20 feet from the pathway on the south side. On the south side of Poplar Street are four residences within 300 feet (two on Railroad Avenue and two on Poplar Street), the Poplar Beach Parking Lot, and undeveloped land consisting of non-native grassland, disturbed and ornamental vegetation, and vernal marsh. Poplar Beach and the Pacific Ocean are approximately 120 feet west of the project area. Single-family residences of the Arleta Park neighborhood are east of the project area, primarily east of Railroad Avenue.

1.4 Land Use and Zoning

The project site is located entirely within the city. Existing zoning for the project site is OS-P (Open Space – Passive Recreation) for the westernmost approximately 330 linear feet of the Poplar Street Pedestrian Pathway, and PUD (Planned Unit Development) for the remaining length of the pathway.¹ The project site includes the approximately 12-foot width along the existing approximately 1,020-foot Poplar Street Pedestrian Pathway. The land surrounding the pathway is owned by the City where the pathway traverses the OS-P zoning designation and by various private owners where the pathway traverses through the PUD zoning designation west of Railroad Avenue.

The project is between approximately 120 to 1,730 feet from the Pacific Ocean and is in the California Coastal Zone. The California Coastal Zone was established by the California Coastal Act of 1976 and is under the jurisdiction of the California Coastal Commission (CCC). Chapter 3 of the California Coastal Act includes provisions that address the impact of development on public services, infrastructure, traffic, the environment, significant resources, and coastal access.

¹ City of Half Moon Bay. 2015. *Half Moon Bay Zoning Map*. Available at: <https://www.half-moon-bay.ca.us/DocumentCenter/View/129/Zoning-Map-PDF>. Accessed April 12, 2021.



Figure 1-2. Project Vicinity Map.

The entire City is in the coastal zone. In 1993, the City of Half Moon Bay (City) adopted an amended Local Coastal Land Use Plan (1993 LCLUP).² In October 2020, the City adopted an update to the LCLUP (2020 LCLUP),³ which was certified by the CCC on April 15, 2021. The 2020 LCLUP supersedes the 1993 LCLUP. The LCLUP together with the City's Zoning Ordinance, Subdivision Ordinance, and zoning map constitute the Local Coastal Program (LCP) for the City's coastal zone. A Coastal Development Permit (CDP) is required for construction of the expanded Poplar Street Pedestrian Pathway. The City is the designated agency responsible for CDP approval of projects within the City limits.

1.5 Proposed Project

The project involves the removal, widening, and replacement of the existing Poplar Street Pedestrian Pathway. The section of pathway east of the existing bridge, which is approximately 979 feet long, would be widened to 10 feet with an additional 2 feet of decomposed granite shoulder. This section of path would be tapered at its western end to match the bridge. The section of pathway west of the bridge, which is approximately 35 feet long, would remain 8 feet wide with an additional 2 feet of decomposed granite shoulder. A border of decomposed granite and/or headerboard will be placed adjacent to the pathway. The existing fence and 8-foot-wide footbridge would remain in place (Figure 1-3, Project Design Plans; Appendix A).

The project would add approximately 1,700 square feet (0.04 acre) of new pavement to the existing 8,091 square feet (0.19 acre) of pathway, resulting in a total of approximately 9,790 square feet (0.22 acre). Approximately 811 square feet (0.02 acre) of the shoulder on the north side of the pathway closest to Railroad Avenue will be re-graded to meet ADA standards. The total project size is approximately 0.25 acre.

Traffic calming improvements to Poplar Street are also part of the project scope, including speed tables and traffic signs for the speed tables.⁴ Three signs will be located on the existing split-rail fence on the north side of Poplar Street, and three signs will be installed on new sign posts on the south side of Poplar Street, outside of the roadside ditch.

For the purpose of staging equipment during construction, the project would require an approximately 20-foot by 40-foot temporarily fenced area on existing paved surface within the existing Poplar Beach Parking Lot, located approximately 80 feet south of the project area. The staging area would also be used for equipment storage, materials staging, and parking. No ground disturbance would occur within the staging area.

² City of Half Moon Bay. 1993. *Local Coastal Program and Land Use Plan, Chapters 1 to 10: Land Use Plan*. Amended 1993. Available at: <https://www.half-moon-bay.ca.us/DocumentCenter/View/177/Chapter-1-to-10-Land-Use-Plan-PDF>. Accessed April 12, 2021.

³ City of Half Moon Bay. 2020. *Local Coastal Land Use Plan. 2020 Comprehensive Update*. Available at <https://www.half-moon-bay.ca.us/DocumentCenter/View/3784/Full-Combined-2020-HMB-LCLUP>. Accessed April 30, 2021.

⁴ A speed table is a traffic calming device that is wider than a speed bump and flat-topped.

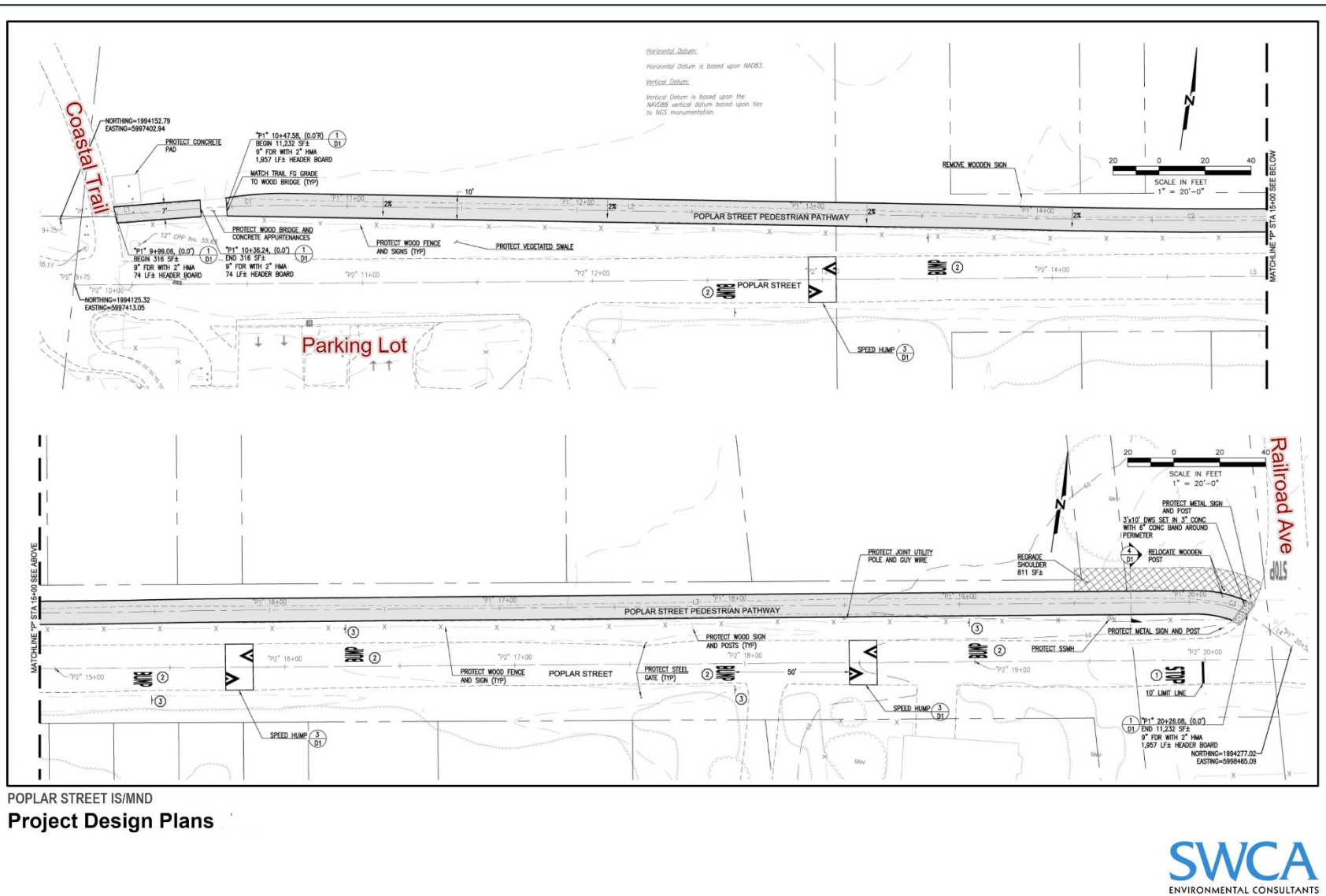


Figure 1-3. Project Design Plans.

Construction

Project construction would involve complete removal of the existing aggregate pavement and replacement with new asphalt. The existing ground surface would be excavated to a depth of approximately 9 inches. The removed aggregate would be hauled off for disposal or recycling. The project would use a technique called Full Depth Reclamation (FDR), where soil from the project site would be recycled with the addition of limestone and/or cement to form a 9-inch base layer. Then the path would be paved with a 2-inch-thick layer of asphalt.

Construction of the improved pedestrian pathway and traffic calming measures would require the following steps:

- Sawcut and remove existing asphalt.
- Clear and grub the area to be paved and the area to be regraded plus an approximately 2-foot buffer. No tree trimming or removal of sensitive vegetation would be required.
- FDR: excavate soil to 9 inches, mix with limestone and/or Portland cement as a stabilizer, and backfill to a depth of 9 inches to create a stabilized base. This process would occur on the pathway.
- Compact base layer.
- Pave with 2 inches hot mix asphalt.
- Install three new sign posts and three traffic signs on existing fence.
- Install speed tables.
- Paint California Department of Transportation (Caltrans) pavement marking signs on pathway and Poplar Street.

The project would require approximately 12.1 cubic yards of cut and fill and would generate approximately 15 to 20 round trip haul truck trips. Old asphalt would be hauled off for disposal or recycling. Limestone and/or cement and hot mix asphalt would be imported.

Construction would commence in early September and would take approximately 1 to 2 months to complete. Construction would occur during dry weather only. Construction hours would be limited to 7:00 a.m. to 6:00 p.m., Monday through Friday. Although the City allows construction 8:00 a.m. to 6:00 p.m. Saturdays and 10:00 a.m. to 6:00 p.m. Sundays; weekend construction is not anticipated and would require permission from the City.⁵

Access for construction would be from Poplar Street. Construction staging and materials would occur in the Poplar Beach Parking Lot. All work would comply with the Regional Water Quality Control Board (RWQCB) Best Management Practices (BMPs). Construction equipment would likely include the following:

- reclaimer/stabilizer or tractor-mounted recycling machine/asphalt zipper;
- paver;
- hauling trucks (10-cubic-yard dump truck);

⁵ City of Half Moon Bay. 2021. *Noise Restrictions Webpage*. Available at: <https://www.half-moon-bay.ca.us/210/Noise-Restrictions>. Accessed June 3, 2021.

- cement mixer;
- lime spreader;
- motor grader;
- compactor machine (vibratory pad or drum);
- pneumatic compactor;
- water truck;
- sheep pad foot roller for FDR;
- jack hammers; and
- shovels.

The following existing structures and built elements would be protected during construction:

- concrete pad at the western end of the pathway;
- wooden bridge over existing swale;
- wooden fence;
- all signs and posts; and
- utility pole and guy wire.

1.6 Requested Action and Required Permits

This IS/MND provides environmental information and analysis in compliance with CEQA, which is necessary for City decision makers to be able to adequately consider the effects of the project. The City, as the CEQA lead agency, has approval authority and responsibility for considering the environmental effects of the project as a whole. The CCC would serve as a Responsible Agency under CEQA. The City is responsible for authorizing and approving the project. The IS/MND, in conjunction with other project documents as necessary, would be used for the following discretionary approvals:

- CDP for construction of the improved Poplar Street Pedestrian Pathway; and
- Encroachment Permit.

CHAPTER 2. ENVIRONMENTAL CHECKLIST AND RESPONSES

2.1 Aesthetics

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

Environmental Evaluation

a. Would the project have a substantial adverse effect on a scenic vista?

A scenic vista generally provides focal views of objects, settings, or features of visual interest, or panoramic views of large geographic areas of scenic quality, from a fixed vantage point or linear corridor, such as a roadway or trail. A significant impact would occur if a project introduced incompatible scenic elements within a field of view containing a scenic vista or substantially block views of an existing scenic vista.

The project site traverses an undeveloped area between the western edge of the Arleta Park neighborhood and Poplar Beach. It is traversed by local residents and the beach-going public, and is visible from the Coastal Trail, Poplar Street, and Railroad Avenue (Figures 2-1 through 2-4). The project site and surrounding area are essentially flat. Under the adopted 2020 LCLUP Scenic and Visual Resources Element, the coast and bluffs west of the site are protected as a resource of public importance.⁶ The 2020 LCLUP identifies the views of the Pacific Ocean and coastline as a character-defining visual element for the planning area.⁷

⁶ City of Half Moon Bay. 2020. *Local Coastal Land Use Plan. 2020 Comprehensive Update. Chapter 9 Scenic and Visual Resources*. Available at <https://www.half-moon-bay.ca.us/DocumentCenter/View/3784/Full-Combined-2020-HMB-LCLUP>. Accessed April 30, 2021.

⁷ City of Half Moon Bay. 2020. *Local Coastal Land Use Plan. 2020 Comprehensive Update. Chapter 9 Scenic and Visual Resources*. Available at <https://www.half-moon-bay.ca.us/DocumentCenter/View/3784/Full-Combined-2020-HMB-LCLUP>. Accessed April 30, 2021.



Figure 2-1. East-facing view from the eastern end of the project pathway, with Railroad Avenue and residential areas to the east.



Figure 2-2. Southwest-facing view of the project site, showing Poplar Street and the Poplar Beach Parking Lot and the Pacific Ocean in the distance.



Figure 2-3. East-facing view of the project site from the Coastal Trail, with existing wooden bridge on the pathway, Poplar Beach Parking Lot to the south, and Arleta Park residential areas in the background.



Figure 2-4. West-facing view from the western end of the project site with the Coastal Trail, Poplar Beach picnic area, and Pacific Ocean in the background.

The existing pedestrian path is in poor condition with many visible cracks in the surface pavement. The project would replace the existing pathway with new pavement and widen most of the pathway. Although the majority of the pathway would be approximately 2 feet wider, the overall visual appearance will be essentially the same and enhanced by the better trail condition. The project would not impact the existing fence, bridge, signs, or Coastal Trail. While construction could impact scenic vistas, those impacts would be short term and temporary. Moreover, they would occur in an area where the scenic vistas are already impacted by vehicle traffic and parking. Therefore, impacts to scenic resources would be less than significant.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a scenic highway?

The project is not in a scenic highway corridor, although Highway 1 through the City is an eligible scenic highway.⁸ The project is approximately 0.4 mile from Highway 1 and separated by a residential development; therefore, it is not visible from Highway 1 and would have no impact on scenic highways. The 2020 LCLUP identifies the need to protect “significant” views available along Highways 1 and 92, scenic coastal access routes between Highway 1 and the beach, and the California Coastal Trail.⁹ The project is located in an essentially flat area and would replace, widen, and upgrade an existing pedestrian pathway. Although the project site is visible from the California Coastal Trail and Poplar Street is identified as a scenic coastal access route in the 2020 LCLUP, the project involves at-grade improvements and required traffic safety signage and will not damage any scenic resources. Furthermore, there are no trees, rock outcroppings, or historic buildings on or adjacent to the project site. The existing cypress tree near the eastern end of the pathway would not be impacted and alterations to the existing asphalt path would not change the existing visual character of the pathway. Construction would not impact scenic resources within a scenic highway as the project is not visible from Highway 1. Construction impacts would be short term and temporary. Moreover, they would occur in an area where the scenic resources are already impacted by vehicle traffic and parking. Therefore, no impact would occur.

c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project site traverses a non-urbanized, undeveloped area between the western edge of the Arleta Park neighborhood and Poplar Beach. Public views of the existing pathway include views from the Coastal Trail, Poplar Street, Poplar Beach Parking Lot, and Railroad Avenue. The existing pedestrian pathway is in poor condition with many visible cracks in the surface pavement. The project would replace the existing pathway with new pavement and widen most of the pathway. Although most of the pathway would be approximately 2 feet wider, the overall visual appearance would be essentially the same and enhanced by the better trail condition. The traffic safety signage will not substantially degrade the existing visual character either, as it will be consistent with the existing signage in the area and will be located at intervals to provide required traffic safety information. While construction could impact the existing visual character, those impacts would be short term and temporary, lasting 1 to 2 months. Moreover, they would occur in an area where the visual character is already impacted by vehicle traffic and parking.

⁸ California Department of Transportation (Caltrans). 2021. Scenic Highways Webpage. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed April 30, 2021.

⁹ City of Half Moon Bay. 2020. *Local Coastal Land Use Plan. 2020 Comprehensive Update. Chapter 9 Scenic and Visual Resources*. Available at <https://www.half-moon-bay.ca.us/DocumentCenter/View/3784/Full-Combined-2020-HMB-LCLUP>. Accessed April 30, 2021.

Therefore, the project would not degrade the existing visual character or quality of public views, and the impact would be less than significant.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project would replace and upgrade an existing pedestrian pathway. There is no lighting planned as part of the project. Construction impacts would be short-term and temporary, lasting approximately one-to-two months. Nighttime construction is prohibited under City regulations, therefore nighttime construction would not occur and temporary construction lighting would not be required. Therefore, the project would not add a new source of light or glare, and no impact would occur.

2.2 Agriculture and Forestry Resources

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>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 (1997) prepared by the California Dept. 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:</i>				
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

a. Would the project 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?

A significant impact may occur if a project were to result in the conversion of State of California (State)-designated agricultural land from agricultural use to another non-agricultural use. The California Department of Conservation (CDOC) Division of Land Protection lists Prime Farmland, Unique

Farmland, and Farmland of Statewide Importance under the general category of “Important Farmland” in California.

The project area contains no land that is designated by the CDOC as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.¹⁰ Therefore, the project would have no impact on the conversion of farmland to non-agricultural uses.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act Contract from agricultural use to non-agricultural use. The Williamson Act of 1965 allows local governments to enter into agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use. The project site is not zoned for agricultural use and is not subject to a Williamson Act contract. There is no land under cultivation within 0.25 mile of the project and no land under Williamson Act contract within 1 mile of the project.¹¹ Therefore, no impact with respect to land zoned for agricultural use or under a Williamson Act Contract would occur.

c. Would the project 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))?

“Forest land” is defined as land that “can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.” “Timberland” is defined as land “which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees.” Timberland zoned for Timber Production is defined as land that “is devoted to and used for growing and harvesting timber.” There are no trees on the project site, and there is no land zoned for timber production within the City limits, although there are several Christmas tree farms in San Mateo County sited in Planned Agriculture Districts. The project site is not zoned for management of forest or timberland resources; therefore, the project would not conflict with zoning for, or cause the rezoning of, forest land, timberland, or timberland zoned Timberland Production would occur.

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The project site is surrounded by undeveloped lands and urban uses, and, as discussed in Section 2.2.c, is not located on forest land. No impact related to the loss of forest land or conversion of forest land would occur.

¹⁰ California Department of Conservation (CDOC). 2018. California Important Farmland Finder Interactive Viewer, San Mateo County 2018. CDOC Farmland Mapping Monitoring Program. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed April 15, 2021.

¹¹ County of San Mateo. 2021. San Mateo County GIS Open Data, Williamson Act Parcels. Available at: <https://data-smcmaps.opendata.arcgis.com/maps/edit?content=smcmaps%3A%3Awilliamson-act-parcels>. Accessed April 15, 2021

e. Would the project 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?

A significant impact may occur if a project involves other changes to the existing environment that could result in the conversion of farmland to another non-agricultural use or conversion of forest land to non-forest use. As described in Section 2.2.b, the project site is located in an area zoned for passive open space and planned unit development, and is surrounded by undeveloped lands and urban uses. Neither the project site nor the surrounding parcels are utilized for agricultural uses or forest land. The closest land in agricultural production is located approximately 0.25 mile southeast of the project area. There is no forest land in the vicinity of the project site. No impacts related to conversion of farmland to a non-agricultural use or conversion of forest land to non-forest use would occur.

2.3 Air Quality

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

Environmental Evaluation

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The screening criteria established by the Bay Area Air Quality Management District (BAAQMD) has been relied upon to make the following significance determinations.

The project is located within the San Francisco Bay Area Air Basin under the jurisdiction of the BAAQMD.¹² The BAAQMD regulates air pollutant emissions, enforces regulations, administers permits governing stationary sources, inspects stationary sources, monitors air quality and meteorological conditions, and assists local governments in addressing climate change.

¹² Bay Area Air Quality Management District (BAAQMD). 2017a. *California Environmental Quality Act Air Quality Guidelines*. Available at: http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed April 16, 2021.

The BAAQMD 2017 Clean Air Plan¹³ was adopted in April 2017 and updated the 2010 Clean Air Plan. The 2017 Clean Air Plan includes strategies to reduce emissions of ozone precursors and emissions of fine particulate matter and Toxic Air Contaminants (TAC). The plan also provides a framework for long-term planning efforts to reduce greenhouse gas (GHG) emissions 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050.

The BAAQMD has set thresholds of significance for criteria air pollutants and precursors and GHGs for construction-related impacts. If daily average emissions of construction-related criteria air pollutants or precursors would exceed any applicable Threshold of Significance listed in Table 2.3-1, the project would result in a significant impact.

Table 2.3-1. Thresholds of Significance for Construction-Related Criteria Air Pollutants and Precursors

Pollutant/Precursor	Daily Average Emissions (pounds/day)
ROG	54
NO _x	54
PM ₁₀	82*
PM _{2.5}	54*

Note: ROG = reactive organic gases; NO_x = nitrogen oxides; PM₁₀ = particulate matter with a diameter of 10 micrometers or less; PM_{2.5} = particulate matter with a diameter of 2.5 micrometers or less.

Source: Bay Area Air Quality Management District 2010¹⁴

A project may have a significant impact where project-related emissions would exceed federal, state, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation.

The project would generate temporary emissions from the use of construction vehicles and equipment. The BAAQMD 2017 Clean Air Plan contains various control measures to reduce stationary and mobile sources of air pollutants. Transportation Control Measure TR22 applies to Construction, Freight and Farming Equipment and encourages early deployment of electric, Tier 3 and Tier 4 off-road engines to be used in construction, freight, and farming equipment.¹⁵ The 2017 Clean Air Plan also addresses construction impacts and specifies construction emission control measures to be implemented. Additionally, the U.S. Environmental Protection Agency (USEPA) and California Air Resources Board (CARB) have established standards for off-road equipment. CARB regulations for off road diesel equipment includes the following:

- imposes limits on vehicle idling to not more than 5 minutes unless necessary, and requires a written idling policy for medium and large fleets;
- requires all vehicles to be reported to CARB in the online reporting system (DOORS) and labeled with Equipment Identification Number;

¹³ BAAQMD. 2017b. 2017 Clean Air Plan. Available at: http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-_proposed-final-cap-vol-1-pdf.pdf?la=en. Accessed April 16, 2021.

¹⁴ Bay Area Air Quality Management District. 2010. Bay Area Air Quality Management District CEQA Guidelines. Table 2-4. Available at: https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/draft_baaqmd_ceqa_guidelines_may_2010_final.pdf. Accessed April 22, 2021.

¹⁵ The USEPA and CARB established emission standards for new engines found in off-road equipment. There are four tiers of emission standards, which become increasingly more stringent the higher the tier. Tier 3 and 4 emission standards are met through advanced engine design with no or minimal use of exhaust gas after combustion

- requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing Verified Diesel Emission Control Strategies (VDECS) (i.e., exhaust retrofits); and
- bans adding Tier 2 engines to fleets beginning January 1, 2018, for large and medium fleets, and January 1, 2023, for small fleets.¹⁶

CARB regulations also include a portable engine registration program (PERP) for portable diesel engines 50 horsepower or greater. Under this program, owners or operators of portable engines and other types of equipment register their units under PERP in order to operate their equipment throughout California. PERP requires phase-out of lower engine emission tiers and replacement with Tier 3 or Tier 4 standards on an established schedule.¹⁷

To reduce emissions, project Applicants are required to comply with USEPA and CARB standards for off-road equipment, including DOORS and PERP registration requirements. Compliance with USEPA and CARB standards would reduce emissions of ozone precursors and particulate matter. As a result, the project would not conflict with or obstruct compliance with Transportation Control Measure TR22 or any other control measure provided in the *2017 Clean Air Plan*, or conflict with or obstruct the implementation of the *2017 Clean Air Plan*.

The BAAQMD's *CEQA Air Quality Guidelines* establishes screening criteria for analyzing projects.¹⁸ If a project meets the screening criteria, then its air quality impacts may be considered less than significant. The project would repave and widen an existing pedestrian pathway. Although the BAAQMD's *CEQA Air Quality Guidelines* do not include screening criteria for paving projects, it is clear that the project is small in scope when compared to the screening criteria for other types of projects. Screening size for construction-related air quality impacts include: 114 dwelling units for a development of single-family homes, 277,000 square feet for a school or library, or 67 acres for a city park. The project area of disturbance would be approximately 0.25 acre, which is relatively small and would not exceed any of the construction emissions thresholds in Table 2-1. Standard conditions of approval for all CDPs in the City include all air quality BMPs and dust control measures required by the BAAQMD, which would further reduce these less-than-significant construction impacts. The project would comply with all measures required by the BAAQMD's *CEQA Air Quality Guidelines*.¹⁹ These measures shall be included in the construction contract and plans and will be the responsibility of the construction contractor. They include the following:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

¹⁶ California Air Resources Board (CARB). 2021. *Off-Road Diesel Regulation Webpage*. Available at: <https://www.arb.ca.gov/msprog/offroadzone/landing/offroad.htm>. Accessed April 30, 2021.

¹⁷ California Air Resources Board (CARB). 2018. *Statewide Portable Equipment Registration Program (PERP). 2018 Regulatory and Program Changes*. Available at: https://ww2.arb.ca.gov/sites/default/files/2018-11/perp_booklet_2018_1_0.pdf. Accessed April 30, 2021.

¹⁸ Bay Area Air Quality Management District (BAAQMD). 2017. *California Environmental Quality Act Air Quality Guidelines*. Available at: https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed April 22, 2021.

¹⁹ BAAQMD. 2017. *California Environmental Quality Act Air Quality Guidelines*. Available at: https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed April 22, 2021.

- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxic Control Measures in California Code of Regulations [CCR] Title 13, Section 2485). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- All roadways, driveways, and sidewalks shall be paved as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

The pathway would have no operational emissions. The small size of the project and compliance with BAAQMD requirements would result in a less-than-significant impact.

b. Would the project expose sensitive receptors to substantial pollutant concentrations?

The BAAQMD *CEQA Air Quality Guidelines* recommend assessment of risks and hazards on sensitive receptors within 1,000 feet of the project. Sensitive receptors within this radius include residences on Poplar Street, Railroad Avenue, Spruce Street, Filbert Street, Myrtle Street, 1st Avenue, Metzgar Street, Grove Street, and Magnolia Street, as well as recreational users of Poplar Beach and the Coastal Trail. Construction of the project would generate emissions that could expose these sensitive receptors to substantial pollutant concentrations.

However, as discussed under Section 2.3.a, the project would not generate criteria air pollutants in excess of threshold levels. The project would remove and replace an approximately 1,020-foot-long pedestrian pathway; therefore, the project would not produce construction emissions that would exceed the BAAQMD's recommended localized standards of significance for reactive organic gases (ROG), nitrogen oxides (NO_x), particulate matter with a diameter of 10 micrometers or less (PM₁₀), particulate matter with a diameter of 2.5 micrometers or less (PM_{2.5}) during the construction phase.

Nearby residential receptors could be exposed to localized pollutants from construction of the project. Given the relatively small size of the project and the temporary nature of construction, the project would not generate substantial levels of air emissions. Sensitive receptors within 1,000 feet of the project would not be adversely affected based on implementation of standard City conditions of approval, requiring implementation of BAAQMD air quality BMPs. Since the project size is relatively small, potential construction impacts to sensitive receptors would be less than significant.

There would be no operational air quality impacts from the pedestrian pathway. No operational impacts would occur.

c. Would the project 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?

According to the BAAQMD's *CEQA Air Quality Guidelines*:

“No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project’s individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project’s contribution to the cumulative impact is considerable, then the project’s impact on air quality would be considered significant.”²⁰

A project would have a cumulative significant impact if the aggregate total of all past, present, and foreseeable future sources within a 1,000-foot radius (or beyond where appropriate) from the fence line of a source, or from the location of a receptor, plus the contribution from the project, exceeds the following:

- An excess cancer risk level of more than 100 in one million or a chronic hazard index greater than 10 for TACs; or
- 0.8 micrograms per cubic meter annual average PM_{2.5}.²¹

Under the BAAQMD’s *CEQA Air Quality Guidelines*, if a project meets the screening criteria in Table 3-1, then the project would not result in the generation of criteria air pollutants and/or precursors that exceed the Thresholds of Significance

The construction-related screening size for city parks is 67 acres. The project is relatively small (less than a quarter acre) and falls under the screening threshold for generating significant construction emissions. The pathway would have no operational emissions. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant, and this impact would be less than significant.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Odors are usually associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The project would replace and improve an existing pedestrian pathway. The project would not include any land uses typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). Therefore, no impact would occur.

²⁰ Bay Area Air Quality Management District (BAAQMD). 2017. *California Environmental Quality Act Air Quality Guidelines*. Available at: http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed April 27, 2021.

²¹ Bay Area Air Quality Management District (BAAQMD). 2017. *California Environmental Quality Act Air Quality Guidelines*. Available at: http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed April 27, 2021.

2.4 Biological Resources

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

a. Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

A significant impact would occur if a project were to remove or modify habitat for any species identified or designated as a candidate, sensitive, or special-status species in regional or local plans, policies, or regulations, or by the U.S. Fish and Wildlife Service (USFWS) or California Department of Fish and Wildlife (CDFW).

The *Biological Resources Evaluation for Poplar Street Pedestrian Pathway, Half Moon Bay, California*²² (BRE) (Appendix B) was conducted for the project and included the project area plus a 200-foot buffer

²² SWCA Environmental Consultants (SWCA). 2021. *Biological Resources Evaluation for Poplar Street Pedestrian Pathway, Half Moon Bay, California*. Prepared for City of Half Moon Bay. April. Available at: <https://www.half-moon->

area surrounding the project (see Figure 1-2, Project Vicinity Map). The 2020 LCLUP was certified by the CCC on April 15, 2021.²³ This discussion includes information from the BRE as well as updated information from the 2020 LCLUP.

The project is located on a marine terrace approximately 60 feet above mean sea level, approximately 300 feet east of the Pacific Ocean. The project site is relatively flat but drains generally to the west and the Pacific Ocean. The project includes the removal, widening, and replacement of an existing approximately 1,020-foot-long pedestrian pathway segment that extends in an east–west direction between Railroad Avenue and the Coastal Trail along the top of the shoreline cliff that abuts the Pacific Ocean. The biological survey area (BSA) consists of a mix of non-native grasslands, ruderal/disturbed, developed areas (including residential properties and paved roadways), two roadside drainage ditches, one drainage swale, vernal marsh, coastal terrace prairie, and northern coastal scrub.

The habitat within and surrounding the project area consists of disturbed areas, including the asphalted pathway and the parking lot, and non-native grassland. The most abundant species in the non-native grassland are brome (*Bromus madritensis* ssp. *rubens*), ripgut brome (*B. diandrus*), rescue grass (*B. catharticus* var. *catharticus*), perennial ryegrass (*Lolium perenne*), and wild radish (*Raphanus sativus*). Surrounding the project area, there are areas of vernal marsh south of Poplar Street, including areas approximately 12 feet east and 20 feet west of the existing parking lot and an area approximately 50 feet south of the existing pathway. The vernal marsh habitat would not be impacted by the project. There are two roadside ditches with seasonal flow on either side of Poplar Street and a seasonal drainage swale that crosses the pathway in an existing culvert. There is a patch of northern coastal scrub approximately 190 feet south of the project site. The northern coastal scrub would not be impacted by the project. There is coastal terrace prairie located west of the Coastal Trail, approximately 40 feet west of the project site. Coastal Terrace Prairie is considered an Environmentally Sensitive Habitat Area (ESHA) under the 2020 LCLUP. It is a rare, species-rich habitat type occurring along the California Coast comprised of a combination of grasslands, wetlands, and scrub habitat. Within the Planning Area, Coastal Terrace Prairie contains a highly variable mixture of native perennial grasses and forbs, native and non-native annual forbs, and non-native grasses. Native species found in this habitat type include maritime brome (*Bromus maritimus*), California oat grass (*Danthonia californica*), meadow barley (*Hordeum brachyantherum*), and perennial goldfields (*Lasthenia californica* ssp. *macrantha*), a special status species.²⁴ Coastal terrace prairie was not identified in the BRE as it was written prior to certification of the LCLUP, but is identified in the LCLUP as being located west of the project site. Coastal Terrace Prairie habitat would not be impacted by the project.

A desktop review identified seven special-status plant species and 15 special-status wildlife species within a 5-mile search surrounding the survey area shown in Figure 1-2 (see Appendix B for details of the desktop review). Three of the special-status plant species were determined to have a moderate- to high-potential to occur—Choris' popcorn flower (*Plagiobothrys chorisianus* var. *chorisianus*; California Rare Plant Rank [CRPR] 1B.2), coastal marsh milk-vetch (*Astragalus pycnostachyus* var. *pycnostachyus*; CRPR 1B.2), and perennial goldfields (*Lasthenia californica* ssp. *macrantha*; CRPR 1B.2). None of these species were observed in the project area; however, the survey was conducted in February, outside the bloom windows for Choris' popcorn flower and coastal marsh milk-vetch.

bay.ca.us/DocumentCenter/View/3703/Poplar-Street-Pedestrian-Pathway-Project-BRE_040621_Final-Draft-for-45-Day-Review. Accessed April 15, 2021.

²³ City of Half Moon Bay. 2020. *Local Coastal Land Use Plan. 2020 Comprehensive Update*. Available at <https://www.half-moon-bay.ca.us/DocumentCenter/View/3784/Full-Combined-2020-HMB-LCLUP>. Accessed April 30, 2021.

²⁴ City of Half Moon Bay. 2020. *Local Coastal Land Use Plan. 2020 Comprehensive Update*. Available at <https://www.half-moon-bay.ca.us/DocumentCenter/View/3784/Full-Combined-2020-HMB-LCLUP>. Accessed April 30, 2021.

The BRE determined that two special-status wildlife species have potential to occur—California red-legged frog (*Rana draytonii*) and San Francisco garter snake (*Thamnophis sirtalis tetrataenia*). The roadside drainages along both sides of Poplar Street and Railroad Avenue adjacent to the project may provide suitable foraging or dispersal habitat for California red-legged frog, and the vernal marsh areas identified south of the project may provide suitable breeding habitat for this species. There were no small animal burrows identified during the biological survey. Based on these results, there is moderate potential for California red-legged frog to occur during the wet season and low potential to occur during the dry season. San Francisco garter snake prey upon California red-legged frog and Pacific chorus frog (*Pseudacris regilla*) and use uplands and small mammal burrows surrounding waterways for escape cover. Based on the above-described findings, there is moderate potential for San Francisco garter snake to occur during the wet season and low potential to occur during the dry season.

In addition, the 2020 LCLUP identifies Bryant’s savannah sparrow (*Passerculus sandwichensis alaudinus*; SSC), grasshopper sparrow (*Ammodramus savannarum*; SSC), short-eared owl (*Asio flammeus*; SSC), and other wintering raptors as having the potential to occur in the project area. The three identified species are California Species of Special Concern. They are not listed as endangered or threatened by either the State or federal government. Under the 2020 LCLUP, non-native annual grassland and coastal terrace prairie may contain nesting habitat for Bryant’s savannah sparrow and grasshopper sparrow, and foraging habitat for short-eared owl and other raptor species.²⁵ However, the available nesting habitat in the vicinity of the Poplar Pathway is highly disturbed with recreational pedestrian and vehicle traffic. In addition, Bryant’s savannah sparrow and grasshopper sparrow are protected while nesting by the Migratory Bird Treaty Act (MBTA). Likewise, the short-eared owl and wintering raptors are protected while foraging by the MBTA. Project construction would be short-term, between August and October, and would not impact wintering raptors. Should nesting Bryant’s savannah sparrow or grasshopper sparrow be identified, they would be protected by the MBTA measures for nesting birds under mitigation measure BIO-5, below. Therefore, mitigation measure NIO-5 would mitigate potentially significant impacts to special status birds to a less than significant level.

CHORIS’ POPCORN FLOWER

Choris’ popcorn flower is an annual herb in the borage family (*Boraginaceae*) that blooms from March to June. It typically occurs in mesic areas in coastal prairie, chaparral, northern coastal scrub, and wetland riparian areas, at elevations ranging from 20 to 525 feet.^{26,27,28,29}

There are two California Natural Diversity Data Base (CNDDDB) records within 2 miles of the BSA³⁰—both documented occurrences are from 2015, approximately 0.7 mile south and approximately 0.5 mile north of the project. Prior to the site visit, it was determined that Choris’ popcorn flower has a moderate potential to occur within or adjacent to the vernal marsh within the BSA. No Choris’ popcorn flower was

²⁵ City of Half Moon Bay. 2020. *Local Coastal Land Use Plan. 2020 Comprehensive Update*. Available at <https://www.half-moon-bay.ca.us/DocumentCenter/View/3784/Full-Combined-2020-HMB-LCLUP>. Accessed April 30, 2021

²⁶ Calflora. 2021. Information on California plants for education, research and conservation (Calflora). Berkeley, California. Available at: <https://www.calflora.org/>. Accessed February 11, 2021.

²⁷ California Native Plant Society (CNPS). 2021a. Inventory of Rare and Endangered Plants (online edition, v8-03 0.39). California Native Plant Society. Available at: <http://www.rareplants.cnps.org/>. Accessed February 11, 2021.

²⁸ California Native Plant Society (CNPS). 2021b. Manual of California Vegetation Online. California Native Plant Society. Available at: <https://vegetation.cnps.org/>. Accessed February 11, 2021.

²⁹ Baldwin, B., D. Goldman, D. Keil, R. Patterson, T. Rosatti (editors). 2012. *The Jepson Manual: Vascular Plants of California*. Second edition. Berkeley, California: University of California Press.

³⁰ California Natural Diversity Data Base (CNDDDB). 2021. Rarefind data for the Half Moon Bay, California 7.5-minute U.S. Geological Survey topographic quadrangle

observed at the time of the February 9, 2021, site assessment, which did not occur during the blooming period for this species. The only habitat within the BSA that could potentially support this species is vernal marsh, which is located outside the work area and within areas that would be avoided by the project. Mitigation Measures BIO-1 and BIO-4 would protect vernal marsh habitat. Therefore, the project would avoid impacts to the Choris' popcorn flower. Implementation of Mitigation Measures BIO-1 and BIO-4 would ensure that impacts to this species remain less than significant.

COASTAL MARSH MILK VETCH

Coastal marsh milk-vetch is an annual herb in the fabaceae family (*Fabaceae*) that blooms from April to October. It occurs in coastal marshes, seeps, and wetlands at elevations less than 500 feet.

Coastal marsh milk-vetch is known to occur from the Half Moon Bay, California U.S. Geological Survey (USGS) 7.5-minute quadrangle.³¹ There are no CNDDDB records within 2 miles of the of the BSA. However, a single occurrence of this species was recorded in the Calflora²⁰ database approximately 1.3 miles south of the project. Prior to the site visit, it was determined that coastal marsh milk-vetch has a moderate potential to occur within or adjacent to the vernal marsh within the BSA. No coastal marsh milk-vetch was observed at the time of the February 9, 2021, site assessment, which did not occur during the blooming period for this species. The only habitat within the BSA that could potentially support this species is within the vernal marsh areas, which are located outside the work area and in areas that would be avoided by the project. Mitigation Measures BIO-1 and BIO-4 would protect vernal marsh habitat. Therefore, the project would avoid impacts to the coastal marsh milk vetch. Implementation of Mitigation Measures BIO-1 and BIO-4 would ensure that impacts to this species remain less than significant.

PERENNIAL GOLDFIELDS

Perennial goldfields flower is a perennial herb in the asteraceae family (*Asteraceae*) that blooms from January to November, but mostly May to August. It occurs in grassland and dunes along the coast at elevations less than 1,600 feet.

There is one CNDDDB record within 2 miles of the BSA, which was documented in 2015 at the bluff top of the Coastal Trail and the Seymour Bridge to Francis State Beach, approximately 0.4 mile north of the project. Prior to the site visit, it was determined that perennial goldfields have a moderate potential to occur within the BSA due to suitable habitat present along the coast trail located at the western edge of the project (although the Coastal Trail is not part of the project or pedestrian pathway replacement). No perennial goldfields were observed at the time of the February 9, 2021, site assessment, which did occur during the blooming period for this species. However, Jepson eFlora, which is linked to CNPS database, states that flowering mostly occurs between May and August.³² The habitat within the BSA that could potentially support this species is the grassland adjacent to the Coastal Trail, which is located on the western edge of the work area. Mitigation Measure BIO-2 requires a preconstruction survey for this species during the flowering period of May to August. If perennial goldfields are identified during the survey, they would either be flagged for avoidance or mitigated in consultation with CDFW. Implementation of mitigation measures BIO-1 and BIO-2 would reduce a potentially significant impact to special status species to a less-than-significant level.

³¹ U.S. Geological Survey (USGS). 2021. USGS Topographic Maps of California. Available at: <https://www.library.ucsb.edu/src/maps/usgs-topo-maps-california>. Accessed February 10, 2021.

³² California Native Plant Society (CNPS). 2021a. Inventory of Rare and Endangered Plants (online edition, v8-03 0.39). California Native Plant Society. Available at: <http://www.rareplants.cnps.org/>. Accessed February 11, 2021.

CALIFORNIA RED-LEGGED FROG

California red-legged frog, a federally threatened species and CDFW Species of Special Concern (SSC), occurs in various habitat types depending on its life cycle stage. Breeding areas include aquatic habitats, such as lagoons, streams, and natural and human-made ponds. The species prefers aquatic habitats with little or no flow, the presence of surface water to at least early June, surface water depths to approximately 2 feet, and the presence of emergent vegetation (e.g., cattails and bulrush). During periods of wet weather, some individuals may make overland dispersals through adjacent upland habitats of distances up to 1 mile. Upland habitats, including small mammal burrows and woody debris, can also be used as refuge during the summer if water is scarce or unavailable. California red-legged frogs typically travel between sites and are unaffected by topography and vegetation types during migration. Dispersal habitat makes it possible for California red-legged frogs to locate new breeding and non-breeding sites, and is crucial for conservation of the species.

Four California red-legged frog occurrences have been recorded within 2 miles of the BSA between 2004 and 2016. The nearest CNDDB record indicates an adult California red-legged frog was observed approximately 0.5 mile southeast of the project in 2004 in a habitat that consisted of an agricultural drainage trough. The most recent CNDDB observation of this species is from 2016 approximately 0.9 mile northeast of the project in the vicinity of Pilarcitos Creek. The roadside drainages along both sides of Poplar Street and Railroad Avenue adjacent to the project may provide suitable foraging or dispersal habitat for this species, and the vernal marsh areas identified south of the project may provide suitable breeding habitat for this species. While no small mammal burrows were observed within the BSA, the roadside drainage ditches and adjacent grasslands could provide suitable refuge for this species.

Based on the above information and the number of known occurrences within 2 miles of the property boundary, there is moderate potential for California red-legged frog to occur in the BSA and project area during the wet season (October 15 to May 31) and a low potential for the species to occur in the BSA and project area during the dry season (June 1 to October 15). While the high public foot traffic and disturbed nature of the project area likely constitutes poor quality habitat for this species, adjacent aquatic habitat (including the ditches) may attract these species to the general area. Mitigation Measure BIO-3 requires a biological monitor to be present during ground-disturbing activities and to conduct pre-construction surveys of the project area before start of work each morning, as well as burrow protection, and additional measures for work in the wet season. Therefore, the implementation of Mitigation Measures BIO-1 and BIO-3 would reduce a potentially significant impact to this special status species to a less than significant level.

SAN FRANCISCO GARTER SNAKE

The federally and state-endangered/fully protected San Francisco garter snake's historical range is entirely within San Mateo County. The two main components of San Francisco garter snake habitat are: (1) wetlands supporting its prey species (e.g., California red-legged frog, Pacific chorus frog); and (2) surrounding uplands that are adjacent to waterways and support small mammal burrows used by the snakes for escape cover. San Francisco garter snakes inhabit various aquatic habitats, including reservoirs, freshwater marshes, creeks, drainage ditches, ponds, and lakes. Less ideal habitats can also be used by San Francisco garter snake, such as ditches and other waterways or floating algal or rush mats. Suitable breeding habitat includes shallow marshlands with an abundance of emergent vegetation. Grasslands and low ground cover are also an important upland habitat for this species, as they provide areas for thermoregulation and cover. Prey items for this species include California red-legged frog, Pacific chorus frog, and earthworms. Small mammal burrows are used by San Francisco garter snake during hibernation. During the warm days of summer, most activity occurs during the morning and afternoon. Preferred nocturnal retreats are thought to be holes, especially mammal burrows, crevices, and surface objects.

There are no CNDDDB records for San Francisco garter snake within 2 miles of the of the BSA, but the USFWS Information for Planning and Consultation (IPaC) resource list did generate San Francisco garter snake as a species that is known or expected to be on or near the project area.³³ While aquatic habitats with an abundance of dense vegetation typically associated with San Francisco garter snake (e.g., cattails [*Typha* spp.], bulrushes [*Scirpus* spp.]) are absent in the BSA, approximately 1.32 acres of vernal marsh with isolated pockets of juncus (*Juncus* spp.) occurs south of Poplar Street and the project area. This habitat type is often dry outside of the winter months and wet season, but may support breeding populations of their primary prey—California red-legged frog and Pacific chorus frog. Additionally, the roadside drainage ditch that parallels the project area could provide suitable foraging and dispersal habitat for San Francisco garter snake. While no small mammal burrows were observed within the BSA, grassland habitat and low ground cover that parallel the project area may be suitable refuge habitat for this species, as well as the nearby roadside drainage ditches and vernal marsh habitats.

Based on the above information, there is moderate potential for San Francisco garter snake to occur within the BSA and project area during the wet season (October 15 to May 31) when prey are more likely to be present during the spring months and when water is still present. Additionally, based on the above information, there is a low potential for San Francisco garter snake to occur in the BSA and project area during the dry season (June 1 to October 15). Mitigation Measure BIO-3 requires a biological monitor to be present during ground-disturbing activities and to conduct pre-construction surveys of the project area before start of work each morning, as well as burrow protection, and additional measures for work in the wet season. Therefore, implementation of Mitigation Measures BIO-1 and BIO-3 would reduce a potentially significant impact to this special-status species to a less-than-significant level.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The BRE completed for the project area identified the habitat within and immediately surrounding the work area as consisting of disturbed areas, including the asphalted pathway, parking lot, and non-native grassland.³⁴ The most abundant species in the non-native grassland are brome, riggut brome, rescue grass, perennial ryegrass, and wild radish. Non-native grassland may be considered a sensitive habitat if it is found to be especially valuable for its role in an ecosystem pursuant to the City's LCLUP. The non-native grasslands in the project area have potential to provide foraging habitat for unique species as defined by the LCLUP, including short-eared owl (*Asio flammeus*) and other wintering raptors. However, in the immediate project area, habitat value is low due to the high public foot traffic and disturbed nature of the project area. Further, there is sufficient comparable habitat nearby and these species are easily able to relocate if disturbed. In addition, short-eared owl overwinter in the area generally beginning after October 15th.³⁵ The project is anticipated to be complete by October 15th and will therefore not impact wintering raptors. With implementation of Mitigation Measures BIO-1 and BIO-5, there will be less-than-significant impacts sensitive natural communities.

³³ U.S. Fish and Wildlife Service (USFWS). 2021. Information for Planning and Consultation (IPaC). Available at: <http://ecos.fws.gov/ipac/>. Accessed February 10, 2021.

³⁴ SWCA Environmental Consultants (SWCA). 2021. *Biological Resources Evaluation for Poplar Street Pedestrian Pathway, Half Moon Bay, California*. Prepared for City of Half Moon Bay. April. Available at: https://www.half-moon-bay.ca.us/DocumentCenter/View/3703/Poplar-Street-Pedestrian-Pathway-Project-BRE_040621_Final-Draft-for-45-Day-Review. Accessed April 15, 2021.

³⁵ eBird. 2021. *Short-eared Owl*. Data for Peninsula Open Space Trust – Wavecrest. Available at: <https://ebird.org/species/sheowl/L466488>. Accessed June 4, 2021.

The 2020 LCLUP identifies coastal terrace prairie habitat approximately 40 feet west of the project area.³⁶ Coastal terrace prairie is an ESHA under the LCLUP, defined as “any area in which plant or animal life or their habitats are either rare or especially valuable because of their nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. (Coastal Act Section 30107.5)”. Coastal Terrace Prairie is a rare, species-rich habitat type comprised of a combination of grasslands, wetlands, and scrub habitat. Coastal Terrace Prairie occurs on bluffs in the vacant fields west of Railroad Avenue and contains a highly variable mixture of native perennial grasses and forbs, native and non-native annual forbs, and non-native grasses. This habitat type is also supportive of raptor foraging. Native species found in this habitat type include maritime brome (*Bromus maritimus*), California oat grass (*Danthonia californica*), meadow barley (*Hordeum brachyantherum*), and perennial goldfields (*Lasthenia californica* ssp. *macrantha*), a special status species. The coastal terrace prairie in the vicinity of the project occurs west of the Coastal Trail. Damage to coastal terrace prairie habitat would be a significant impact; however, the coastal terrace prairie habitat is approximately 40 feet west of the project area and separated from the project area by the Coastal Trail. Mitigation Measure BIO-1 requires a qualified biologist to delineate sensitive areas for avoidance with signage and tape prior to the start of construction. With implementation of Mitigation Measure BIO-1 and the requirements of the San Mateo Countywide Pollution Prevention Program (SMCWPPP; discussed in Section 2.10 Hydrology and Water Quality), these areas would be protected during construction and would not be impacted by the project, and impacts to coastal terrace prairie would be less than significant.

There are areas of vernal marsh surrounding the project area south of Poplar Street, including areas approximately 12 feet east and 20 feet west of the existing parking lot and an area approximately 50 feet south of the existing pathway. Vernal marsh is a CDFW sensitive community, is a Coastal Resource Area as defined by Section 18.38.020 of the City’s Zoning Code, and contains wetland characteristics under the CCC’s single-parameter definition.^{37,38,39} Damage to vernal marsh habitat would be a significant impact; however, the vernal marsh habitat is separated from the project area by Poplar Street. With implementation of Mitigation Measures BIO-1 and BIO-4, these areas would be protected during construction and would not be impacted by the project.

There are also two roadside ditches with seasonal flow on either side of Poplar Street and an ephemeral drainage swale that crosses the pathway in an existing culvert. These features do not have riparian vegetation. Non-riparian watercourses may be considered sensitive habitats if they are found to be especially valuable for their role in an ecosystem pursuant to the City’s LCLUP. There is low to moderate potential for these roadside ditches to support special status species as discussed in the previous section. However, the habitat value is low due to the high public foot traffic and disturbed nature of the project area. Additionally, with implementation of Mitigation Measures BIO-1 and BIO-4, these areas would be protected during construction and would not be impacted by the project.

There is a patch of northern coastal scrub approximately 190 feet south of the project site. Northern coastal scrub is a Coastal Resource Area as defined by Section 18.38.020 of the City’s Zoning Code. The northern coastal scrub is separated from the project area by Poplar Street and would not be impacted by the project.

³⁶ City of Half Moon Bay. 2020. *Local Coastal Land Use Plan. 2020 Comprehensive Update*. Available at <https://www.half-moon-bay.ca.us/DocumentCenter/View/3784/Full-Combined-2020-HMB-LCLUP>. Accessed April 30, 2021

³⁷ California Department of Fish and Wildlife. 2020. *California Sensitive Natural Communities*. Available at: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153609&inline>. Accessed April 19, 2021.

³⁸ SWCA. 2021. *Biological Resources Evaluation for Poplar Street Pedestrian Pathway, Half Moon Bay, California*. Prepared for City of Half Moon Bay. April. Available at: https://www.half-moon-bay.ca.us/DocumentCenter/View/3703/Poplar-Street-Pedestrian-Pathway-Project-BRE_040621_Final-Draft-for-45-Day-Review. Accessed April 19, 2021.

³⁹ City of Half Moon Bay. 2020. *Municipal Code. Section 18.38. Coastal Resource Conservation Standards*. Available at: <https://www.codepublishing.com/CA/HalfMoonBay/html/HalfMoonBay18/HalfMoonBay1838.html>. Accessed April 19, 2021.

The project site includes the existing approximately 1,020-foot path, the area to be regraded at the eastern end of the path, a 4-foot-wide strip of non-native grassland to the north of the path, and the staging area. All staging would be done within an approximately 20-foot by 40-foot area of the existing Poplar Beach Parking Lot that would be temporarily fenced (see Figure 1-2, Project Vicinity Map). No wetland habitat or other sensitive natural communities exist on the project site. The project site is within the LCP's seasonal wetland buffer area of 100 feet; therefore, impacts to seasonal wetlands, including the drainage ditches and vernal marsh south of Poplar Street, could be potentially significant.

The City has developed the *City of Half Moon Bay Green Infrastructure Plan*, which requires that stormwater runoff design implements "a range of natural and built approaches to stormwater management that mimic natural systems."⁴⁰ Green infrastructure limits the discharge of pollutants to the storm drain system and promotes the infiltration of stormwater into the groundwater basin. Runoff from the project site drains to an open ditch with natural vegetation, which meets the City's green requirements for green infrastructure. The vernal marsh areas are separated from the project area by Poplar Street. Stormwater from the project would be intercepted by Poplar Street and the drainage ditches on either side. Therefore, operational stormwater runoff from the project would not reach the vernal marsh areas, and no impact would occur.

Although the site drains generally toward the Pacific Ocean, it is essentially flat; therefore, stormwater runoff from construction and staging area could enter the vernal marsh. All construction activities would be required to implement BMPs to comply with the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP), which would prevent sediment-laden runoff and/or pollutants from entering the vernal marsh or drainage ditches. Standard conditions of approval for all CDPs in the City include all stormwater quality BMPs required by the SMCWPPP. Therefore, construction impacts to the seasonal wetlands, including the vernal marsh and drainage ditches, would be less than significant. Mitigation Measure BIO-4, which would require management of exposed soils and vehicle fueling and maintenance, would further reduce these less-than-significant impacts.

c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The biological survey conducted on February 9, 2021 by SWCA for the BRE did not identify any of the ditches in the vicinity of the project as being potentially jurisdictional to the CCC. However, a previous field survey conducted for the Poplar Gateways Project identified all three ditches as one-parameter wetlands (having either (1) the presence of hydric soils, or (2) the presence of a predominance of wetland plants) potentially subject to jurisdiction of the CCC.⁴¹ However, no work or staging would occur within any of the ditches. Standard conditions of approval for all CDPs in the City include all stormwater quality BMPs required by the SMCWPPP (see Section 2.10 Hydrology and Water Quality). All construction activities would be required to implement BMPs to comply with the SMCWPPP, which would prevent sediment-laden runoff and/or pollutants from entering the ditches. Mitigation Measure BIO-4, which would require management of exposed soils and vehicle fueling and maintenance, would further reduce these less-than-significant impacts.

Excavation for the project would occur in and on the north side of the existing Poplar Pedestrian Pathway. Stormwater runoff from excavation, regrading, and construction activities could impact water quality in

⁴⁰ City of Half Moon Bay. 2019. *Green Infrastructure Plan*. Available at: <https://www.half-moon-bay.ca.us/DocumentCenter/View/2305/HalfMoonBayGIPlan09-2019Final1>. Accessed April 23, 2021.

⁴¹ Huffman-Broadway Group. 2018. *Preliminary Biological Evaluation for the Poplar Gateways Project Area, Half Moon Bay, California*. Available at: <https://www.half-moon-bay.ca.us/DocumentCenter/View/1849/Poplar-Gateways-Preliminary-Biological-Evaluation->. Accessed May 27, 2021.

the drainage ditches adjacent to the project and Poplar Street and the vernal marsh within 100 feet of the project area. Although the site drains generally toward the Pacific Ocean, it is essentially flat; therefore, stormwater runoff from construction and staging areas could enter the ditches or vernal marsh. Stormwater from the construction area would be unlikely to enter the vernal marsh, as it is separated by Poplar Street and its parallel storm drainage ditches. However, stormwater runoff could enter vernal marsh habitat adjacent to the parking lot from the staging area. Standard conditions of approval for all CDPs in the City include all stormwater quality BMPs required by the SMCWPPP (see Section 2.10 Hydrology and Water Quality). All construction activities would be required to implement BMPs to comply with the SMCWPPP, which would prevent sediment-laden runoff and/or pollutants from entering wetlands, including the ditches or vernal marsh. Therefore, impacts to the ditches and vernal marsh would be less than significant. Mitigation Measure BIO-4, which would require management of exposed soils and vehicle fueling and maintenance, would further reduce these less-than-significant impacts.

d. Would the project 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?

Due to the fragmentation, development, and high level of disturbance and human activity in the project area, it is not anticipated that the project would adversely affect a wildlife movement corridor. While the vernal marsh areas may provide migration habitat for amphibians, reptiles, and mammals, impacts to this natural habitat would not occur as it is located south of Poplar Street and outside the project footprint. The ditches adjacent to Poplar Street and crossing the Project area are ephemeral and unlikely to provide migration habitat for amphibians, reptiles, and fish. The project would be constructed during the dry season, and BMPs required under the SMCWPPP would protect these ditches from project runoff. Grassland habitat located north and south of the project area may be considered a wildlife corridor, but the temporary and short duration of construction activities are unlikely to disrupt any migration of animals. Operation of the project would not change from existing conditions. Therefore, the project is not expected to interfere substantially with the movement of any native resident or migratory wildlife. As a result, construction impacts to migration and wildlife corridors would be less than significant. No mitigation is required.

The project site contains suitable nesting and foraging habitat for avian species protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Sections 3511 and 3513. Avian species protected by the MBTA and California Fish and Game Code observed in the project area during the BRE field survey included American crow (*Corvus brachyrhynchos*), house finch (*Carpodacus cassinii*), song sparrow (*Melospiza melodia*), Savannah sparrow (*Passerculus sandwichensis*), white-crowned sparrow (*Zonotrichia leucophrys*), and red-winged blackbird (*Agelaius phoeniceus*). No nesting birds were observed during the field survey, which occurred just prior to the start of the typical nesting season.

The project has the potential to impact potential eggs or young of avian species covered under the MBTA and California Fish and Game Code. While potential nesting sites for migratory birds could be removed through removal of vegetative ground cover on the project site, hundreds of acres of suitable nesting and foraging habitat are present near the project and would remain undisturbed by project activities. The project area is situated in a largely undeveloped area, approximately 0.84 mile long, adjacent to the Pacific Ocean, and 0.2 mile north of the North Wavecrest open space area. If work occurs during bird nesting season, implementation of Mitigation Measure BIO-5, which requires nesting bird surveys and construction modifications if active nests are identified, would ensure that potentially significant impacts to nesting birds would be less than significant.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?

The project would have a significant impact if it would conflict with the City's Heritage Tree Ordinance under Municipal Code Chapter 7.40⁴² or the City's Coastal Resource Conservation Standards under Municipal Code Chapter 18.38.⁴³ There are no trees on the project site; therefore, no impact to heritage trees would occur. There is one cypress tree near the eastern end of the project site, however, this tree is outside the project area and would not be impacted.

The Coastal Resource Conservation Standards require any proposed project within 100 feet of a "sensitive habitat area" to prepare a biological report. Sensitive habitat is defined as sand dunes, marine habitats, sea cliffs, riparian areas, wetlands, rocky intertidal zones, coastal scrub, and habitats supporting rare and endangered species defined by the California State Fish and Game Commission. The project site is mapped as a potentially sensitive habitat area ("Potential ESHA") on the City's ESHA maps in the 2020 LCLUP. The potential ESHA in the project area includes a raptor winter foraging area and short-eared owl (*Asio flammeus*) wintering site,⁴⁴ vernal marsh (mapped as a wetland), and drainage ditches (mapped as non-riparian watercourses). The project site has moderate-to-low potential to support sensitive species, although sensitive species could occur, and thus may be considered sensitive habitat area. Due to its proximity to open space, drainages, and seasonal wetlands, a BRE was prepared for the project site specifying mitigation measures to protect potential sensitive species and habitats. The BRE measures have been incorporated into the mitigation measures listed below. The vernal marsh is separated from the project area by Poplar Street, and any impacts will be less than significant with implementation of mitigation measures. Therefore, the project complies with the 2020 LCLUP and Municipal Code Chapter 18.38 and potential impacts to any sensitive species and sensitive habitat areas would be less than significant.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

There are no Habitat Conservation Plans or Natural Community Conservation Plans that apply to the project. Therefore, no impact would occur.

Mitigation Measures

The project shall comply with all relevant measures identified in the BRE in addition to the following:

BIO-1 The following mitigation measures shall be implemented during the project:

- a. Prior to the start of the project, all construction crew members shall attend an environmental awareness training presented by a qualified biologist. A training brochure describing special-status species, project avoidance and minimization measures, key contacts, and potential consequences of impacts to special-status species and potentially jurisdictional features will be distributed to the crew

⁴² City of Half Moon Bay. 2019. *Half Moon Bay Municipal Code Chapter 7.40. Heritage Trees*. Available at: <https://www.codepublishing.com/CA/HalfMoonBay/#1/HalfMoonBay07/HalfMoonBay0740.html>. Accessed April 20, 2021.

⁴³ City of Half Moon Bay. 2019. *Half Moon Bay Municipal Code Chapter 18.38. Coastal Resource Conservation Standards*. Available at: <https://www.codepublishing.com/CA/HalfMoonBay/html/HalfMoonBay18/HalfMoonBay1838.html#18.38>. Accessed April 20, 2021.

⁴⁴ City of Half Moon Bay. 2020. *Local Coastal Land Use Plan. 2020 Comprehensive Update. Chapter 6. Natural Resources, Figure 6-2. Environmentally Sensitive Habitat Areas*. Available at <https://www.half-moon-bay.ca.us/DocumentCenter/View/3784/Full-Combined-2020-HMB-LCLUP>. Accessed April 30, 2021.

members during the training. Trainees will sign an environmental training attendance sheet.

- b. Disturbance to vegetation shall be kept to the minimum necessary to complete the project activities. To minimize impacts to vegetation, a qualified biologist shall work with the contractor to designate the work area and any staging areas as well as delineate areas that shall be avoided with signage and tape. Areas that shall be avoided include the vernal marsh, northern coastal scrub, and coastal terrace prairie habitats.
- c. Before completion of the project, all exposed or disturbed surfaces shall be permanently protected from erosion by reseeding with native seeds. Seeds will be locally sourced if possible.
- d. If any wildlife is encountered during project activities, said wildlife must be allowed to leave the work area unharmed. All listed wildlife species shall be allowed to leave the work area of their own accord, and without harassment. Animals shall not be picked up or moved in any way. If non-listed and/or non-special status wildlife does not leave the work area of their own accord, the qualified project biologist may relocate the wildlife outside of the project limits.
- e. During project activities, all trash that may attract predators shall be properly contained, removed, and disposed of regularly. Following construction, trash/construction debris shall be removed from work areas.
- f. Construction materials, including, but not limited to, wooden pallets, BMPs, equipment, or other materials, that are left on the ground for more than 24 hours shall be inspected before and during moving of the materials to prevent potential impacts to animals that may have utilized the materials as a temporary refuge. Plastic pipes, if used, shall be covered with material to prevent animals from entering the pipes.
- g. The number of access routes, number and size of staging areas, and total area of the activity shall be limited to the minimum necessary to complete the project, their boundaries shall be clearly demarcated, and these areas shall be outside of sensitive areas.

BIO-2 The following measures shall be implemented to minimize impacts to special-status plants.

- a. Prior to the start of construction, a plant survey for perennial goldfields shall be conducted during the flowering period of May to August. Perennial goldfields occurrences within 50 feet of the project work areas shall be flagged for avoidance by the project. If the project cannot avoid impacts to this species, the City shall consult with the CDFW on appropriate measures and/or actions to protect or salvage the plant(s) prior to beginning construction.

BIO-3 The following measures shall be implemented to minimize impacts to special-status amphibians and reptiles:

- a. A qualified biological monitor shall be present during all ground-disturbing construction activities including, but not limited to, activities such as grubbing, vegetation removal, fence installation and removal, post installation, grading and FMR.

- b. Within 48 hours of the planned start of project activities, a focused survey for sensitive and listed species, including but not limited to California red-legged frog and San Francisco garter snake, shall be conducted by a qualified biologist, including staging areas. Construction activities shall not take place until the survey is completed.
- c. Prior to the start of project activities each morning a qualified biologist shall perform a preconstruction survey of all project areas, including staging areas, to ensure no listed or sensitive species are present, and construction activities shall not take place until the survey is completed.
- d. Construction activities (e.g., grubbing, grading) shall occur during dry weather conditions only, and to the extent feasible, during the dry season (June 1 to October 15) to facilitate avoidance of California red-legged frog and San Francisco garter snake.
- e. Regardless of the season, construction shall adhere to San Mateo Countywide Pollution Prevention Program (SMCWPPP) BMPs and no construction shall occur within 24 hours following a significant rain event (defined as greater than 1/4 inch in a 24-hour period). Following a significant rain event and the 24-hour drying-out period, a qualified biologist shall conduct a preconstruction survey for California red-legged frog and other sensitive species prior to the restart of any project activities.
- f. To protect burrows that may provide refuge for protected animals, such as the California red-legged frog and San Francisco garter snake, no soil or materials shall be stockpiled on the ground where burrows are present.

BIO-4

The following measures shall be implemented to minimize impacts to vernal marsh and drainages in the vicinity of the project:

- a. All spoils, such as dirt, excavated material, debris, and construction-related materials, generated during project activities shall be placed where they cannot enter any drainage ditch, culvert inlet, or nearby vernal marshes. Spoils shall be covered or secured to prevent sediment from escaping. Once the spoil pile is no longer active, it shall be removed from the work area and disposed of lawfully at an appropriate facility.
- g. All exposed soils in the work area resulting from project activities shall be stabilized immediately following the completion of work to prevent erosion. Erosion and sediment control BMPs, such as silt fences, straw hay bales, gravel or rock-lined drainages, water check bars, and broadcast straw, can be used. BMPs shall be made of certified weed-free materials. Straw wattles, if used, shall be made of biodegradable fabric (e.g., burlap) and free of monofilament netting. At no time shall silt-laden runoff be allowed to enter any drainages or other sensitive areas.
- h. All fueling and maintenance of vehicles and other equipment and staging areas shall occur at least 100 feet from any drainages and other water features, including vernal marsh areas. Crew members shall ensure that contamination of habitat does not occur during such operations. Prior to the onset of work, the construction contractor shall prepare a plan to be approved by the City before construction begins to allow a prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills, and of the appropriate measures to take should a spill occur.

- i. Before completion of the project, all exposed or disturbed surfaces shall be permanently protected from erosion with reseeded and landscaping.
- j. All exposed surfaces shall be wetted periodically to prevent significant dust.
- k. All stockpiled soil shall be covered during periods of rain.

BIO-5 The following measures shall be implemented to minimize impacts to nesting birds, as required by the MBTA:

- a. If project activities, including, but not limited to, grubbing and grading, are conducted during nesting bird season (February 15 to September 15), preconstruction nest surveys shall be conducted in and near the project (within 500 feet for large raptors and 300 feet for all other birds) by a qualified biologist within 7 days of the start of construction. If nesting birds are identified during the preconstruction survey, then the project shall be modified (i.e., a no-work exclusion buffer of appropriate size [to be determined by the qualified project biologist] shall be erected around active nests) and/or delayed as necessary to avoid impacts to the identified nests, eggs, and/or young. Disturbing active nests must be avoided until young birds have fledged.

2.5 Cultural Resources

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

a. Would the project cause a substantial adverse change in significance of a historical resource as defined in State CEQA Guidelines §15064.5?

The project is located in an undeveloped area between a long-established residential neighborhood and the Pacific Ocean. No historical resources have been discovered by other construction projects in the area, and no known historical resources have been identified on the project site or within the project work areas. The LCLUP Archaeological Sensitivity Areas Map identifies the project area and the Poplar Street corridor as an Archaeological Sensitivity Area that could contain archaeological resources; however, there have been no historical resources discovered in the area.⁴⁵

⁴⁵ City of Half Moon Bay. 2020. *Local Coastal Land Use Plan. 2020 Comprehensive Update. Chapter 8. Cultural Resources*. Available at <https://www.half-moon-bay.ca.us/DocumentCenter/View/3784/Full-Combined-2020-HMB-LCLUP>. Accessed April 30, 2021.

The project site is previously disturbed. Project activities include excavation to approximately 9 inches below ground surface. The project has a low potential to impact historical resources given the scope of project activities and limited ground disturbance. The environmental awareness training discussed in Mitigation Measure BIO-1a would include a description of historical and cultural resources. In the event that a previously undiscovered historical resource is encountered during the project, all work in the immediate vicinity of the resource would be halted until a qualified professional can evaluate the significance of the find in accordance with the provisions of State CEQA Guidelines Section 15064.5 and Public Resources Code (PRC) Section 21083.2. The contractor, in consultation with the City, other applicable agencies, and a qualified professional, would determine the appropriate measures, in accordance with State CEQA Guidelines Section 15064.5 and PRC Section 21083.2. Compliance with these mandatory regulatory compliance measures would ensure the project would not cause a substantial adverse change in the significance of a historical resource; therefore, impacts would be less than significant with mitigation.

b. Would the project cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

A significant adverse effect would occur if grading or excavation activities associated with a project were to disturb previously unknown archaeological resources. The project site is mapped as archaeologically sensitive on the LCLUP Archaeological Sensitivity Areas Map.⁴⁶ However, there are no known archaeological resources in the vicinity of the project area and no finds have occurred during surrounding development. The City is currently pursuing a records search to confirm the absence of any known resources. The absence of known archaeological resources does not preclude their existence at the subsurface level. The project would require excavation to 9 inches below ground surface. Environmental impacts may result from project implementation due to discovery of unrecorded archaeological resources. No prehistoric habitation or other sites are known to exist within or immediately adjacent to the project area. Therefore, the likelihood of finding archaeological resources on-site is considered low; however, it is possible that unanticipated discoveries of archaeological resources may occur during ground-disturbing activities associated with project construction. However, potential impacts to archaeological resources would be considered less than significant with the implementation of Mitigation Measure CUL-1.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

A significant adverse effect would occur if grading or excavation activities associated with a project were to disturb previously interred human remains.

The disposition of burials falls first under the general prohibition on disturbing or removing human remains under California Health and Safety Code Section 7050.5. More specifically, remains suspected to be Native American are treated under State CEQA Guidelines Section 15064.5, and California PRC Section 5097.98 illustrates the process to be followed in the event that remains are discovered. If human remains are discovered during construction, no further disturbance to the site shall occur, and the County of San Mateo (County) Coroner must be notified (CCR 15064.5 and PRC 5097.98).

The City has contacted the Native American Heritage Commission (NAHC) for past projects, but has never received an indication of interest. To date, no tribes have contacted the City to request notification under Assembly Bill (AB) 52. There is no known presence of cultural resources in the project area. The City is currently pursuing a records search to confirm the absence of any known resources. The absence

⁴⁶ City of Half Moon Bay. 2020. *Local Coastal Land Use Plan. 2020 Comprehensive Update. Chapter 8. Cultural Resources, Figure 8-1. Archaeological Sensitivity Areas*. Available at <https://www.half-moon-bay.ca.us/DocumentCenter/View/3784/Full-Combined-2020-HMB-LCLUP>. Accessed April 30, 2021.

of Native American sacred places does not preclude their existence at the subsurface level. The project would require excavation to 9 inches below ground surface. Environmental impacts may result from project implementation due to discovery of unrecorded human remains. No prehistoric habitation or other sites are known to exist within or immediately adjacent to the project area. Therefore, the likelihood of finding human remains on-site is considered low; however, it is possible that unanticipated discoveries of human remains may occur during ground-disturbing activities associated with project construction. Disturbance of unanticipated human remains would be a potentially significant impact. However, potential impacts to human remains would be considered less than significant with the implementation of Mitigation Measure CUL-2.

Mitigation Measures

There are no known historical resources, archaeological resources, or human remains in the project area. The following measures are provided to avoid and/or reduce impacts to a less-than-significant level in the event unknown resources are encountered during project implementation.

CUL-1 In the event that archaeological resources are discovered during construction, work within 50 feet of the find must stop, and the construction contractor will immediately notify the City. Construction activities shall be redirected until a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards (CFR 36 CFR Part 61) 1) evaluates the archaeological deposit to determine if it meets the CEQA definition of a historical or unique archaeological resource and 2) makes recommendations about the treatment of the deposit, as necessary. If the deposit does meet the CEQA definition of a historical or unique archaeological resource, then it will be avoided to the extent feasible by project construction activities. If avoidance is not feasible, then adverse effects to the deposit shall be mitigated as specified in CEQA Guidelines for historic resources (Section 15126.4(b)) or for unique archaeological resources (Section 21083.2).

CUL-2 The project shall comply with the requirements of California Health and Safety Code Section 7050.5 regarding the discovery of human remains.

If human remains are encountered unexpectedly during construction demolition and/or grading activities, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- a. Stop work immediately and contact the County Coroner:
50 Tower Road
San Mateo, CA 94402
(650) 3120-5562
- a. If the remains are determined to be of Native American descent, the County Coroner has 24 hours to notify the NAHC.
- b. The NAHC would immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- c. The most likely descendent has 48 hours to make recommendations to the City, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.

2.6 Energy

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Energy use during project construction would be short term and temporary. Construction of the project would require the use of construction equipment and worker vehicles that would use energy. There are no established thresholds of significance for construction-related energy use; therefore, energy use during construction activities was not estimated. As discussed in Section 2.8, Greenhouse Gas Emissions, the project would implement the following BMPs, as required by the BAAQMD and the California Green Buildings Standard to reduce construction-related GHG emissions, which would also improve energy efficiency:

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxic Control Measures in 13 CCR Section 2485). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- To the extent feasible, off-road construction diesel engines shall meet Tier 3 or Tier 4 California Emission Standards for Off-Road Compression-Ignition Engines.
- At least 65% of all construction waste or demolition material shall be recycled.⁴⁷

Recycling construction waste, primarily old asphalt, would reduce the amount of energy used in the production of new materials. In addition, the FDR technique is relatively energy efficient. By using in-place materials it reduces the amount of material that has trucked to the site, reduces the amount of excavation required, and limits the amount of material that has to be removed from the site, thereby reducing the amount of energy required for transportation and site preparation.⁴⁸

⁴⁷ CalRecycle, 2002. *Frequently Asked Questions: California Green Building Code*. Available at: <https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/faq#diversion>. Accessed April 23, 2021.

⁴⁸ National Concrete Pavement Technology Center, Iowa State University. 2019. *Guide to Full-Depth Reclamation (FDR) with Cement*. Available at: https://www.cement.org/docs/default-source/fdr/guide_to_fdr_with_cement_jan_2019.pdf?sfvrsn=6a55e3bf_4. Accessed May 27, 2021.

Due to the relatively small scale and short duration of construction activities, the project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and construction impacts would be less than significant.

Operation of the project as a pedestrian pathway would not have any energy use; therefore, the project would not result in the wasteful or inefficient use of energy, and no impact would occur.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Operation of the project would have no new energy use and energy use during project construction would be short term and temporary. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and no impact would occur.

2.7 Geology and Soils

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

The project site is located in a seismically active region, and moderate to strong earthquakes can occur on numerous local faults. Surface rupture is defined as surface displacement that occurs along the surface trace of the causative fault during an earthquake. The project site is approximately 1 mile from the San Gregorio-Seal Cove Fault Zone⁴⁹ and 6 miles from the San Andreas Fault Zone.⁵⁰ No known active faults cross the project site, and the project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone.⁵¹ Based on these considerations, the potential for surface rupture at the project site is considered low. The project would upgrade an existing pedestrian pathway and would not construct any buildings or structures. Since the project is 1 mile from the nearest known earthquake fault, the project would have no impacts related to rupture of a known earthquake fault.

ii. Strong seismic ground shaking?

The project site is located in a seismically active region that has experienced generally moderate-to-high levels of shaking during past earthquakes. The site is in relatively close proximity to two active faults (1 mile from the San Gregorio-Seal Cove Fault and 6 miles from the San Andreas Fault Zone), which means it would likely experience moderate to occasionally high ground shaking from future earthquakes.

The project area is estimated to have a 10% probability of exceeding a 0.503 g in 50 years, which is an intensity that would present severe perceived shaking and has the potential to cause moderate to heavy structural damage.⁵² The project would upgrade an existing pedestrian pathway. It would not construct any buildings or structures. Severe ground shaking could cause damage to the pavement, but it would not subject people to the risk of injury or death. Therefore, this impact would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

The project site has a low potential for liquefaction.⁵³ As discussed above, the project would upgrade an existing pedestrian pathway. It would not construct any buildings or structures; therefore, public exposure to risks related to seismic-induced ground failure would remain minimal. Therefore, this impact would be less than significant.

⁴⁹ California Department of Conservation (CDOC). 1976. State of California Special Studies Zones, Half Moon Bay Quadrangle. CDOC, Division of Mines and Geology. Available at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/>. Accessed April 20, 2021.

⁵⁰ CDOC. 1974, 2019. Earthquake Zones of Required Investigation, Woodside Quadrangle. CDOC, California Geological Survey. Available at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/>. Accessed April 20, 2021.

⁵¹ CDOC. 1974, 2019. Earthquake Zones of Required Investigation, Woodside Quadrangle. CDOC, California Geological Survey. Available at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/>. Accessed April 20, 2021.

⁵² CDOC. 2008. Ground Motion Interpolator Website. CDOC, California Geological Survey. Available at: <https://www.conservation.ca.gov/cgs/ground-motion-interpolator>. Accessed April 20, 2021.

⁵³ City of Half Moon Bay. 2014. *Plan Half Moon Bay. Existing Conditions, Trends and Opportunities Assessment Report*. Figure 5-3, Liquefaction Susceptibility. Available at: <https://www.half-moon-bay.ca.us/DocumentCenter/View/174/HMB-Existing-Conditions-Report-PDF>. Accessed April 20, 2021.

iv. Landslides?

The project site is essentially flat and has no landslide potential. No impact would occur.

b. Would the project result in substantial soil erosion or the loss of topsoil?

A significant impact would occur if a project would expose large areas to the erosional effects of wind and water for a protracted period of time, resulting in substantial erosion and/or the loss of topsoil. The project site is essentially flat, and the underlying Denison clay loam soil⁵⁴ has a low erosion potential.⁵⁵ Therefore, clearing, excavation, and grading activities at the project site are unlikely to result in significant short-term erosion impacts.

The project would not require large amounts of excavation for pathway construction. The project would require a total of approximately 12.1 cubic yards of cut and fill. Approximately 12.1 cubic yards of soil and debris will be hauled off-site for disposal.

As required by the San Francisco RWQCB and the SMCWPPP, the project would implement BMPs to reduce erosion during construction. Since the total site is under 1 acre (approximately 0.25 acre), the project Applicant would be required to implement a City-approved Erosion and Sediment Control Plan (ESCP), per the requirements of the San Francisco Bay RWQCB Municipal Regional Stormwater National Pollution Discharge Elimination System (NPDES) Permit and the SMCWPPP. The plan would include BMPs to control erosion and sedimentation impacts and stabilize disturbed bare earth areas. Any bare earth areas would be reseeded prior to the end of construction. Section 2.10, Hydrology and Water Quality, provides additional information about the ESCP and Municipal Regional Stormwater NPDES Permit requirements and related permits.

The addition of approximately 1,700 square feet (0.04 acre) of impervious surface area for pathway widening could increase the stormwater runoff volume and rate compared to existing conditions, which could in turn accelerate soil erosion and loss of topsoil if stormwater were conveyed onto adjacent undeveloped land. The City has developed the *City of Half Moon Bay Green Infrastructure Plan*, which requires construction projects to prioritize green infrastructure to capture stormwater. Stormwater from the project site enters two open drainages lined with natural vegetation, which provides biotreatment of stormwater and meets the requirements of the Green Infrastructure Plan.⁵⁶ All disturbed areas will be reseeded prior to the end of construction. The existing drainages would be adequate to handle the additional volume of stormwater from 0.04 acre of impervious surface area. Therefore, impacts related to water-related erosion would be less than significant.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The project site is essentially flat and has no potential for landslide or lateral spreading. Denison clay loam, which underlays the project site, has low potential for liquefaction. The project would improve and

⁵⁴ U.S. Department of Agriculture Natural Resources Conservation Service (NRCS). 2020. Web Soil Survey. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>. Accessed April 20, 2021.

⁵⁵ City of Half Moon Bay. 2015. *Plan Half Moon Bay, Existing Conditions Report*. Pp. 5-101. Table 5-6. *Soils Types within Planning Areas*. Available at: <https://www.half-moon-bay.ca.us/DocumentCenter/View/174/HMB-Existing-Conditions-Report-PDF>. Accessed April 20, 2021.

⁵⁶ City of Half Moon Bay. 2019. *City of Half Moon Bay Green Infrastructure Plan*. Available at: <https://www.half-moon-bay.ca.us/DocumentCenter/View/2305/HalfMoonBayGIPlan09-2019Final1>. Accessed April 23, 2021.

widen an existing pedestrian pathway. Provision of the FDR base layer would strengthen the pathway compared to existing conditions. This impact would be less than significant.

d. Would the project be located on expansive soil, as defined in Table 18.1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

The expansion potential of soils underlying the project area varies, but is generally considered moderate to high, depending on the clay content. The upper 2 feet of the Denison clay loam underlying the site has a clay content of approximately 31% and the next 2 feet has a clay content of approximately 49%; therefore, the Denison loam underlying the project would have a moderate-to-high shrink-swell potential.⁵⁷

The existing pathway includes asphalt laid directly on the underlying soil and has been subject to extensive cracking. The project includes laying down a 9-inch-thick base of FDR (existing soil mixed with limestone and/or Portland cement as stabilizers) followed by a 2-inch-thick layer of asphalt over the base. The FDR base would help stabilize the surface and improve the longevity of the pathway. This impact would be less than significant.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The project would widen an existing pathway. The project would not use septic tanks or alternative wastewater disposal systems; therefore, no impact would occur.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Geologic units from a geological map of the county were analyzed for their potential paleontological sensitivity. Paleontological sensitivity is defined as the potential for a geological unit to produce scientifically significant fossils. In *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*,⁵⁸ the Society of Vertebrate Paleontology (SVP) defines four categories of paleontological sensitivity (potential) for rock units: high, low, undetermined, and no potential. No records searches or field surveys were conducted as part of the paleontological review. The project is located in the geologic unit: Qmt. This is Pleistocene era and described as marine terrace deposits.⁵⁹ There have been no paleontological resources discovered in the project area, and the project would excavate to a depth of approximately 9 inches for the pathway and excavate three post holes; therefore, the project is unlikely to disturb a paleontological resource.

⁵⁷ U.S. Department of Agriculture Natural Resources Conservation Service (NRCS). 2021. Web Soil Survey. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>. Accessed April 23, 2021.

⁵⁸ Society of Vertebrate Paleontology (SVP). 2010. *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. SVP Impact Mitigation Guidelines Revision Committee. Available at: https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines.pdf. Accessed April 23, 2021.

⁵⁹ U.S. Geological Survey (USGS). 1983. *Geologic Map of San Mateo County, California*. Available at: https://ngmdb.usgs.gov/Prodesc/proddesc_49.htm. Accessed April 23, 2021.

The 2020 LCLUP indicates that no paleontological resources of known significance have been identified in the City and they are extremely limited in the entire county Coastal Zone.⁶⁰ The project has the potential to impact paleontological resources if the work affects sensitive, previously undisturbed surficial sediment or sedimentary rock. The potential for significant paleontological discovery and impact are anticipated to be low within the proposed work area because the project is on flat land and includes only minor grading. In the unlikely event that a paleontological resource is discovered, the project Applicant would implement Mitigation Measure GEO-1. As a result, project activities would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and impacts would be less than significant with mitigation.

Mitigation Measures

- GEO-1** In the unlikely event that a paleontological resource is discovered, the project Applicant shall comply with PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the State or any county, city, district, authority, or public corporation, or any agency thereof. To be consistent with these PRC sections, in the event that paleontological resources are exposed during construction, work in the immediate vicinity of the find must stop until a qualified paleontologist can evaluate the significance of the find. Construction activities may continue in other areas. If the discovery proves significant under the provisions of CEQA, the paleontologist shall prescribe and the project Applicant shall implement additional measures, such as testing or data recovery, to avoid impacts to the resources.

2.8 Greenhouse Gas Emissions

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

a. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

GHGs are compounds in the earth's atmosphere that play a critical role in determining the earth's surface temperature. Specifically, these gases allow high-frequency solar radiation to enter the earth's atmosphere but retain the low-frequency energy, which is radiated back from the earth to space, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Increased

⁶⁰ City of Half Moon Bay. 2020. *Local Coastal Land Use Plan. 2020 Comprehensive Update. Chapter 8. Cultural Resources*. Available at <https://www.half-moon-bay.ca.us/DocumentCenter/View/3784/Full-Combined-2020-HMB-LCLUP>. Accessed April 30, 2021.

concentrations of GHGs in the earth's atmosphere are thought to be linked to global climate change, causing rising surface temperatures, melting icebergs and snowpack, rising sea levels, and the increasing frequency and magnitude of severe weather. GHGs include carbon dioxide (CO₂), methane, ozone, water vapor, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Although CO₂ is the most abundant GHG, other GHGs are less abundant but have higher global warming potential than CO₂. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO₂, denoted as CO₂e. GHGs are the result of natural and anthropogenic activities. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

The project would remove and construct a pedestrian pathway, approximately 1,020 feet in length. Based on the size of the project, there would be minimal GHG emissions. Construction of the project would require the use of construction equipment and worker vehicles that would generate GHG emissions. As previously described, the BAAQMD has not established thresholds of significance for construction-related GHG emissions from paving operations. Therefore, GHG emissions during construction activities were not estimated. The project is relatively small and would create approximately 0.25 acre of new pavement. To reduce emissions, the BAAQMD requires that all project Applicants ensure that all off-road vehicles and equipment comply with Transportation Control Measure TR22 of the *2017 Clean Air Plan*, which requires all off-road engines to comply with Tier 3 or Tier 4 standards.⁶¹ The project would comply with all measures required by the BAAQMD *CEQA Air Quality Guidelines*.⁶² These include the following for GHG reduction:

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxic Control Measures in 13 CCR Section 2485). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- To the extent feasible, off-road construction diesel engines shall meet Tier 3 or Tier 4 California Emission Standards for Off-Road Compression-Ignition Engines.

Compliance with the required BAAQMD measures combined with the size of the project would ensure that impacts are less than significant. In addition, the project would implement the following BMP to further reduce construction-related GHG emissions, as required by the California Green Building Standards Code:

- At least 65% of all construction waste or demolition material shall be recycled.⁶³

With implementation of BMPs required by the BAAQMD and California Green Building Standards Code, construction-related GHG emissions would be less than significant.

⁶¹ The EPA and CARB established emission standards for new engines found in off-road equipment. There are four tiers of emission standards, which become increasingly more stringent the higher the tier. Tier 3 and 4 emission standards are met through advanced engine design with no or minimal use of exhaust gas after combustion

⁶² Bay Area Air Quality Management District (BAAQMD). 2017. *California Environmental Quality Act Air Quality Guidelines*. Available at: https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed April 23, 2021.

⁶³ CalRecycle, 2002. *Frequently Asked Questions: California Green Building Code*. Available at: <https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/faq#diversion>. Accessed April 23, 2021.

b. Would the project conflict with an applicable plan, policy or regulations adopted for the purpose of reducing the emissions of greenhouse gases?

As discussed in Section 2.3, Air Quality, the project would remove and replace an existing pedestrian pathway, approximately 0.25 acre in size, which would create minimal GHG emissions. Therefore, the project would not conflict with an applicable plan, policy, or regulation related to GHGs, and no impact would occur.

2.9 Hazards and Hazardous Materials

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors.

Construction of the project would involve the transport, use, and disposal of potentially hazardous materials. These materials include lime, paints, adhesives, surface coatings, cleaning agents, fuels, and

oils that are typically associated with development of any roadway project. As described in Chapter 1, Project Description, construction activities would be temporary, lasting approximately 1 to 2 months. These temporary construction activities involving the use, transport, storage, and disposal of hazardous materials would be conducted in compliance with all health and safety requirements, such as County and City General Plan policies, CCR Sections 337 through 340, Chapter 6.95 of California Health and Safety Code Article 1, and CCR Title 19, Public Safety, Division 2 (if required). Because the project Applicant would comply with applicable regulations and laws pertaining to the transport, storage, use, and disposal of potentially hazardous materials, the exposure of the public, construction workers, and environment to hazardous materials would be less than significant.

The project includes the removal and upgrade of an existing asphalt pedestrian pathway. Operation of the pathway would not involve the use of potentially hazardous materials; therefore, no impact would occur.

b. Would the project 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?

A significant impact may occur if a project could create an upset or accident condition involving hazardous materials. No hazardous contamination sites are located within the vicinity of the project site. The closest hazardous contamination site is approximately 0.35 mile east of the project area, and thus there is no reasonably foreseeable release of hazardous materials from existing hazardous contamination.^{64, 65} Construction of the project would use small amounts of hazardous materials, such as diesel fuel. The BMPs implemented for the SMCWPPP (discussed further in Section 2.10 Hydrology and Water Quality) would contain minor spills during construction. Operation of the pathway would not use hazardous materials. Therefore, the project would not 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, and the impact would be less than significant.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

A project-related significant adverse effect may occur if a project site is within 0.25 mile of an existing or proposed school site, and the project is projected to release hazardous emissions that would exceed regulatory thresholds and would pose a health hazard. The closest school is Alvin S. Hatch Elementary School, located approximately 0.4 mile northeast of the project. Therefore, there are no schools within 0.25 mile of the project, and no impact would occur.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste, and to submit such information to the Secretary for Environmental Protection on at least an annual basis. In meeting the provisions in California Government Code Section 65962.5, commonly referred to as the

⁶⁴ State Water Resources Control Board (California Water Boards). 2018. GeoTracker. Available at: <https://geotracker.waterboards.ca.gov/map/>. Accessed on April 21, 2021.

⁶⁵ California Department of Toxics Substances Control (DTSC). 2018. EnviroStor. Available at: <https://www.envirostor.dtsc.ca.gov/public/map>. Accessed on April 21, 2021.

“Cortese List,” database resources such as EnviroStor and GeoTracker provide information regarding identified facilities. According to EnviroStor⁶⁶ and GeoTracker,⁶⁷ no hazardous contamination sites are located within the vicinity of the project site. The closest hazardous contamination site is approximately 0.35 mile east of the project area, and thus there is no reasonably foreseeable release of hazardous materials from existing hazardous contamination. Therefore, no impact would occur.

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?

The project site is not located within an airport land use plan or within 2 miles of a public airport. Therefore, the project would not result in a safety hazard for people using the project area, and no impact would occur.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such a plan. The nearest emergency evacuation route is Highway 1.⁶⁸ Highways 1 and 92 provide the only evacuation routes into and out of the City. Construction of the pedestrian pathway would result in minimal amounts of traffic related to worker trips, the delivery of materials, and disposal of excavated soils. The pathway would be constructed at the western end of Poplar Street, approximately 0.4 mile west of Highway 1. Construction traffic would not impede public access and would not interfere with any adopted emergency response plan or emergency evacuation plan. The pathway is currently used by pedestrians accessing Poplar Beach and the Coastal Trail. The proposed improvement to the pedestrian pathway would not generate additional traffic. During the construction phase, the City would require an encroachment permit for any temporary activities that would affect the public right-of-way. Encroachment permit conditions would include a traffic control plan with temporary procedures for emergency access. Therefore, the project would not impair the implementation of or physically interfere with an emergency response plan or emergency evacuation plan, and no impact would occur.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

A significant impact may occur if a project is located in proximity to wildland areas and would pose a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The project is served by the Coastside Fire Protection District (CFPD). The Half Moon Bay Fire Station is approximately 0.5 mile southeast of the project area.

⁶⁶ California Department of Toxics Substances Control (DTSC). 2018. EnviroStor. Available at: <https://www.envirostor.dtsc.ca.gov/public/map/>. Accessed on April 21, 2021.

⁶⁷ State Water Resources Control Board (California Water Boards). 2018. GeoTracker. Available at: <https://geotracker.waterboards.ca.gov/map/>. Accessed on April 21, 2021.

⁶⁸ City of Half Moon Bay. 2013. *General Plan. Circulation Element*. Available at: <https://www.half-moon-bay.ca.us/DocumentCenter/View/187/2013-Circulation-Element-PDF>. Accessed April 21, 2021.

The project site is located on the western edge of an established residential development and is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).⁶⁹ The closest High Fire Hazard Severity Zone (HFHSZ) is at the eastern end of Poplar Street approximately 0.75 miles east of the project area. The closest VHFHSZ is approximately 1.1 mile northeast of the project site, in the hilly terrain of the Santa Cruz Mountains.⁷⁰ However, according to the Association of Bay Area Governments (ABAG), the adjacent Arleta Park residential area east of the project area is located in a Wildland-Urban Interface (WUI) with moderate fire hazard.⁷¹ The WUI area is best described as an area where housing developments are interspersed in an area dominated by wildland vegetation subject to wildfire.

However, the improvements to the existing pedestrian pathway would improve the safety of pedestrians by improving footing, but is not likely to increase the number of people who use the pathway. Therefore, the project would not expose more people or infrastructure to danger from wildland fires, and no impact would occur.

2.10 Hydrology and Water Quality

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁶⁹ California Department of Forestry and Fire Protection (CAL FIRE). 2007. Very High Fire Severity Zones in Local Responsibility Areas. Half Moon Bay. Available at: https://osfm.fire.ca.gov/media/5983/half_moon_bay.pdf. Accessed April 21, 2021.

⁷⁰ CAL FIRE. 2007. Fire Hazard Severity Zones in State Responsibility Areas. San Mateo County. Available at: https://osfm.fire.ca.gov/media/6802/fhszs_map41.pdf. Accessed April 21, 2021.

⁷¹ Association of Bay Area Governments (ABAG). 2020. Wildland-Urban Interface Fire Threat Interactive Map. Available at: <https://mtc.maps.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=d45bf08448354073a26675776f2d09cb&layerId=0>. Accessed April 21, 2021.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Activities associated with construction of the project could have a significant impact if they resulted in violation of waste discharge requirements under the San Francisco Bay RWCQB's Municipal Regional Stormwater NPDES Permit from contaminated runoff entering the stormwater system.

The SMCWPPP is a partnership of the City and County Association of Governments (C/CAG), each incorporated city and town in the county, and the County, which share a common NPDES permit. The Municipal Regional Stormwater NPDES Permit was issued by the San Francisco Bay RWQCB⁷² in compliance with the San Francisco Bay Basin Water Quality Control Plan⁷³ and the NPDES Program. Participating agencies (including the County and City) must comply with the provisions of the countywide permit by ensuring that new development and redevelopment mitigate, to the maximum extent practicable, water quality impacts from stormwater runoff during both construction and operational periods of projects.

CONSTRUCTION

Construction of the pedestrian pathway and traffic calming measures would be required to implement an erosion/pollution control plan under the Municipal Regional Stormwater NPDES Permit⁷⁴ and SMCWPPP.⁷⁵ The erosion/pollution control plan must include site-specific BMPs that are designed to prevent runoff from construction areas to reduce potential impacts to surface water quality during project construction. The plan would also include design elements and BMPs for construction areas, such as fueling and equipment washing areas and trash and hazardous material storage areas. No construction

⁷² San Francisco Regional Water Quality Control Board (RWQCB). 2015. *Municipal Regional Stormwater NPDES Permit*. California Regional Water Quality Control Board, San Francisco Bay Region. Order No. R2-2015-0049. NPDES Permit No. CAS612008. November 19. Available at: <https://www.cleanwaterprogram.org/images/uploads/R2-2015-0049.pdf>. Accessed April 26, 2021.

⁷³ San Francisco RWQCB. 2017. *San Francisco Bay Basin Water Quality Control Plan*. California Regional Water Quality Control Board, San Francisco Bay Region. May 4. Available at: https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/planningtmdls/basinplan/web/docs/BP_all_chapters.pdf. Accessed April 26, 2021.

⁷⁴ San Francisco Regional Water Quality Control Board (RWQCB). 2015. *Municipal Regional Stormwater NPDES Permit*. California Regional Water Quality Control Board, San Francisco Bay Region. Order No. R2-2015-0049. NPDES Permit No. CAS612008. November 19. Available at: <https://www.cleanwaterprogram.org/images/uploads/R2-2015-0049.pdf>. Accessed April 26, 2021.

⁷⁵ County of San Mateo. 2020. *San Mateo Countywide Water Pollution Prevention Program. Construction Webpage*. Available at: <https://www.flowstobay.org/construction>. Accessed April 26, 2021.

would occur during major rain events, minimizing any chance of runoff from the site. Major rain events would be considered as a prediction of ¼ inch or more in 24 hours.

Construction of the pedestrian pathway would require excavation to approximately 9 inches and the application of lime or Portland cement for FDR, followed by paving with asphalt. The excavated soil would be mixed with the lime and/or cement in the reclaimer or recycling machine as the machine travels down the path. Excavation would also be required to place three new sign posts. Minor excavation could result in an increase in erosion and sedimentation from the project area into the stormwater system. Construction materials and construction waste, such as old asphalt and other debris, could enter the stormwater system on Poplar Street or the drainage swale that crosses the project site. The vernal marsh located south of the project are separated by Poplar Street; however, runoff from the laydown area in the Poplar Beach Parking Lot could enter the vernal marsh areas if not properly used and stored. Construction activities associated with the pedestrian pathway would require the presence of construction vehicles, heavy equipment and materials, and construction crews. In addition to stormwater runoff and potential resulting water quality and sedimentation impacts, there is the potential for hazardous materials, including petroleum products associated with diesel vehicle and equipment use and contaminants from paving materials, concrete mixing, pouring and washout, and sanitary facilities, to enter the existing drainage ditches and vernal marsh. Following vegetation clearing and grubbing, lime would be laid down along the pathway by a lime spreader. The reclaimer/stabilizer equipment would excavate approximately 12.1 cubic yards of soil (excavation depth of approximately 9 inches), combine and mix it with the lime and water, and lay it back down in the pathway footprint. After compaction, it would be paved with hot mix asphalt. All of these activities have a low potential to contribute pollutants to the drainage ditches that can affect water quality and may violate water quality standards if left uncontrolled. Construction activities for the pedestrian pathway would last approximately 1 to 2 months and would only occur during dry weather conditions to the extent feasible.

The project Contractor would be required to comply with the Stormwater Checklist for Small Projects, as required by the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP). The Stormwater Checklist for Small Projects identifies stormwater BMPs that the City proposes to implement. These stormwater BMPs include, but are not limited to:

- Attach the SMCWPPP's construction BMP plan sheet to project plans and require the contractor to implement applicable BMPs on the plan sheet;
- Temporary erosion controls to stabilize all denuded areas until permanent erosion controls are established;
- Perform clearing and earth-moving activities only during dry weather;
- Trap sediment on-site using BMPs, such as sediment basins or traps, earthen dikes or berms, silt fences, check dams, compost blankets or jute mats, covers for soil stock piles, etc.;
- Protect adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers, dikes, mulching, or other areas, as appropriate;
- Limit construction access routes and stabilize designated access points;
- No cleaning, fueling, or maintaining vehicles on-site, except in a designated area where washwater is confined and treated;
- Store, handle, and dispose of construction materials/wastes properly to prevent contact with stormwater;
- Contractor shall train and provide instruction to all employees/subcontractors regarding construction BMPs; and

- Control and prevent the discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, washwater or sediments, rinse water from architectural copper, and non-stormwater discharges to storm drains or watercourses.

Implementation of the erosion/pollution control plan, as required by law, would prevent construction of the proposed pedestrian pathway from violating any water quality standards or waste discharge requirements or otherwise substantially degrading surface water or groundwater quality, and would reduce potentially significant impacts to a less-than-significant level.

OPERATION

The project would add approximately 1,700 square feet (0.04 acre) of impervious surface area to the existing pedestrian pathway. This additional impervious surface area could increase the stormwater runoff volume and rate compared to existing conditions, which could in turn accelerate soil erosion and loss of topsoil if stormwater were conveyed onto adjacent undeveloped land. The City has developed the *City of Half Moon Bay Green Infrastructure Plan*, which requires construction projects to prioritize green infrastructure to capture stormwater. Stormwater from the project site enters two open drainages lined with natural vegetation, which provides biotreatment of stormwater and meets the requirements of the Green Infrastructure Plan.⁷⁶ The existing drainages would be adequate to handle the additional volume of stormwater from the additional 0.04 acre of impervious surface area. Therefore, project operation would not violate any water quality standards or waste discharge requirements or degrade water quality, and the impact would be less than significant.

Erosion and sedimentation may temporarily increase post-construction because of soils that have been loosened and changes in drainage patterns. Widening of the pedestrian pathway could result in an increase in the levels of urban pollutants and litter entering the Poplar Street drainages and the drainage that crosses the project site. Pollutants in post-construction runoff from the project would likely be minimal and consistent with other local trails such as the Coastal Trail. However, the project is anticipated to be complete by October 15th, which is the start of the rainy season. Therefore, the project site is anticipated to be stabilized by reseeding with native seeds prior to October 15. If the project is not completed and stabilized by October 15, the contractor would employ the required erosion/pollution control plans including site-specific BMPs that are designed to prevent runoff from construction areas (see Appendix A). A border of decomposed granite and/or header board will be placed adjacent to the pathway, and any additional areas of exposed soils will be reseeded or undergo other measures to restore vegetation, including the approximately 811 square feet of regraded shoulder on the northern side of the pathway closest to Railroad Avenue. Therefore, post-construction runoff from the pedestrian pathway would not result in a violation of any water quality standards or waste discharge requirements, and this impact would be less than significant.

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

A potentially significant impact would occur if a project includes deep excavations resulting in the potential to interfere with groundwater movement, the withdrawal of groundwater, or paving of existing permeable surfaces important to groundwater recharge. The project would excavate to a depth of approximately 9 inches, which would not impact the groundwater table. No impact would occur from excavation.

⁷⁶ City of Half Moon Bay. 2019. *City of Half Moon Bay Green Infrastructure Plan*. Available at: <https://www.half-moon-bay.ca.us/DocumentCenter/View/2305/HalfMoonBayGIPlan09-2019Final1>. Accessed April 23, 2021.

Project construction would be served by the Coastsides County Water District (CCWD) water supply system. Project operation would not require water service. The project would upgrade an existing pedestrian pathway. It would not increase the density or population of the City and would not reduce water supply reliability or impact groundwater withdrawal. Development of the project would not include any groundwater wells.

The project area is located within the California Water Boards San Francisco Bay Hydrologic Region. The project area is underlain by an alluvial aquifer referred to as the Half Moon Bay Terrace groundwater basin, which supplies limited water for domestic and municipal uses (golf courses). Groundwater in the project area flows from east to west, discharging into the Pacific Ocean.^{77,78}

The project would result in an increase in impervious surface area, adding a maximum of approximately 1,700 square feet (0.04 acre) of impervious surface area to the existing path, for a total of approximately 0.23 acre of impervious surface. Impervious surfaces prevent the infiltration of runoff into the underlying soil and can interfere with groundwater recharge. According to the CCWD,⁷⁹ there are no municipal water supply wells in the vicinity of the project. Runoff from the pedestrian pathway drains to vegetated drainage ditches, which allow for percolation into the groundwater table. The project would not substantially interfere with groundwater recharge and no impact would occur.

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

i. Result in substantial erosion or siltation on- or off-site?

Planned earthwork and grading activities on the project site would involve a total cut and fill of approximately 12.1 cubic yards. The project site is essentially flat, and all project components would be required to implement erosion control measures as discussed under Section 2.10.a.

Construction of the project would include implementation of erosion and sediment control and pollution prevention BMPs under the SMCWPPP. In addition, the project would comply with Mitigation Measure BIO-4 to minimize impacts to vernal marsh south of Poplar Street. The existing drainage ditch that crosses the project area would be protected during construction. As discussed under Section 2.10.a, stormwater flows would continue to be directed to vegetated drainage ditches. Operation of the project would result in an increase of impervious surface compared to existing conditions (a maximum of approximately 1,700 square feet). The pathway would continue to drain to vegetated drainage ditches that have adequate capacity for the increase in drainage; therefore, the project would not substantially alter the existing drainage pattern in a manner that would cause erosion. The project site would not alter the course of a stream or river. Therefore, the project would not substantially alter the existing drainage pattern of the site resulting in substantial erosion or siltation, and the impact would be less than significant.

⁷⁷ California Department of Water Resources (DWR). 2021. Groundwater Basin Boundary Assessment Tool. Available at: <https://gis.water.ca.gov/app/bbat/>. Accessed April 26, 2021.

⁷⁸ DWR. 2014. *Bulletin 118 – Half Moon Bay Terrace Groundwater Basin*. Available at: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/2_022_HalfMoonBayTerrace.pdf. Accessed April 26, 2021.

⁷⁹ Coastsides County Water District (CCWD). 2020. *District Maps Webpage*. Available at: <http://www.coastsidewater.org/distribution/district-maps.html>. Accessed April 26, 2021.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

A significant impact may occur if a project results in increased runoff volumes during construction or operation of the project that would result in flooding conditions affecting the project site or nearby properties. There are no flooding hazards in the project area. As described in Section 2.10.a and 2.10.b, the project would result in a relatively small increase in impervious surface area (a maximum of approximately 1,700 square feet). The existing vegetated drainage ditches in the vicinity of the project have adequate capacity to contain runoff from the additional square footage. Therefore, the project would not increase the rate or amount of surface runoff in a manner that would result in flooding, and the impact would be less than significant.

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

Stormwater from the project site enters two open drainages lined with natural vegetation, which provide biotreatment of stormwater and meet the requirements of the City's Green Infrastructure Plan. The existing ditches along Poplar Street drain west toward the Pacific Ocean. The existing ditch that crosses the project site, an ephemeral feature that carries stormwater runoff, drains in a southerly direction and connects into the northern Poplar Street drainage ditch. There is no history of flooding in the existing ditch. As described in Section 2.10.a and 2.10.b, the project would result in a relatively small increase in impervious surface area (a maximum of approximately 1,700 square feet for the path widening). The existing ditches meet the requirements of the City's Green Infrastructure Plan and have capacity to contain runoff from the increase in impervious surface area. Therefore, the project would not increase the rate or amount of surface runoff in a manner that would exceed the capacity of the City's stormwater system, and the impact would be less than significant.

iv. Impede or redirect flood flows?

A significant impact may occur if a project were located in a flood hazard area and would impede or redirect flood flows. The project is not mapped in a flood hazard zone and is not located in an area with known localized flooding issues;⁸⁰ therefore, the project would not impede or redirect flood flows and no impact would occur.

d. Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The project is not located in a flood hazard or seiche zone; however, it is in a mapped tsunami hazard zone.^{81,82} The project would widen and improve an existing pedestrian pathway, the operation of which would not use or produce pollutants. Therefore, the project would not risk the release of pollutants due to project inundation from a tsunami, and no impact would occur.

⁸⁰ Federal Emergency Management Agency. 2020. FEMA Flood Map Service Center. Available at: <https://msc.fema.gov/portal/search?AddressQuery=909%20Grandview%20Boulevard%20Half%20Moon%20Bay%20CA#searchresultsanchor>. Accessed April 26, 2021.

⁸¹ City of Half Moon Bay. 2014. *Plan Half Moon Bay. Existing Conditions, Trends, and Opportunities Assessment*. pp. 5-79 to 5-87. Available at: <https://www.half-moon-bay.ca.us/DocumentCenter/View/174/HMB-Existing-Conditions-Report-PDF>. Accessed April 26, 2021.

⁸² State of California. 2021. *Tsunami Hazard Area Map. San Mateo County*. Produced by California Geological Survey, California Governor's Office of Emergency Services, and AECOM. Available at: <https://www.conservation.ca.gov/cgs/tsunami/maps/san-mateo>. Accessed April 26, 2021.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The project is located in the Lower Pilarcitos Creek Subbasin of the Half Moon Bay Terrace groundwater basin. The Half Moon Bay Terrace groundwater basin does not have a sustainable groundwater management plan and is on the list of groundwater basins with low priority for developing such a plan. The project would rely on municipal water sources for construction and would not obstruct groundwater recharge. Therefore, the project would not conflict with or obstruct implementation of a sustainable groundwater management plan, and no impact would occur.

The project would abide by all requirements of the SMCWPPP, San Francisco Bay RWQCB Municipal Regional Stormwater NPDES Permit, and the City's Green Infrastructure Plan.^{83,84} The project would not conflict with the Water Quality Control Plan for the San Francisco Bay Basin because it would comply with all applicable requirements of both the Municipal Regional Stormwater NPDES Permit and the SMCWPPP permit, and no impact would occur.

Mitigation Measures

The project shall comply with Mitigation Measure BIO-4 to minimize impacts to wetlands and waters.

2.11 Land Use and Planning

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

a. Would the project physically divide an established community?

The project would improve and expand an existing pedestrian pathway in an area zoned for passive open space and planned unit development. It would not physically divide an established community, and no impact would occur.

⁸³ San Francisco Regional Water Quality Control Board (RWQCB). 2015. *Municipal Regional Stormwater NPDES Permit*. Order No. R2-2015-0049. NPDES Permit No. CAS612008. Available at: https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/Municipal/R2-2015-0049.pdf. Accessed April 26, 2021.

⁸⁴ City of Half Moon Bay. 2019. *City of Half Moon Bay Green Infrastructure Plan*. Available at: <https://www.half-moon-bay.ca.us/DocumentCenter/View/2305/HalfMoonBayGIPlan09-2019Final1>. Accessed April 23, 2021.

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

A project would normally have a significant impact related to land use consistency if it would be inconsistent with the General Plan or its elements, a local coastal plan, or adopted environmental goals or policies, or if it would require a General Plan amendment or zone change.

The project would improve and expand an existing pedestrian pathway on property that is zoned as open space intended for passive recreational use and as planned unit development. The project is located within the California Coastal Zone. The project was reviewed for consistency with policies relating to the 2020 LCLUP and City Zoning Ordinance (Title 18),⁸⁵ and the project was found to be consistent with City policies and development regulations. Public trails are a principally permitted use in the Open Space – Passive zoning district as well as an allowed use in the Planned Unit Development zoning district prior to master planning. Construction would temporarily impede access from the Poplar Pathway to the Coastal Trail, but construction would be short term, lasting approximately 1 to 2 months. The contractor would be required to provide detours around the pedestrian trail during construction to maintain public access. In addition, the Coastal Trail would be used to provide equipment access to the segment of the Poplar Pathway west of the wooden bridge. This access would be intermittent and traffic control would be required for short periods of time on the Coastal Trail to allow construction equipment to access the portion of the pathway west of the existing wooden bridge. During these periods, a detour would be provided where possible for bicycle and pedestrian traffic. Therefore, construction impacts would be less than significant. Operationally, the project would improve pedestrian access to Poplar Beach and the coast. It would not impede coastal access, contribute to shoreline erosion or bluff retreat, or otherwise conflict with any other environmental policy expressed in the 2020 LCLUP. Additionally, the project does not propose any new, expanded, or modified land use in the project area and would not conflict with the existing and surrounding uses. No operational impact would occur.

2.12 Mineral Resources

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁸⁵ City of Half Moon Bay. 2020. *Local Coastal Land Use Plan. 2020 Comprehensive Update. Chapter 6. Natural Resources, Figure 6-2. Environmentally Sensitive Habitat Areas*. Available at <https://www.half-moon-bay.ca.us/DocumentCenter/View/3784/Full-Combined-2020-HMB-LCLUP>. Accessed April 30, 2021.

Environmental Evaluation

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

A significant impact may occur if a project site is located in an area used or available for extraction of a regionally important mineral resource, if a project would convert an existing or future regionally important mineral extraction use to another use, or if a project would affect access to a site used or potentially available for regionally important mineral resource extraction.

The project is located in an area zoned Mineral Resource Zone (MRZ)-3 for aggregate mineral resources.⁸⁶ MRZ-3 is defined as areas containing mineral deposits, the significance of which cannot be evaluated from available data. Neither the project site nor the surrounding area is identified as an area containing mineral deposits of statewide or regional significance. Therefore, no impacts to mineral resources of statewide or regional significance would occur.

b. Would the project 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?

A significant impact would occur if a project were located in an area used or available for extraction of a locally important mineral resource and the project converted an existing or potential future locally important mineral extraction use to another use, or if a project affected access to a site in use or potentially available for locally important mineral resource extraction.

Neither the project site nor the surrounding area is identified as an area containing mineral deposits of local significance.⁸⁷ Therefore, no impacts to mineral resources of local significance would occur.

2.13 Noise

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project result in:</i>				
(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

⁸⁶ California Department of Mines and Geology (CDMG). 1982. Mineral Resource Sectors. South San Francisco Bay Production-Consumption Region, Half Moon Bay Quadrangle, Special Report 143, Plate 2.73. Available at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>. Accessed April 21, 2021.

⁸⁷ City of Half Moon Bay. 2014. *Plan Half Moon Bay. Existing Conditions, Trends, and Opportunities Assessment*. Available at: <https://www.half-moon-bay.ca.us/DocumentCenter/View/174/HMB-Existing-Conditions-Report-PDF>. Accessed April 21, 2021.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(c) For a project located within the vicinity of a private airstrip or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

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

The residential uses north and east of the project area and recreational users of Poplar Beach and the Coastal Trail represent the majority of the sensitive receptors in the vicinity of the project.

The City has established restrictions limiting construction and similar noise-generating activities from 7:00 a.m. to 6:00 p.m., Monday through Friday; 8:00 a.m. to 6:00 p.m., Saturdays; and 10:00 a.m. to 6:00 p.m., Sundays and holidays. The City Engineer may approve exceptions to these hours, if necessary, to facilitate the orderly completion of work and minimize disruption to the community.⁸⁸ The project Contractor would be required to comply with construction hour restrictions.

Construction activities would generate noise that would vary over the 1- to 2-month construction period and would include on-site equipment, such as a reclaimer/stabilizer or tractor-mounted recycling machine/asphalt zipper for FDR, paver, dump trucks, cement mixer, lime spreader, motor grader, compactor machine (vibratory pad or drum), pneumatic compactor, water truck, sheep pad foot roller for FDR, jack hammers, and shovels. There would be secondary noise from construction worker vehicles and vendor deliveries. During construction, noise-generating activities could occur at the project site from 7:00 a.m. to 6:00 p.m., Monday through Friday; 8:00 a.m. to 6:00 p.m., Saturdays; and 10:00 a.m. to 6:00 p.m., Sundays and holidays, in accordance with the City's noise ordinance. No nighttime construction will occur. Because construction noise would comply with local noise regulations, impacts related to construction noise would be less than significant.

The project would not generate stationary or operational noise in the long term, aside from the typical noises generated by users of a pedestrian pathway. Since the project would upgrade an existing pedestrian pathway, noise generated from the pedestrian pathway would not change from existing conditions, and no operational impacts would occur.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction activities (e.g., ground-disturbing activities, including movement of heavy construction equipment and hauling of demolition debris and soil from the project site) may generate localized

⁸⁸ City of Half Moon Bay. 2019. *Chapter 14.40. Hours of Construction*. Available at: <https://www.codepublishing.com/CA/HalfMoonBay/#!/HalfMoonBay14/HalfMoonBay1440.html#14.40>. Accessed April 21, 2021.

groundborne vibration and noise. Blasting or pile-driving activities will not occur during construction of the project. Generally, construction-related groundborne vibration is not expected to extend beyond 25 feet from the generating source. The project would remove and repave an existing pedestrian pathway. Construction equipment could include a compactor machine (vibratory pad or drum roller), pneumatic compactor, and jack hammer. The closest sensitive receptors are users of the Coastal Trail adjacent to the western end of the project area and residences south of the pathway on Poplar Street, approximately 50 feet from the edge of the new pavement area. Coastal Trail users would experience transitory noise and vibration, as they moved along the trail. Based on the distance of more than 25 feet to sensitive receptors, groundborne vibration from on-site construction is not anticipated for residences. Hauling of soils and debris could generate vibrations along local haul routes. The project is anticipated to require a total of approximately 15 to 20 round trip haul truck trips over the 1- to 2-month construction period. The project would be required to adhere to the City Noise Ordinance as a standard condition of approval. Therefore, any annoyance to residents along local haul routes would be short term and temporary, and impacts related to groundborne noise or vibration would be less than significant.

c. For a project located within the vicinity of a private airstrip or 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?

The project is located approximately 4.6 miles from the nearest airport, Half Moon Bay Airport. It is not located within an airport land use plan or within 2 miles of an airport; therefore, no impact would occur.

2.14 Population and Housing

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

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

City and county General Plans develop growth plans and projections for the areas in their jurisdictions. A significant impact would occur if a project included a General Plan amendment, which could result in an increase in population over that projected in the adopted General Plan, or if a project would induce substantial growth on the project site or surrounding area.

Construction job opportunities created as a result of the project are not expected to result in any substantial population growth in the area. The work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the timeframe during which their

specific skills are needed. Additionally, the construction workers would likely be supplied from the region's labor pool. Construction workers would not be likely to relocate their household as a consequence of working on the project, and as such, significant housing or population impacts would not result from construction of the project. Therefore, there would be no construction-related population growth impacts and no impact would occur.

The project would repave and improve an existing pedestrian pathway; therefore, the project is not likely to attract more people to Poplar Beach and the surrounding area. Therefore, the project would not introduce new persons to the population, and no impact would occur.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project would replace and upgrade an existing pedestrian pathway. Therefore, the project would not displace people or housing, and no impact would occur.

2.15 Public Services

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>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>				
(a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

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 fire protection?

The project would replace and improve an existing pedestrian pathway; therefore, it would not increase the population in the area or introduce a hazard. A significant impact may occur if the CFPD could not adequately serve a project, and a new or physically altered fire station would be necessary. The project area receives fire protection services from the CFPD, a California Department of Forestry and Fire Protection (CAL FIRE) agency. The CFPD has three fire stations, the nearest of which (Fire Station 40) is at 1911 Main Street, Half Moon Bay, approximately 0.5 mile southeast of the project site. Fire Station 40 is staffed with one fire captain and two fire apparatus engineers and can provide a minimum response

time of 2 minutes and maximum response time of 8 minutes to all portions of the City.^{89,90} The project would not increase population or cause an increase in recreational users, and no impact to fire protection services would occur.

b. 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 police protection?

A significant impact may occur if the San Mateo County Sheriff's Department (Sheriff's Department), could not adequately serve a project, and a new or physically altered sheriff or police station would be necessary. The project area receives law enforcement services from the Coastside Patrol Bureau of the Sheriff's Department. The Coastside Patrol Bureau provides law enforcement services for over 60% of San Mateo County, including Half Moon Bay; has two substations, located in Half Moon Bay and Moss Beach; and is staffed with 27 full-time Deputy Sheriffs, four Sergeants, and one Lieutenant, as well as two full-time Community Policing deputies. The Half Moon Bay Substation is located approximately 0.9 mile southeast of the project site.

The project would replace and improve an existing pedestrian pathway; therefore, it would not increase the population in the area or introduce a hazard. The project would not cause an increase in recreational users. Therefore, the project would not increase the demand for public services, including police protection, and no impacts to police protection would occur.

c. 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 schools?

The project area is served by the Cabrillo Unified School District (CUSD). A significant impact may occur if the CUSD could not adequately serve a project, and a new or physically altered school or schools would be necessary. The CUSD has four elementary schools, one middle school, one high school, one alternative high school, and an adult education program. Between 2017 and 2019, enrollment in the district as a whole declined by approximately 200 students.⁹¹ Enrollment in the school district as a whole is expected to decline by 51 elementary, 94 middle school, and 96 high school students, for a combined drop of 241 students between 2020 and 2024.⁹²

The project would replace and improve an existing pedestrian pathway; therefore, it would not increase the population in the area or cause an increase in recreational users. The project would not increase the demand for public services, including schools, and no impact would occur.

⁸⁹ Coastside Fire Protection District (CFPD). 2008. About Us. Available at: <https://www.coastsidefire.org/about-us>. Accessed April 21, 2021.

⁹⁰ City of Half Moon Bay. 2020. *Local Coastal Land Use Plan. 2020 Comprehensive Update. Chapter 7. Environmental Hazards*. Available at <https://www.half-moon-bay.ca.us/DocumentCenter/View/3784/Full-Combined-2020-HMB-LCLUP>. Accessed April 30, 2021.

⁹¹ Cabrillo Unified School District (CUSD). 2019. *Cabrillo Unified School District Audit Report*. June 30. Available at: <https://app.eduportal.com/documents/view/739216>. Accessed April 21, 2021.

⁹² Enrollment Projection Consultants. 2020. *Enrollment Forecast Findings and Projections*. October 31. Available at: https://www.cabrillo.k12.ca.us/UserFiles/Servers/Server_18664976/File/Budget%20Advisory/2020-21%20Forecast%20Demographer%20Report%20for%20CUSD%20for%20Board%20Meeting.pdf. Accessed April 21, 2021.

d. 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 parks?

A significant impact may occur if the project would result in the need for new or improved parks. Parks and recreation facilities that could be used by the residents of the project include parks operated by the City (Coastal Trail, Frenchman's Creek Park, Kehoe Park, Carter Park, Fernandez Park, Mac Dutra Plaza, Oak Avenue Park, Ocean View Park, Skate Park, and Smith Field), the County Parks Department (Pillar Point Bluff, Quarry Park, Mirada Surf, Moss Beach Park, Fitzgerald Marine Reserve, and Devil's Slide Trail are located between Half Moon Bay and Montara, and Tunitas Creek Beach, Memorial Park, Pescadero Creek Park, and Sam McDonald Park are located south of the City),⁹³ the California Department of Parks and Recreation (State Parks) (Half Moon Bay State Beach, including Dunes, Roosevelt, and Venice Beaches; Montara State Beach and Gray Whale Cove State Beach to the north; and Burleigh H. Murray Ranch, Cowell Ranch State Beach, Año Nuevo State Park, and Big Basin Redwoods State Park to the south),⁹⁴ and Mid-Peninsula Open Space District (Purisima Creek Redwoods, Skyline Ridge, and La Honda Creek Preserves on or near the coast).⁹⁵

The City completed a Parks Master Plan in January 2019. The Master Plan provides planning for a 15-year period (2018–2033). The City currently provides approximately 5 acres of developed parks per 1,000 residents, which includes pocket and neighborhood parks and community and special parks. It does not include trails, county parks, natural open spaces, or beaches in the project area. The recommended standard identified in Chapter 5. Coastal Access and Recreation of the 2020 LCLUP and the draft General Plan Healthy Community Element is 5 acres per 1,000 people.⁹⁶

The existing pedestrian pathway provides access to Poplar Beach, which is the primary beach owned and managed by the City. The project would improve and widen the path, which would create safer pedestrian access to Poplar Beach. The project would not create a need for new or improved parks. No impact would occur.

e. 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 other public facilities?

A significant impact may occur if the project would result in the need for other new or improved public facilities. Other public facilities include the Half Moon Bay Library, which is part of the San Mateo County Libraries system. The Half Moon Bay Library, rebuilt in 2018, is a 22,000-square-foot facility that serves a 270-square-mile area on the Coastsides. The new library provides both physical and digital collections from the San Mateo County Libraries system; technology services, including three-

⁹³ County of San Mateo Parks Department. 2021. *County Parks by Location* webpage. Available at: <https://parks.smcgov.org/county-parks>. Accessed April 21, 2021.

⁹⁴ California Department of Parks and Recreation (State Parks). 2020. *Find a California State Park* webpage. Available at: <https://www.parks.ca.gov/ParkIndex/>. Accessed April 21, 2021.

⁹⁵ Mid-Peninsula Open Space Trust. 2020. Find an Open Space Preserve. Available at: <https://www.openspace.org/preserves>. Accessed April 21, 2021.

⁹⁶ City of Half Moon Bay. 2019. *Parks Master Plan*. Available at: https://www.half-moon-bay.ca.us/DocumentCenter/View/2161/Final-Master-Plan_12419v6. Accessed April 21, 2021.

dimensional (3D) printing; free WiFi hotspots; multilingual collections; literacy services; online high school; and space for community programs and events.⁹⁷

The project would replace and improve an existing pedestrian pathway. It would not increase the population in the area or cause an increase in recreational users. Therefore, the project would not increase the demand for public services, including libraries, and no impact would occur.

2.16 Recreation

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

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?

A project would result in a significant impact to parks and recreation services if it would result in a significant increase in population from adding residential units. The project would replace and improve an existing pedestrian pathway. It would not increase the population in the area or cause an increase in recreational users. Therefore, the project would not increase the use of existing parks, and no impact would occur.

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?

The project would replace and improve an existing pedestrian pathway; therefore, it would not increase the population in the area or cause an increase in recreational users. Although widening the pathway would expand an existing recreational facility, it would not have a significant, adverse physical effect on the environment. As discussed in Sections 2.4 Biological Resources, 2.5 Cultural Resources, 2.7 Geology and Soils, and 2.18 Tribal Cultural Resources, all potentially significant impacts would be reduced to a less-than-significant level by mitigation incorporated into the project. The project would not change operational impacts of the existing trail, and this impact would be less than significant.

⁹⁷ City of Half Moon Bay. 2020. Half Moon Bay Library. Available at: <https://www.half-moon-bay.ca.us/322/Library>. Accessed April 21, 2021.

2.17 Traffic and Circulation

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Evaluation

REGIONAL AND LOCAL ACCESS

Regional access is provided by Highway 1, located approximately 0.4 mile east of the project site at the intersection of Poplar Street and Highway 1. Highways 1 and 92 are the only roads that provide connections to other parts of the county. Most neighborhoods connect to Highway 1, but do not connect with each other. Local access is provided by Poplar Street and Railroad Avenue, and traffic on both major roads can back up during peak hours, including rush hours on weekdays and tourist traffic on weekends.

PUBLIC TRANSIT

The project site is served by San Mateo County Transit District (SamTrans) Bus Routes 17 and 294, which have stops approximately 0.6 mile east, at the corner of Main Street and Poplar Street. The bus routes offer connections to Linda Mar in the City of Pacifica (via Route 17) and Hillsdale Caltrain Station in the City of San Mateo (via Route 294).

PEDESTRIAN/BICYCLE TRANSIT

The project site connects to the Coastal Trail, which is one segment of the 11.5-mile California Coastal Trail. The Half Moon Bay Coastal Trail is a paved, Class 1 multi-use path that extends from Seymour Bridge 4.7 miles north to Pillar Point Harbor. An additional, partially paved segment of the trail extends approximately 2 miles south from Seymour Bridge to the Ritz Carlton Hotel. In the south, the multi-use path connects to the Cowell-Purisima Coastal Trail, an additional 3.6-mile segment of the California Coastal Trail.⁹⁸

The pedestrian pathway is also approximately 0.4 mile west of the Naomi Patridge Trail adjacent to Highway 1. The Naomi Patridge Trail runs adjacent to Highway 1 on the west side and currently extends approximately 2.75 miles, from Ruisseau Francais Avenue in the north to Wavecrest Road in the south. An additional 0.25-mile extension runs from Ruisseau Francais Avenue north to Young Avenue, on the

⁹⁸ Peninsula Open Space Trust. 2020. *Cowell-Purisima Coastal Trail webpage*. Available at: <https://openspacetrust.org/hike/cowell-purisima-trail/>. Accessed April 21, 2021.

east side of Highway 1. The Naomi Patridge Trail is a Class 1⁹⁹ multi-use path between Ruisseau Francais Avenue and Highway 92, and between Kelly Avenue and Wavecrest Road.

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Under the 2019 revisions to the State CEQA Guidelines, changes to Levels of Service (LOS) are no longer identified as an impact under CEQA. The new 2019 State CEQA Guidelines require analysis of impacts related to Vehicle Miles Traveled (VMT) as a result of a project. VMT is the amount and distance of automobile traffic attributable to a project. Under the new State CEQA Guidelines, bicycle and pedestrian infrastructure projects are presumed to cause less-than-significant impacts on transportation.¹⁰⁰ The project would improve and widen an existing pedestrian pathway, which would improve pedestrian access from the Arleta Park neighborhood to Poplar Beach. It would not generate new traffic. Therefore, the project would not conflict with any plan, ordinance, or policy related to transportation, and no impact would occur.

Project construction would result in vehicle worker trips, haul trips, and vendor trips. The cut and fill could generate a total of about 15 to 20 haul trips over the construction period. The increase in traffic as a result of worker and haul trips would negligibly increase traffic at nearby traffic intersections and roadway segments, and would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness. In addition, haul and vendor trips would primarily occur during off-peak hours (9:00 a.m. to 3:00 p.m.).

As discussed in Section 2.11, Land Use, during construction the Coastal Trail would be used to provide equipment access to the segment of the Poplar Pathway west of the wooden bridge. During these periods, pedestrian and bicycle traffic on the Coastal Trail could be temporarily interrupted. This access would be intermittent and traffic control would be required for short periods of time on the Coastal Trail to allow construction equipment to access the portion of the pathway west of the existing wooden bridge. A detour would be provided where possible for bicycle and pedestrian traffic. The interruption of pedestrian and bicycle traffic would be temporary and intermittent, therefore, construction impacts would be less than significant.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

State CEQA Guidelines Section 15064.3 includes criteria for analyzing transportation impacts. Under Section 15064.3(b)(2), for transportation projects:

Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact.

The project site provides pedestrian access to the Coastal Trail and is approximately 0.4 mile west of the Naomi Patridge Trail, which provides opportunities for bicycle and pedestrian transit along the Highway 1 corridor. The project would improve pedestrian access to Poplar Beach and would not increase VMT. The project would also improve safety for bicycle access to the Coastal Trail and Poplar Beach by adding “Share the Road” markings to the portion of Poplar Street adjacent to pedestrian path (see Figure 1-3,

⁹⁹ Multi-Use Path (Class I): An off-street bike path that provides a separate right-of-way for two-way travel by bicyclists, pedestrians, and other non-motorized users. Multi-use paths are typically paved but can also use decomposed granite material or natural materials where appropriate.

¹⁰⁰ State of California Governor’s Office of Planning and Research. 2019. *Technical Advisory on Evaluating Transportation Impacts on CEQA*. Available at: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed April 26, 2021.

Project Design Plans). Therefore, the project would be consistent with State CEQA Guidelines Section 15064.3, and no impact would occur.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The project does not include any design features that would increase hazards. The project would improve and widen a pedestrian pathway, which would improve safety for pathway users accessing Poplar Beach and the Coastal Trail. The project would also improve safety for bicycle riders on Poplar Street between Railroad Avenue and the Coastal Trail by adding “Share the Road” markings to the portion of Poplar Street adjacent to the pedestrian path (see Figure 1-3, Project Design Plans). Therefore, no impact would occur.

d. Would the project result in inadequate emergency access?

The project would improve and widen an existing pedestrian pathway. Therefore, the project does not have any elements that would result in inadequate emergency service, and no impact would occur.

2.18 Tribal Cultural Resources

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

Environmental Evaluation

- a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**
- i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**
 - ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

To date, no tribes have contacted the City to request notification under Assembly Bill (AB) 52. A cultural resource records search was not conducted for the project because of the low potential to encounter tribal cultural resources given the scope of project activities and minimal ground disturbance. The City is currently undergoing a cultural records search to confirm absence of known resources.

In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of the project, construction activities would temporarily cease on the project site, as with Mitigation Measure CUL-1, until the potential tribal cultural resources are properly assessed pursuant to PRC Section 21074 (a)(2). In addition, Mitigation Measure BIO-1a would include a description of potential cultural resources in the environmental awareness training, and Mitigation Measure TRI-1 would reduce impacts related to encountering previously unidentified tribal resources to a less-than-significant level. Compliance with these mitigation measures would ensure the project does not cause a substantial adverse change in the significance of a tribal cultural resource, and this potentially significant impact would be reduced to less than significant.

Mitigation Measure

- TRI-1** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of the project, all such activities within 50 feet of the find shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and treated pursuant to PRC Section 21074 (a)(2).

2.19 Utilities and Service Systems

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

Environmental Evaluation

- a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

WATER

Water for project construction is supplied by the CCWD, which obtains its water supply from four sources. Water contained in Pilarcitos Lake and Crystal Springs Reservoir is purchased from the San Francisco Public Utilities Commission (SFPUC), and local water supplies are drawn from Pilarcitos Well Field and the Denniston Project (well and surface water). The CCWD serves 18,776 people in a 14-square-mile area, which has an average demand of 1.85 million gallons per day (MGD).¹⁰¹ The CCWD has an Individual Supply Guarantee of 2.18 MGD, or approximately 800 million gallons per year, from the SFPUC. In addition to the water from the SFPUC, CCWD obtains approximately 0.69 MGD from local sources during a non-drought year.¹⁰² Per capita use in the district is approximately 57 gallons per capita per day (gpcpd) for residential uses and 110 gpcpd for gross water uses.

¹⁰¹ Bay Area Water Supply and Conservation Agency. 2020. Coasts County Water District Service Area Webpage. Available at: <http://bawasca.org/members/profiles/coastside>. Accessed April 22, 2021.

¹⁰² Coasts County Water District (CCWD). 2015. *2015 Urban Water Master Plan*. Pp. 6-1 to 6-10. Available at: http://www.coastsidewater.org/reports_and_studies/2015-UWMP.pdf. Accessed April 22, 2021.

The project would improve an existing pedestrian pathway. Construction activities would require a minimal amount of water for dust control and FDR mixing. Water would be delivered to the project site by water truck. Operation of the pathway would not use water; therefore, the project would not result in the relocation or construction of new or expanded water treatment facilities, and no impact would occur.

WASTEWATER

Wastewater collection and treatment is provided by Sewer Authority Mid-Coastside (SAM), which receives average dry weather flow of approximately 1.5 MGD. The plant has capacity to treat up to 4 MGD in average dry weather flow and 15 MGD in peak wet weather flow (which includes infiltration of stormwater). The plant has not experienced flows that reached or exceeded maximum peak wet weather capacity since its expansion in the late 1990s.¹⁰³

The project would improve an existing pedestrian pathway. Construction of the project would produce minimal wastewater from construction crew use of portable toilets. Operation of the project would not produce any permanent wastewater; therefore, the project would not result in the relocation or construction of wastewater treatment facilities, and no impact would occur.

STORMWATER

The project would widen an existing pedestrian pathway and create approximately 1,700 square feet or 0.04 acre of additional impervious surface area.

The project would be required to implement an erosion/pollution control plan under the Municipal Regional Stormwater NPDES Permit¹⁰⁴ and the SMCWPPP.¹⁰⁵ The erosion/pollution control plan must include site-specific BMPs that are designed to prevent runoff from construction areas to reduce potential impacts to surface water quality during project construction. The plan would also include design elements and BMPs for construction areas, such as fueling and equipment washing areas, and trash and hazardous material storage areas. Therefore, construction impacts would be less than significant.

Stormwater from the project site enters two open drainages lined with natural vegetation, which provides biotreatment of stormwater and meets the requirements of the Green Infrastructure Plan.¹⁰⁶ The drainage ditches are maintained by the City Public Works Department. The existing drainages would be adequate to handle the volume of stormwater from the additional 0.04 acre of impervious surface area; therefore, the project would not require new stormwater facilities and no impact would occur.

GAS AND ELECTRICITY

The pedestrian pathway does not include lighting and would not require gas or electric services; therefore, no impact would occur.

¹⁰³ Sewer Authority Mid-Coastside (SAM). 2019. *Sewer System Management Plan*. Available at: [https://samcleanswater.org/vertical/sites/%7B1307B359-C05A-436D-AC1C-9EB8D6FFB4A3%7D/uploads/Item_4D_Attachment_B_SSMP_2019\(2\).pdf](https://samcleanswater.org/vertical/sites/%7B1307B359-C05A-436D-AC1C-9EB8D6FFB4A3%7D/uploads/Item_4D_Attachment_B_SSMP_2019(2).pdf). Accessed April 22, 2021.

¹⁰⁴ San Francisco Regional Water Quality Control Board (RWQCB). 2015. Municipal Regional Stormwater NPDES Permit. Order No. R2-2015-0049. NPDES Permit No. CAS612008. Available at: <https://www.cleanwaterprogram.org/images/uploads/R2-2015-0049.pdf>. Accessed April 22, 2021.

¹⁰⁵ County of San Mateo. 2020. San Mateo Countywide Water Pollution Prevention Program. Construction Webpage. Available at: <https://www.flowstobay.org/construction>. Accessed April 22, 2022.

¹⁰⁶ City of Half Moon Bay. 2019. *City of Half Moon Bay Green Infrastructure Plan*. Available at: <https://www.half-moon-bay.ca.us/DocumentCenter/View/2305/HalfMoonBayGIPlan09-2019Final1>. Accessed April 23, 2021.

TELECOMMUNICATIONS

The pedestrian pathway would not require telecommunication services; therefore, no impact would occur.

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

As required by the California Department of Water Resources (DWR), CCWD has analyzed the long-term reliability and vulnerability of their water supplies and developed a combination of supply alternatives and conservation planning efforts to meet the water supply needs of their customers. CCWD has developed water supply estimates for normal year, single dry year, and multiple dry year scenarios. Table 2.19-1, CCWD Water Supply and Demand Estimates for Multiple Dry Years, shows the water balance for the first 3 years of a multiple dry year sequence under the *2015 Urban Water Management Plan*. This information is currently being updated for the *2020 Urban Water Management Plan*.¹⁰⁷ As shown in Table 2.19-1, with a reduction in demands as a result of water conservation during multiple dry years, CCWD's multiple dry year supplies are adequate to meet projected multiple dry year demand.¹⁰⁸

Table 2.19-1. CCWD Water Supply and Demand Estimates for Multiple Dry Years

Drought Year	Supply/Demand Totals ¹	2020	2025	2030	2035	2040
First Year	Supply Totals	787	787	787	787	787
	Demand Totals	671	661	648	669	692
	<i>Difference</i>	116	126	139	118	95
Second Year	Supply Totals	665	665	665	665	665
	Demand Totals	644	634	622	642	665
	<i>Difference</i>	21	31	43	23	0
Third Year	Supply Totals	637	637	637	637	637
	Demand Totals	617	608	596	615	637
	<i>Difference</i>	20	29	41	22	0

¹ All numbers are in million gallons per year.

Source: CCWD 2016, Table 7-7. Retail: Multiple Dry Years Supply and Demand Comparison (DWR Table 7-4).

The project would improve an existing pedestrian pathway. Construction activities would require a minimal amount of water for dust control and FDR mixing. Water would be delivered to the project site by water truck. Operation of the pathway would not use water; therefore, the project would not result in the need for expanded water treatment facilities, and no impact would occur.

¹⁰⁷ Coastside County Water District. 2021. *2020 Urban Water Management Plan, May 2021 Review Draft*. Available at: https://www.coastsidewater.org/reports_and_studies/Draft-2020-Updates-to-Urban-Water-Management-Plan.pdf. Accessed June 1, 2021.

¹⁰⁸ Coastside County Water District (CCWD). 2016. *2015 Urban Water Management Plan*. Available at: http://www.coastsidewater.org/reports_and_studies/2015-UWMP.pdf. Accessed April 22, 2021.

c. Would the project 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?

As discussed under Section 2.19.a, SAM receives average dry weather flow of approximately 1.5 MGD and has a wastewater treatment plant capacity of up to 4 MGD in average dry weather flow.¹⁰⁹ The improved pedestrian pathway would not produce wastewater; therefore, no impact would occur.

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

Solid waste pick-up is provided to the project area and City by Republic Services, which provides pickup of residential and commercial garbage, recyclable material, and organic waste, as well as motor oil, oil filters, and batteries. They also have drop-off locations for electronic waste and hazardous materials, including medications and paint.¹¹⁰

Solid waste goes to the Corinda Los Trancos Ox Mountain Sanitary Landfill for recycling, composting, and disposal. The landfill is permitted to receive 3,598 tons of waste per day and has an anticipated closure date of 2034.^{111,112} In the second quarter of 2019, the landfill received an average of 160,253 tons of solid waste (approximately 1,780 tons per day, or 49% of its permitted throughput).

CONSTRUCTION

Construction of the project would require removal of old asphalt, clearing and grubbing, and soils excavation resulting in approximately 12.1 cubic yards of debris to be hauled off-site for disposal. This would weigh between 12.7 tons and 14.5 tons, or between 0.35 percent and 0.40 percent of Ox Mountain Landfill's permitted daily tonnage. The project Contractor would be required to prepare and submit a Construction and Demolition Waste Management Plan to the City for review and approval. Under the plan, the project Contractor shall be required to identify types and amounts of materials that could feasibly be reused, salvaged, or recycled, and shall note the procedures intended to be used. The Waste Management Plan must be approved by the City prior to project construction.¹¹³ Therefore, impacts related to construction would be less than significant.

¹⁰⁹ Sewer Authority Mid-Coastside (SAM). 2019. *Sewer System Management Plan*. Available at: [https://samcleanswater.org/vertical/sites/%7B1307B359-C05A-436D-AC1C-9EB8D6FFB4A3%7D/uploads/Item_4D_Attachment_B_SSMP_2019\(2\).pdf](https://samcleanswater.org/vertical/sites/%7B1307B359-C05A-436D-AC1C-9EB8D6FFB4A3%7D/uploads/Item_4D_Attachment_B_SSMP_2019(2).pdf). Accessed April 26, 2021.

¹¹⁰ Republic Services. 2021. Republic Services of Half Moon Bay, CA Webpage. Available at: <https://www.republicservices.com/municipality/half-moon-bay-ca#resi>. Accessed April 26, 2021.

¹¹¹ Asphalt or concrete construction debris is approximately 2,400 pounds per cubic yard. Dry earth construction debris is approximately 2,100 pounds per cubic yard. Reference: CalRecycle. 2018. *Solid Waste Cleanup Program Weights and Volumes for Project Estimates*. Available at: <https://www.calrecycle.ca.gov/swfacilities/cdi/tools/calculations>. Accessed June 4, 2021.

¹¹² California Department of Resources Recycling and Recovery (CalRecycle). 2017. SWIS Facility Detail. Corinda Los Trancos (Ox Mtn) (41-AA-0002). Available at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223>. Accessed April 26, 2021.

¹¹³ City of Half Moon Bay. 2019. *Half Moon Bay Municipal Code. Chapter 14.50. Requirement for Construction and Demolition Waste Recycling*. Available at: <https://www.codepublishing.com/CA/HalfMoonBay/#1/HalfMoonBay14/HalfMoonBay1450.html#14.50>. Accessed April 26, 2021.

The landfill has a remaining capacity of approximately 45 million cubic yards and is expected to operate until 2034.¹¹⁴ The landfill would accept clean fill for daily cover, and would have adequate capacity to serve the construction phase of the project because the construction phase of the project would be temporary and would generate a limited amount of solid waste. Development of the required Waste Management Plan would further reduce this less-than-significant impact.

OPERATION

There are existing dumpsters at the Poplar Beach Parking Lot for use by recreational visitors. The project would widen an existing pedestrian pathway. Pathway use would not generate solid waste and the project would be unlikely to significantly increase the use of the pathway, the Coastal Trail or Poplar Beach; therefore, no operational impact would occur.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The City would be required to comply with all federal, State, and local ordinances for water, energy, and waste reduction and management, including, but not limited to, the City Municipal Code Chapter 14.50, Requirement for Construction and Demolition Waste Recycling; Waste Management Plan for construction debris; and SMCWPPP. Therefore, the project would comply with all federal, State, and local management and reduction statutes and regulations, and no impact would occur.

2.20 Wildfire

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

¹¹⁴ California Department of Resources Recycling and Recovery (CalRecycle). 2017. SWIS Facility Detail. Corinda Los Trancos (Ox Mtn) (41-AA-0002). Available at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223>. Accessed April 26, 2021.

Environmental Evaluation

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

A significant impact may occur if a project is located in proximity to wildland areas and would pose a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The project area is located on the flat coastal plain adjacent to the Pacific Ocean, and is not located in a State Responsibility Area (SRA) or VHFHSZ.¹¹⁵ The closest VHFHSZ is approximately 1.1 miles northeast of the project site, in the hilly terrain of the Santa Cruz Mountains.¹¹⁶ The project is also not located in a WUI, although the adjacent Arleta Park neighborhood is located in a WUI.¹¹⁷ The project would replace and widen an existing asphalt pedestrian pathway. It would improve safety for pedestrian users since the existing pathway has multiple cracks and holes. Therefore, it would not substantially impair an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The project area is located on the flat coastal plain adjacent to the Pacific Ocean, approximately 1.1 miles from the nearest VHFHSZ,¹¹⁸ and adjacent to a WUI.¹¹⁹ The project would replace and widen an existing asphalt pedestrian pathway. It would not add any elements that would exacerbate wildfire risk and would not be occupied; therefore, it would not expose project occupants to fire hazards, and no impact would occur.

¹¹⁵ California Department of Forestry and Fire Protection (CAL FIRE). 2007. Very High Fire Severity Zones in Local Responsibility Areas. Half Moon Bay. Available at: https://osfm.fire.ca.gov/media/5983/half_moon_bay.pdf. Accessed April 27, 2021.

¹¹⁶ Cal FIRE. 2007. Fire Hazard Severity Zones in State Responsibility Areas. San Mateo County. Available at: https://osfm.fire.ca.gov/media/6802/fhszs_map41.pdf. Accessed April 27, 2021.

¹¹⁷ Association of Bay Area Governments (ABAG). 2020. Wildland-Urban Interface Fire Threat Interactive Map. Available at: <https://mtc.maps.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=d45bf08448354073a26675776f2d09cb&layerId=0>. Accessed April 27, 2021.

¹¹⁸ CAL FIRE. 2007. Very High Fire Severity Zones in Local Responsibility Areas. Half Moon Bay. Available at: https://osfm.fire.ca.gov/media/5983/half_moon_bay.pdf. Accessed April 27, 2021.

¹¹⁹ ABAG. 2020. Wildland-Urban Interface Fire Threat Interactive Map. Available at: <https://mtc.maps.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=d45bf08448354073a26675776f2d09cb&layerId=0>. Accessed April 27, 2021.

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project area is located on the flat coastal plain adjacent to the Pacific Ocean, approximately 1.1 miles from the nearest VHFHSZ,¹²⁰ and adjacent to a WUI.¹²¹ The project is an infrastructure project that would replace and widen an existing asphalt pedestrian pathway. The project would not require the installation or maintenance of any other new infrastructure; therefore, no impact would occur.

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project area is located on the flat coastal plain adjacent to the Pacific Ocean, is located approximately 1.1 miles from the nearest VHFHSZ, and is not directly downslope.¹²² The project is also located adjacent to a WUI.¹²³ The project is an infrastructure project that would replace and widen an existing asphalt pedestrian pathway. Therefore, the project would not expose people or structures to significant risks as a result of post-fire instability including downslope or downstream flooding or landslides, and no impact would occur.

2.21 Mandatory Findings of Significance

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¹²⁰ CAL FIRE. 2007. Very High Fire Severity Zones in Local Responsibility Areas. Half Moon Bay. Available at: https://osfm.fire.ca.gov/media/5983/half_moon_bay.pdf. Accessed April 27, 2021.

¹²¹ ABAG. 2020. Wildland-Urban Interface Fire Threat Interactive Map. Available at: <https://mtc.maps.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=d45bf08448354073a26675776f2d09cb&layerId=0>. Accessed April 27, 2021.

¹²² California Department of Forestry and Fire Protection (CAL FIRE). 2007. Very High Fire Severity Zones in Local Responsibility Areas. Half Moon Bay. Available at: https://osfm.fire.ca.gov/media/5983/half_moon_bay.pdf. Accessed April 27, 2021.

¹²³ Association of Bay Area Governments (ABAG). 2020. Wildland-Urban Interface Fire Threat Interactive Map. Available at: <https://mtc.maps.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=d45bf08448354073a26675776f2d09cb&layerId=0>. Accessed April 27, 2021.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The project site is located west of a developed residential area of the City adjacent to the Pacific Ocean and includes an existing pathway and surrounding undeveloped lands. The habitat surrounding the work area consists of asphalted roadways, a residential community, and undeveloped land. There are no sensitive habitats or known special-status species in the project footprint. Mitigation Measure BIO-1 would be implemented to protect plants and wildlife in the area, and Mitigation Measures BIO-2 through BIO-5 would be implemented to protect special-status plants, migrating reptiles and amphibians, wetlands, and nesting birds; therefore, the project would have a less-than-significant impact on biological resources. There are no known historic resources in the project area and Mitigation Measure CUL-1 would protect previously undiscovered historical resources; therefore, the project would have no impact on historic resources. The project would have a less-than-significant impact on archaeological resources, paleontological resources, and human remains with implementation of Mitigation Measures CUL-1, CUL-2, and TRI-1. As described in this document, the project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, impacts from the project would be less than significant with mitigation incorporated.

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?)

The project would have less-than significant construction impacts to aesthetics, air quality, biology, cultural resources, energy, geology and soils, GHGs, hazards, hydrology and water quality, land use, noise, recreation, traffic, tribal cultural resources, and utilities. Cumulative impacts are assessed as follows:

- **Aesthetics.** Temporary construction impacts to scenic resources and the visual character of a public view will be limited to the area west of Arleta Park and the vicinity of Poplar Beach. Construction impacts will be short-term and temporary, lasting 1 to 2 months, and will be limited

to the imposition of construction vehicles and equipment on the area. Because of the small size and limited duration of project construction, project construction would not add to cumulatively considerable impacts.

- Air Quality and GHG. according to the BAAQMD's CEQA Guidelines, if a projects emissions levels exceed the identified significance thresholds for air quality and GHGs, the emissions would be cumulatively considerable. Construction emissions for the project will not exceed BAAQMD thresholds of significance. Therefore, construction impacts would not be cumulatively considerable.
- Biological Resources. The project could have potentially significant impacts to special status species, sensitive habitat, wetland and nesting birds. However, a biological monitor will be on site during construction and Mitigation Measures BIO-1 through BIO-5 identified for impacts to biological resources would fully mitigate all potentially significant biological impacts from construction to a less-than-significant level. Therefore, construction impacts to biological resources would not contribute to cumulatively considerable impacts.
- Cultural and Tribal Cultural Resources. As described in Section 2.5, Cultural Resources, there is no indication of any significant tribal or cultural resources located in the project area. The proposed project would require the cessation of construction activities following the discovery of any previously unidentified cultural resource. The potential impacts remaining after cessation of proposed project activities would be negligible and would not contribute to an incremental impact. Therefore, the project would not cause impacts that could be cumulatively considerable.
- Energy. There are no established thresholds of significance for construction-related energy use. Cumulative impacts on energy resources would occur if the proposed project would add to a substantial aggregation of impacts related to wasteful, inefficient, or unnecessary energy consumption or conflict with a state or local plan for renewable energy or efficiency. Projects in the County are required to comply with the BAAQMD and the California Green Buildings Standard to reduce construction-related GHG emissions which also reduces energy use. In addition, all projects in the County are required to comply with the County Waste Management Plan by recycling at least 65% of all construction waste or demolition material. Therefore, the project will not contribute to a cumulatively considerable impact on energy use.
- Geology and Soils. As described in Section 2.7, Geology and Soils, there is no indication of any paleontological resources located in the project area. The proposed project would require the cessation of construction activities following the discovery of any previously unidentified paleontological resource. The potential impacts remaining after cessation of proposed project activities would be negligible and would not contribute to an incremental impact. Therefore, the project would not cause impacts that could be cumulatively considerable.
- Hydrology and Water Quality. Project construction could cause runoff to adjacent ditches and vernal marsh that could violate water quality standards, and result in erosion or siltation. However, compliance with the SMCWPPP BMPs, which is a standard condition of approval, would prevent contaminated stormwater runoff from entering adjacent drainages. Therefore, project construction would not contribute to cumulative water quality impacts in adjacent drainages or vernal marsh.
- Land Use, Recreation and Traffic and Transportation. Project construction would have short-term, temporary impacts to Coastal Trail access and use in the project vicinity. The Coastal Trail would be utilized to allow construction equipment to access the portion of the Poplar Pedestrian Pathway west of the wooden bridge. During these periods, the Coastal Trail would be closed to

pedestrian use. However, these periods of closure would be short-term and temporary, would require a traffic control plan, and detours would be provided where feasible. The area of closure would be approximately 35 feet – from Poplar Street to the Poplar Pedestrian Pathway. Therefore, the closures would be short-term and extremely localized nature, would be provided with detours where feasible, and would not contribute to cumulative impacts to Coastal Trail use.

- **Noise.** Temporary noise impacts from project construction would be limited to the area of Arleta Park and the vicinity of Poplar Beach and construction hours will meet City requirements. Construction impacts will be short-term and temporary, lasting 1 to 2 months. Because of the temporary nature and short duration of project construction, project construction will not contribute to cumulatively considerable impacts.
- **Utilities and Service Systems.** Project construction would produce approximately 12.1 cubic yards of debris to be hauled off-site for disposal. The project Contractor would be required to identify types and amounts of materials that could feasibly be reused, salvaged, or recycled, and shall note the procedures intended to be used. The Waste Management Plan must be approved by the City prior to project construction.¹²⁴ Solid waste goes to the Corinda Los Trancos Ox Mountain Sanitary Landfill for recycling, composting, and disposal, which is permitted to receive 3,598 tons of waste per day.¹²⁵ The total amount of construction waste from the project will be vanishingly small, less than 0.01 percent of the tonnage received at Ox Mountain Landfill in second quarter of 2019. In addition, the project would comply with the County Waste Management Plan by recycling at least 65% of all construction waste or demolition material. Therefore, solid waste from project construction would not contribute to a cumulatively considerable impact.

Impacts of construction will be short-term and temporary, lasting 1 to 2 months. Given the small size of the project, its limited duration, and mitigation measures to reduce all potential impacts, the incremental construction effects of replacing an existing pedestrian pathway will not contribute to a cumulatively considerable impact.

Since the project is replacing pavement on an existing pathway and adding a minimal amount, approximately 1,700 square feet or 0.04 acre, of additional impervious surface, the project would have few permanent impacts. These would include stormwater runoff from an additional 0.04 acre of impervious pavement and loss of approximately 0.04 acre of ruderal/disturbed habitat. The project will improve the appearance and pedestrian safety of the existing Poplar Street Pedestrian Pathway, but will not otherwise alter its existing operational use. There is no flood hazard in the project area and the existing drainage ditches have adequate capacity to carry runoff from projected development of the plan area. Therefore, the additional runoff would not contribute to a cumulatively considerable impact. Ruderal/disturbed habitat is not sensitive habitat under the LCLUP, therefore, loss of this habitat is not an impact under CEQA and would not contribute to a cumulatively considerable impact.

¹²⁴ City of Half Moon Bay. 2019. *Half Moon Bay Municipal Code. Chapter 14.50. Requirement for Construction and Demolition Waste Recycling*. Available at: <https://www.codepublishing.com/CA/HalfMoonBay/#!/HalfMoonBay14/HalfMoonBay1450.html#14.50>. Accessed April 26, 2021.

¹²⁵ California Department of Resources Recycling and Recovery (CalRecycle). 2017. SWIS Facility Detail. Corinda Los Trancos (Ox Mtn) (41-AA-0002). Available at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223>. Accessed April 26, 2021.

c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the previous sections. Replacing and improving an existing pedestrian pathway is of benefit to the community. As described throughout this environmental impact analysis, with implementation of mitigation measures (where applicable), the project would not result in any significant impacts. Therefore, the project would not have the potential to result in substantial adverse effects on human beings, and impacts would be less than significant with mitigation incorporated.

CHAPTER 3. PREPARERS OF THE INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

3.1 Lead Agency

City of Half Moon Bay
Public Works Department
501 Main Street
Half Moon Bay, CA 94019

Jonathan Woo, Assistant Engineer

3.2 Project Applicant

City of Half Moon Bay

3.3 Environmental Consultants (CEQA)

SWCA Environmental Consultants
60 Stone Pine Road Suite 100
Half Moon Bay, CA 94019

Lincoln Allen, Project Manager/Senior Biologist
Juliet Bolding, Planner
Erika Sagrafena, Planning Team Lead
Jaimie Jones, Senior Technical Editor

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APPENDIX A

Preliminary Site Design Plans

CITY OF HALF MOON BAY

Poplar Pedestrian Pathway Reconstruction Project



501 Canal Blvd., Suite I
Richmond, Ca. 94804
(510) 215-3620 * Fax (510) 215-2898



POPLAR PEDESTRIAN PATHWAY PROJECT

OWNER



501 MAIN STREET
HALF MOON BAY
CA 94019

NO.	DATE	DESCRIPTION	CITY ENGINEER
-----	------	-------------	---------------

PROJECT NO: 561.04.55

DESIGNED BY: JV

DRAWN BY: SA

CHECKED BY: DATE:

DATE: 05/11/2021

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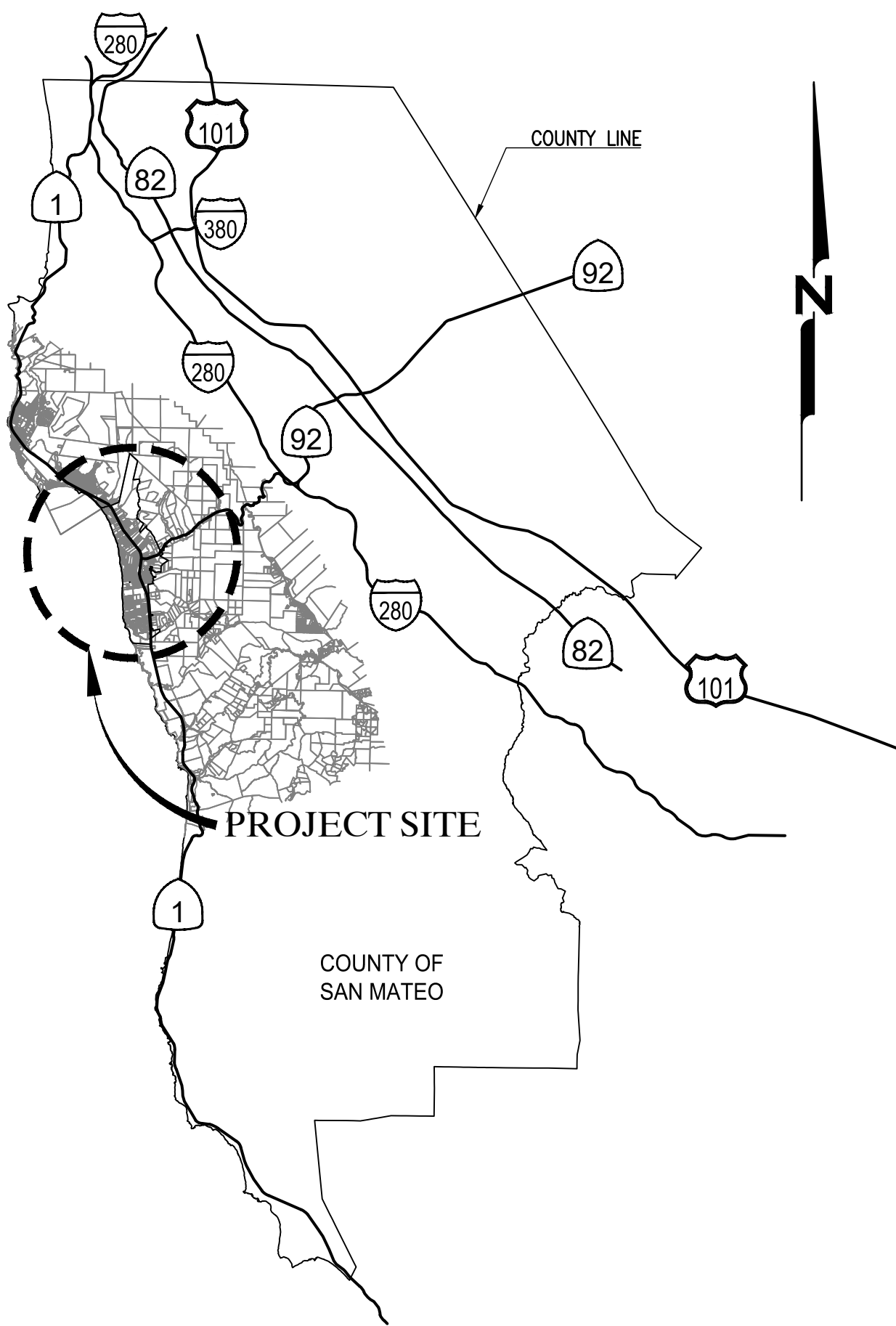
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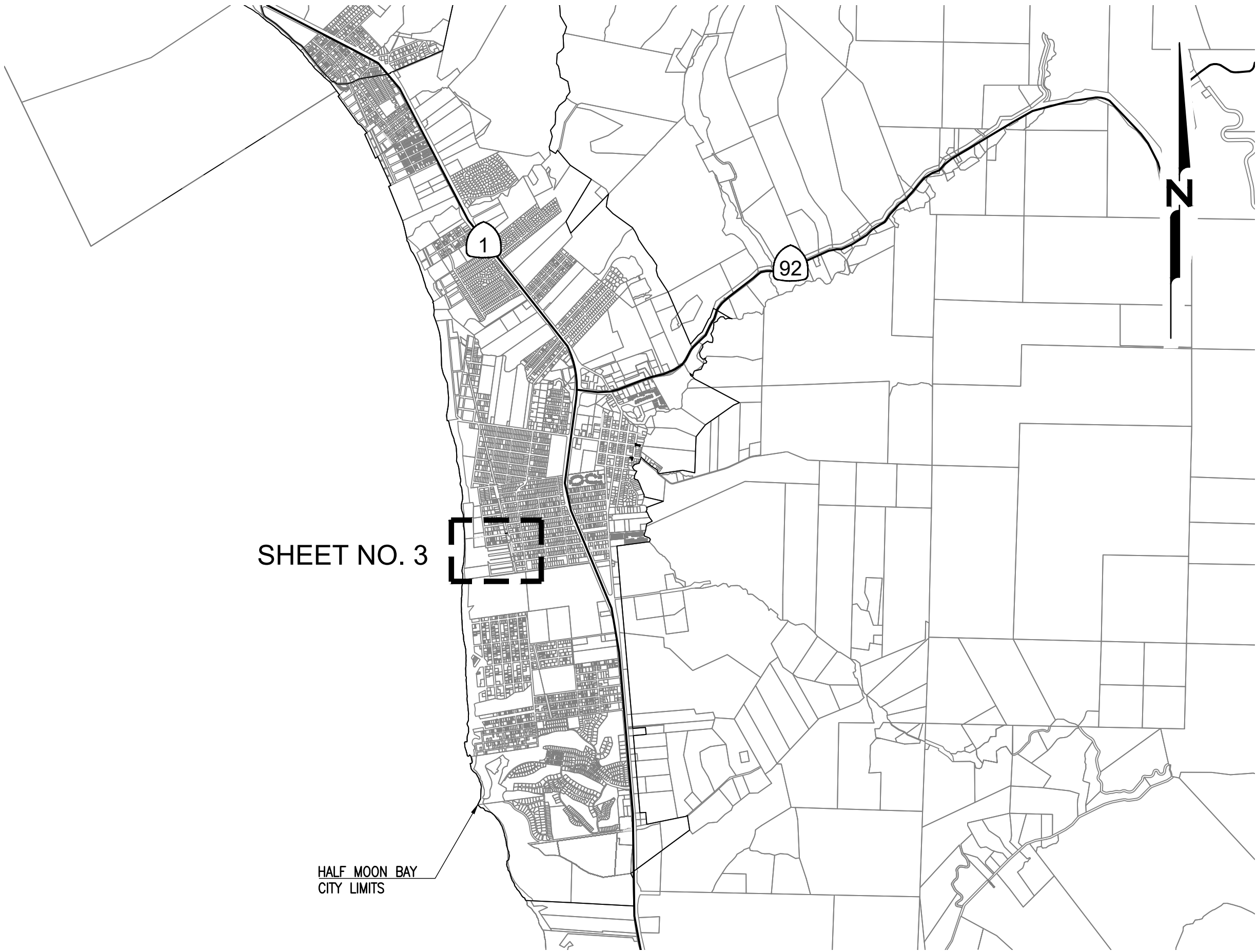
DRAWING

G1

SHEET 1 OF 5



VICINITY MAP
NOT TO SCALE



LOCATION MAP
NOT TO SCALE

PREPARED UNDER
THE DIRECTION OF:

JENNIFER VAN DYKE, P.E.
SENIOR ENGINEER, NCE

DATE

REVIEWED
BY:

JACK NORBERG, P.E.
PRINCIPAL, NCE

DATE

APPROVED
BY:

MAZIAR BOZORGINIA, P.E.
CITY ENGINEER, CITY OF HALF MOON BAY

DATE

Preliminary
05/13/2021 4:33:26 PM




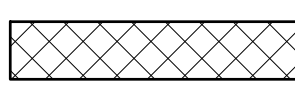
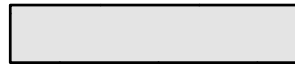


GENERAL NOTES


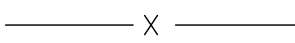
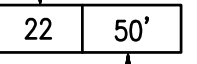
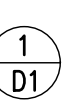
1. ALL DRAWINGS AND SPECIFICATIONS ARE CONSIDERED PART OF THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEW AND COORDINATION OF ALL DRAWINGS AND SPECIFICATIONS PRIOR TO START OF CONSTRUCTION. ANY DISCREPANCIES THAT OCCUR SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE START OF CONSTRUCTION SO THAT A CLARIFICATION MAY BE ISSUED. WORK NOT CONFORMING TO THE CONTRACT DOCUMENTS SHALL BE CORRECTED BY THE CONTRACTOR AT NO EXPENSE TO THE CITY.
2. DRAWING BASE MAP IS BASED ON A RIGHT-OF-WAY SURVEY PERFORMED BY A LICENSED LAND SURVEYOR (MOUNTAIN PACIFIC SURVEYS).
3. SPECIFIC NOTES AND DETAILS TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY LOCATIONS, ELEVATIONS, ETC. OF EXISTING FACILITIES AND TO IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY FIELD CONFLICTS.
5. TEMPORARY STORM DRAIN INLET PROTECTION SHALL BE CONSTRUCTED, INSTALLED, MAINTAINED AND REMOVED AT ALL DRAINAGE INLETS WITHIN THE BOUNDARIES OF THE PROJECT AND ADJACENT STORM DRAIN INLETS IMPACTED BY CONSTRUCTION RUNOFF. SEE THE PROJECT SPECIFICATIONS AND THE SAN MATEO COUNTY CONSTRUCTION BEST MANAGEMENT PRACTICES ON SHEET 5 FOR GUIDANCE.
6. ALL MATERIALS AND WORKMANSHIP SHALL FULLY CONFORM WITH THE SPECIFICATIONS, STANDARDS, AND ORDINANCES OF THE CITY OF HALF MOON BAY AND THE 2015 CALTRANS STANDARD SPECIFICATIONS (DATED SEPTEMBER 2, 2016), UNLESS OTHERWISE NOTED. STANDARD PLANS ARE AVAILABLE AT THE OFFICE OF THE ENGINEER.
7. CONTRACTOR SHALL MEET WITH CITY PRIOR TO START OF CONSTRUCTION. 48 HOURS NOTICE TO THE ENGINEER IS REQUIRED ON ALL INSPECTIONS.
8. CONTRACTOR IS RESPONSIBLE TO MAKE ALL ARRANGEMENTS FOR SITE INSPECTIONS AND ENSURE THAT ALL CURRENT STANDARDS FOR THE CITY AND CALTRANS ARE FOLLOWED PRIOR TO BEGINNING ANY PHASE OF CONSTRUCTION WORK.
9. CONTRACTOR SHALL VERIFY DIMENSIONS PRIOR TO START OF CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES OR INCONSISTENCIES.
10. INSPECTION REQUESTED BY THE CONTRACTOR SHALL BE COORDINATED 48 HOURS IN ADVANCE WITH THE ENGINEER. ARRANGEMENTS FOR ANY OVERTIME INSPECTION SERVICES AND PAYMENTS OF FEES FOR SAME SHOULD BE MADE 48 HOURS IN ADVANCE AND ARE SUBJECT TO INSPECTION AVAILABILITY AND APPROVAL BY THE ENGINEER.
11. THE CITY IS RESPONSIBLE FOR ARRANGEMENTS TO PAY FOR ALL MATERIAL TESTING REQUIRED FOR QUALITY ASSURANCE/ACCEPTANCE OF THIS PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SEE TO IT THAT ALL MATERIAL TESTING REQUIRED BY THE ENGINEER AND QUALITY CONTROL TESTING, PER THE TECHNICAL SPECIFICATIONS, IS PERFORMED. ENGINEER WILL ONLY PERFORM QUALITY ASSURANCE TESTING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER 24 HOURS IN ADVANCE OF QUALITY ASSURANCE TESTING TO ALLOW THE ENGINEER TO SCHEDULE MATERIAL TESTING LAB SAMPLING OR TESTING.
12. DUST CONTROL DURING ALL PHASES OF CONSTRUCTION IS THE RESPONSIBILITY OF THE CONTRACTOR. IT IS ALSO THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN GOOD HOUSEKEEPING WITHIN THE CONSTRUCTION AREA AND STAGING AREA.
13. WATER FOR DUST CONTROL AND USE FOR COMPACTION MAY BE PURCHASED FROM COASTSIDE COUNTY WATER DEPARTMENT (650) 726-4405, PRIOR TO THE START OF ANY WORK, AND IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PAY FOR ANY FEES OR DEPOSITS.
14. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT FOR APPROVAL THE PROPOSED ROUTE(S) FOR ALL CONSTRUCTION TRAFFIC RELATED TO THE PROJECT SITE. UPON APPROVAL, THE CONTRACTOR SHALL STRICTLY ADHERE TO THAT ROUTE(S) ONLY, UNLESS WRITTEN PERMISSION IS OBTAINED TO CHANGE THE ROUTE(S). IN ADDITION TO THE CONTRACTOR'S PROPOSED ROUTE(S), A SITE SPECIFIC DETOUR PLAN SHALL BE SUBMITTED FOR APPROVAL BY THE ENGINEER.
15. AS PART OF THEIR PRE-BID INSPECTION, BIDDERS SHALL NOTE THE TYPE AND LOCATION OF OVERHEAD UTILITIES IN THE PROPOSED WORK AREA. BIDDER'S PRICE SHALL INCLUDE PROVISIONS FOR WORKING IN AREAS WHERE UTILITIES EXIST AT THE TIME OF BIDDING, AND NO ADDITIONAL COMPENSATION IS ALLOWED.
16. THE CONTRACTOR SHALL MAINTAIN ACCESS TO RESIDENCES AND BUSINESSES AFFECTED BY THE PROJECT THROUGHOUT THE LIFE OF THE CONTRACT AS SPECIFIED IN THE TECHNICAL SPECIFICATIONS.
17. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES.
18. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICES ALERT (U.S.A.) 800-227-2600 (OR DIAL 811), A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO START OF ANY EXCAVATION OR DEMOLITION OF IMPROVEMENTS, SO THAT LINES CAN BE MARKED. CONTRACTOR SHALL EXERCISE CARE DURING EXCAVATION OR DEMOLITION, PARTICULARLY IN LOCATIONS WITH UTILITIES THAT WILL REMAIN IN SERVICE.
19. ANY DAMAGE TO THE EXISTING FACILITIES INCLUDING TREES, LANDSCAPING, IRRIGATION, FENCES, WALLS, SIDEWALK, MAILBOXES, UTILITIES, AND OTHER PAVEMENT SURFACES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE. CONTRACTOR SHALL RESTORE ANY AND ALL PAVEMENT AND OTHER FACILITIES OUTSIDE LIMITS OF WORK AFFECTED BY THE CONSTRUCTION OPERATIONS AT NO ADDITIONAL COST. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VIDEOTAPE OR DOCUMENT EXISTING CONDITIONS PRIOR TO START OF WORK TO SUBSTANTIATE ANY PREVIOUS DAMAGE, ETC.; COPIES OF WHICH SHALL BE PROVIDED TO THE ENGINEER.
20. IT IS THE CONTRACTORS RESPONSIBILITY TO PROTECT THEIR WORK AREA FROM DAMAGE. TRENCH PLATES OR OTHER PROTECTION MAY BE REQUIRED FOR PCC WORK.
21. SURVEY MONUMENTS SHALL ONLY BE RESET BY A REGISTERED CIVIL ENGINEER OR LICENSED LAND SURVEYOR AT THE DIRECTION OF THE ENGINEER.
22. STRIPING AND MARKINGS IN ROADWAYS SHALL BE THERMOPLASTIC. BLUE REFLECTIVE FIRE HYDRANT MARKERS SHALL BE SET 6" OFF THE STREET CENTERLINE OR CENTERLINE STRIPING, UNLESS OTHERWISE NOTED.
23. TRAFFIC CONTROL DURING CONSTRUCTION SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGMEN, AND OTHER DEVICES TO PROVIDE FOR SAFE PASSAGE OF PUBLIC VEHICULAR AND PEDESTRIAN TRAFFIC IN ACCORDANCE WITH CA MUTCD.
24. TYPICAL DETAILS REFERRED TO ON THESE DRAWINGS ARE FROM THE LATEST VERSIONS OF THE CITY STANDARD PLANS AND CALTRANS STANDARD PLANS.
25. CONTRACTOR SHALL POSSESS A VALID CLASS 'A' LICENSE AT THE TIME OF AWARD OF THE CONTRACT.
26. CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A 3 WEEK LOOK AHEAD SCHEDULE AT WEEKLY MEETINGS; AND DAILY SCHEDULE OF PLANNED WORK A MINIMUM OF 24 HOURS IN ADVANCE.

LEGEND – CIVIL DESIGN SHEETS

PROPOSED FEATURES



KEL-1



PAVEMENT RECONSTRUCTION

REGRADE SHOULDER

KEYNOTE: – UTILITY COVERS

KEYNOTE: – TRAFFIC STRIPING & LOOPS

NCE BORING LOCATION

DETAIL IDENTIFICATION NUMBER

DRAWING NUMBER ON WHICH DETAIL IS DRAWN
























CALTRANS STRIPING DETAIL NUMBER

LENGTH OR QUANTITY OF STRIPE/SYMBOL MEASURED BETWEEN MATCH LINES

EXCLUSION FENCING

BOX TREES

EXISTING FEATURES



EDGE OF PAVEMENT

SANITARY SEWER

STORM DRAIN

ELECTRIC

WATER

GAS

SANITARY SEWER CLEAN OUT

STORM DRAIN MANHOLE

STORM DRAIN INLET

TELECOMMUNICATION MANHOLE

WATER METER

WATER VALVE

FIRE HYDRANT

GAS VALVE

SURVEY MONUMENT

SANITARY SEWER MANHOLE

ELECTROLIER/STREET LIGHT

UTILITY POLE

TRAFFIC SIGNAL BOX

MAIL BOX

SIGN

ABBREVIATIONS

NOT ALL ABBREVIATIONS LISTED ARE USED IN THESE PLANS

AB _____ AGGREGATE BASE

AC _____ ASPHALT CONCRETE

⊙ _____ AT

APPROX. _____ APPROXIMATE

AVG. _____ AVERAGE

BC _____ BEGIN CURVE

BMP _____ BEST MANAGEMENT PRACTICES

CA _____ CALIFORNIA

CATV _____ CABLE/TELEVISION

C&G _____ CURB AND GUTTER

CB _____ CATCH BASIN

CF _____ CUBIC FEET

CIR _____ COLD IN-PLACE RECYCLING

CL _____ CENTERLINE

CLR _____ CLEAR

COMM _____ COMMUNICATION

CONC _____ CONCRETE

CONST _____ CONSTRUCT

CY _____ CUBIC YARD

* OR DEG _____ DEGREE(S)

DI _____ DROP INLET

⌀ OR DIA. _____ DIAMETER

DIR _____ DIRECTION

DWG _____ DRAWING

DWS _____ DETECTABLE WARNING SURFACE

DW, DWY _____ DRIVEWAY

E _____ EAST

EA _____ EACH

EB _____ EASTBOUND

EC _____ END CURVE

EG _____ EXISTING GRADE

ELEC _____ ELECTRIC

EP _____ EDGE OF PAVEMENT

EL _____ ELEVATION

(E) or EX _____ EXISTING

ES _____ EDGE OF SHOULDER

FH _____ FIRE HYDRANT

FG _____ FINISH GRADE

FFC _____ FRONT FACE CURB

FL _____ FLOWLINE

FT or ' _____ FOOT, FEET

G _____ GAS

GV _____ GATE VALVE

GB _____ GRADE BREAK

HMA _____ HOT MIXED ASPHALT

ID _____ IDENTIFICATION

IN. or " _____ INCH

INT _____ INTERSECTION

ISA _____ INTERNATIONAL SYMBOL OF ACCESSIBILITY

LEN _____ LENGTH

LF _____ LINEAR FEET

LS _____ LUMP SUM

MH _____ MANHOLE

MAX _____ MAXIMUM

MDD _____ MAXIMUM DRY DENSITY

MIN _____ MINIMUM

MISC _____ MISCELLANEOUS

MON _____ MONUMENT

MUTCD _____ MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

N _____ NORTH

(N) _____ NEW

N/O _____ NORTH OF

NIC _____ NOT IN CONTRACT

N.T.S. _____ NOT TO SCALE

OR NO. _____ NUMBER

O.C. _____ ON CENTER

O.D. _____ OUTER DIAMETER

OFF _____ OFFSET

OPP _____ OPPOSITE

± _____ PLUS OR MINUS

PT. _____ POINT

PCC _____ PORTLAND CEMENT CONCRETE

P/MT _____ PAVEMENT

PSI _____ POUNDS PER SQUARE INCH

PL _____ PROPERTY LINE

(P) _____ PROPOSED

R _____ RADIUS

RC _____ RELATIVE COMPACTION

RHMA _____ RUBBERIZED HOT MIX ASPHALT

ROW _____ RIGHT-OF-WAY

S _____ SLOPE, SOUTH

SAMI-R _____ STRESS ABSORBING MEMBRANE

INTERLAYERS (RUBBERIZED)

SD _____ STORM DRAIN

SDMH _____ STORM DRAIN MANHOLE

SF _____ SQUARE FOOT/FEET

SS _____ SANITARY SEWER

SSMH _____ SANITARY SEWER MANHOLE

SSCO _____ SANITARY SEWER CLEAN OUT

STD _____ STANDARD

STA _____ STATION

SW _____ SIDEWALK

SY _____ SQUARE YARD

TBC _____ TOP BACK CURB

TBX _____ TELECOMMUNICATIONS BOX

TC _____ TOP OF CURB

TEMP _____ TEMPORARY

TP _____ THERMOPLASTIC

TYP _____ TYPICAL

U/G _____ UNDERGROUND

VG _____ VALLEY GUTTER

W _____ WATER, WEST

WL _____ WATERLINE

W/ _____ WITH

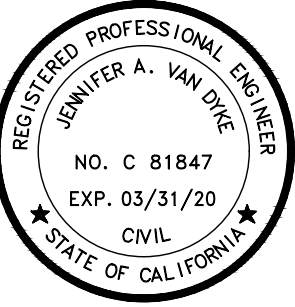
WM _____ WATER METER

WV _____ WATER VALVE

WB _____ WESTBOUND



501 Canal Blvd., Suite I
Richmond, Ca. 94804
(510) 215-3620 * Fax (510) 215-2898



POPLAR
PEDESTRIAN
PATHWAY
PROJECT

OWNER



501 MAIN STREET
HALF MOON BAY
CA 94019

NO.	DATE	DESCRIPTION	CITY ENGINEER
-----	------	-------------	---------------

PROJECT NO: 561.04.55

DESIGNED BY: JV

DRAWN BY: SA

CHECKED BY: DATE:

DATE: 05/11/2021

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SHEET TITLE

NOTES, LEGEND, AND
ABBREVIATIONS

DRAWING

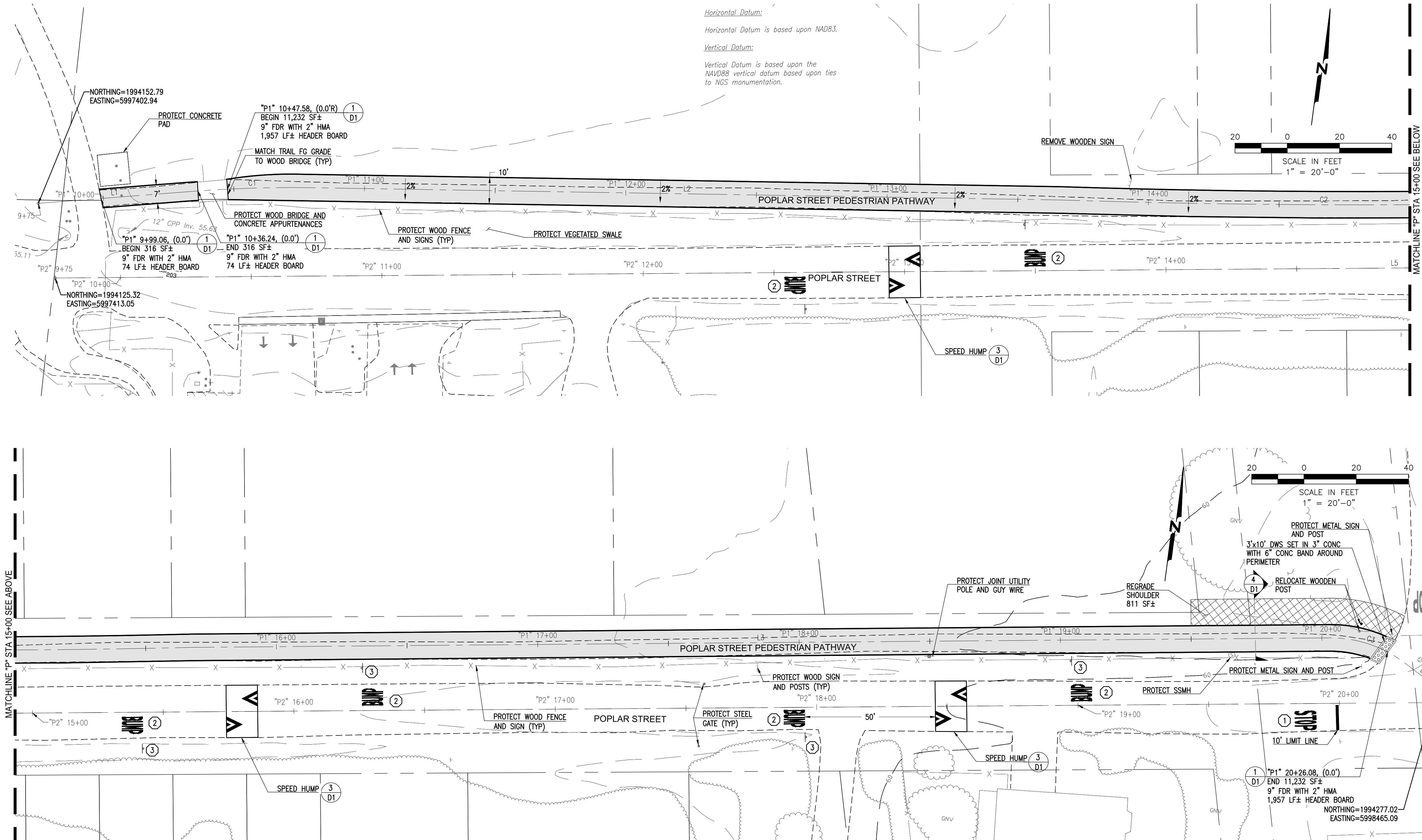
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SHEET 2 OF 5



Know what's below.
Call before you dig.

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NOTES:
1. SAWCUT PAVEMENT AT LIMIT OF WORK.

- STRIPING KEYNOTES:
- ① INSTALL CALTRANS PAVEMENT MARKING "STOP"
 - ② INSTALL CALTRANS PAVEMENT MARKING "BUMP"
 - ③ INSTALL W17-1 AND R2-1 SIGNS

"P1" ALIGNMENT TABLE			
NUMBER	RADIUS	LENGTH	LINE/CHORD DIRECTION
L1		58.38	N78° 03' 16.06"E
C1	500.00	47.10	N80° 45' 11.31"E
L2		286.01	N83° 27' 06.56"E
C2	3566.17	201.19	N82° 44' 31.53"E
L3		435.41	N82° 01' 56.50"E
C3	46.50	30.57	S79° 04' 22.65"E
L4		16.34	S60° 14' 22.99"E

"P2" ALIGNMENT TABLE			
NUMBER	RADIUS	LENGTH	LINE/CHORD DIRECTION
L5		1025.00	N82° 05' 03.79"E

100% SUBMITTAL
PRELIMINARY
FOR REVIEW
NOT FOR CONSTRUCTION
DATE: 05/11/2021



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(510) 215-3620 * Fax (510) 215-2898

POPLAR PEDESTRIAN PATHWAY PROJECT

OWNER

501 MAIN STREET
HALF MOON BAY
CA 94019

NO.	DATE	DESCRIPTION	CITY ENGINEER

PROJECT NO: 561.04.55

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DRAWN BY: SA

CHECKED BY: DATE:

DATE: 05/11/2021

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SHEET TITLE

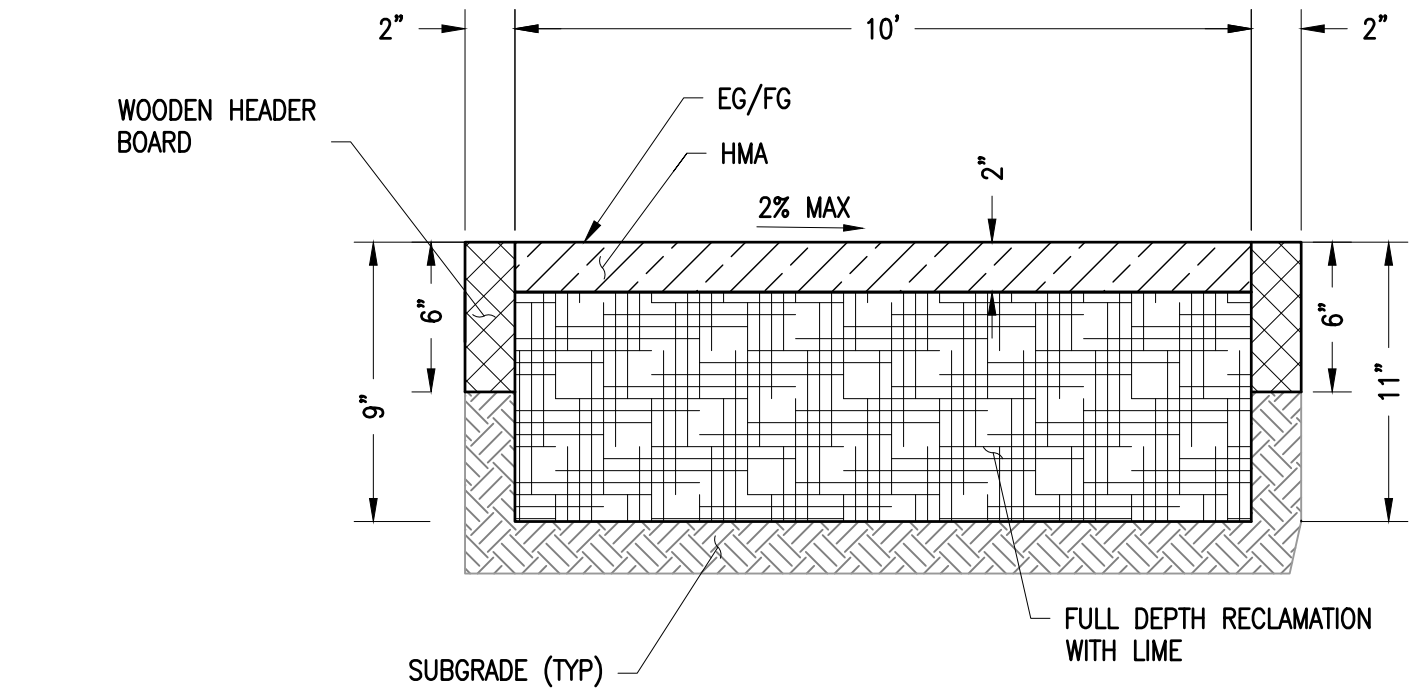
POPLAR ST PED PATH, P
9+75 TO P 20+50

DRAWING

C1

SHEET 3 OF 5

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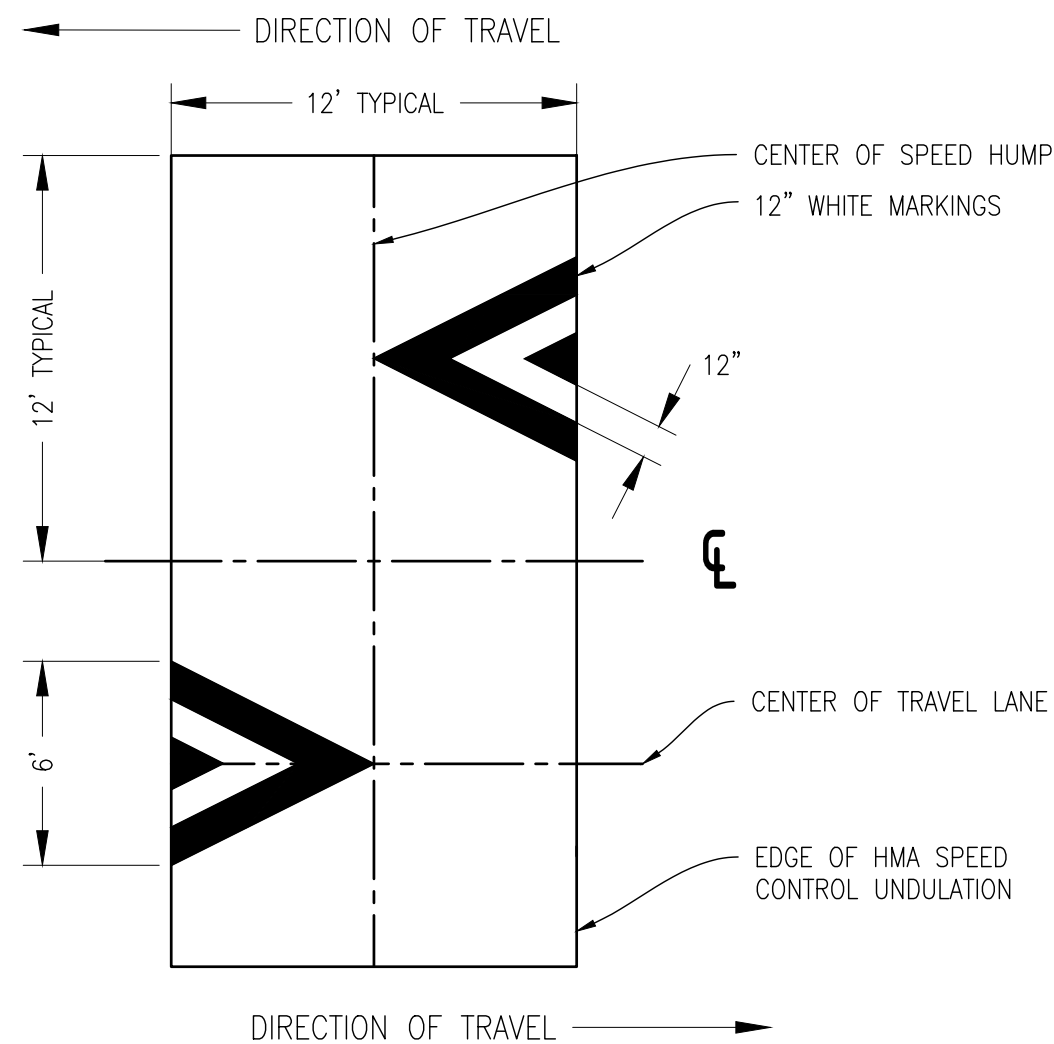


1
D1

TYPICAL PAVEMENT SECTION
POPLAR STREET PEDESTRIAN PATHWAY
N.T.S.

NOTES:

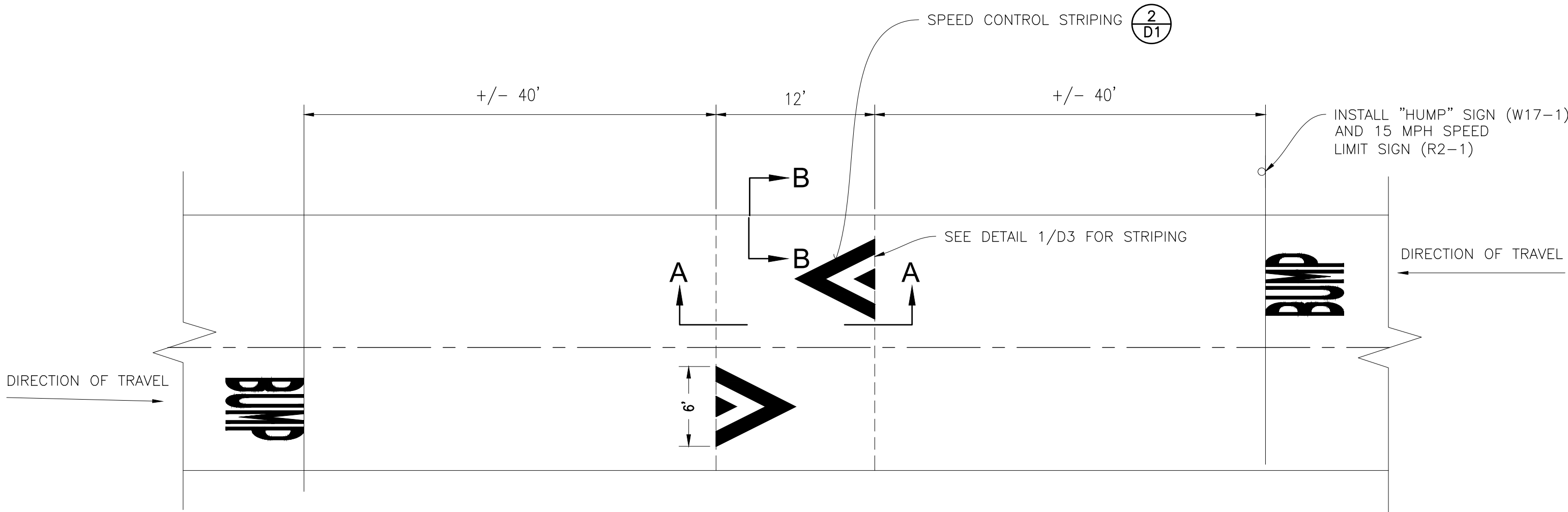
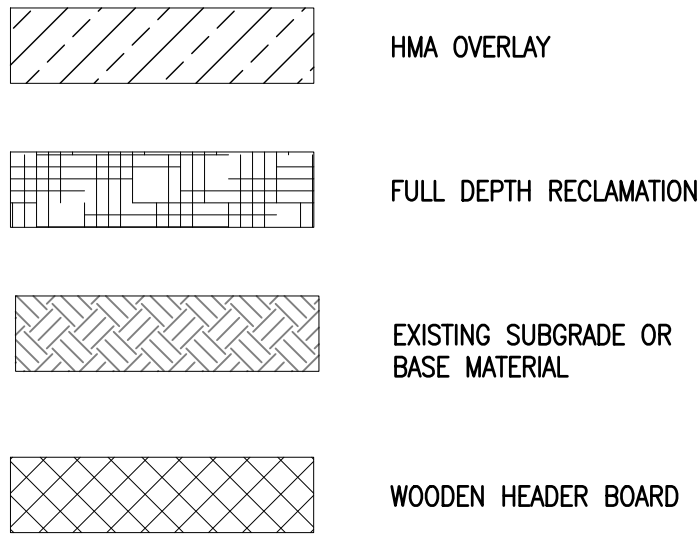
- PULVERIZE AC, AB, AND SUBGRADE AND APPLY LIME TREATMENT WITH FDR PROCESS, PER THE TECHNICAL SPECIFICATIONS, TO PRODUCE FINISHED PAVEMENT SECTION GRADES AND TOTAL FDR THICKNESS OF 11 INCHES. REMOVE TOP 2 INCHES OF FDR SECTION TO ACCOMMODATE PROPOSED HMA PAVEMENT SECTION, PER PLAN. HMA PAVEMENT SECTION WILL BE PLACED ON FINISHED FDR SURFACE, PER THE TECHNICAL SPECIFICATIONS.
- TACK COAT SHALL BE APPLIED TO ALL PAVEMENT SURFACES PRIOR TO PLACEMENT OF EACH LIFT OF NEW ASPHALT CONCRETE.
- NO PAVEMENT BORES WERE COLLECTED ON PEDESTRIAN PATHWAY.



2
D1

CA MUTCD
SPEED CONTROL UNDULATION STRIPING
N.T.S.

LEGEND – PAVING DETAIL SHEETS

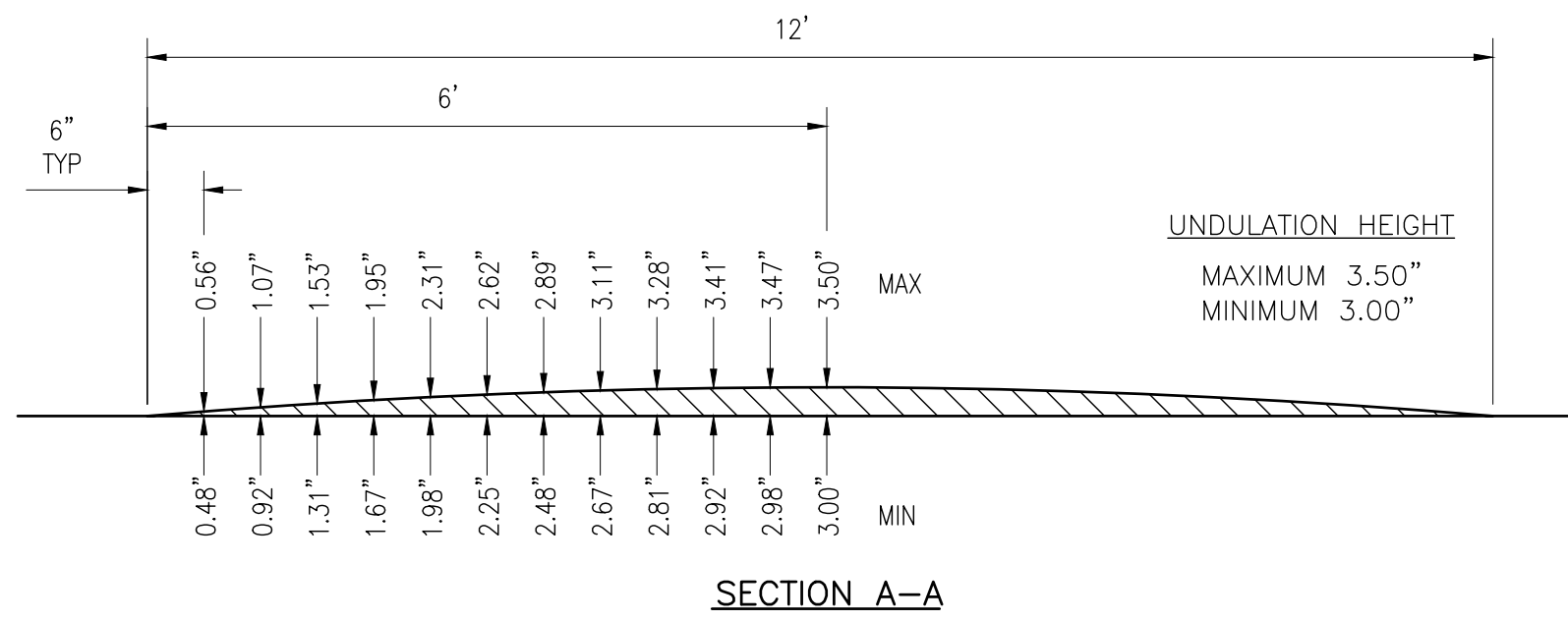


PLAN

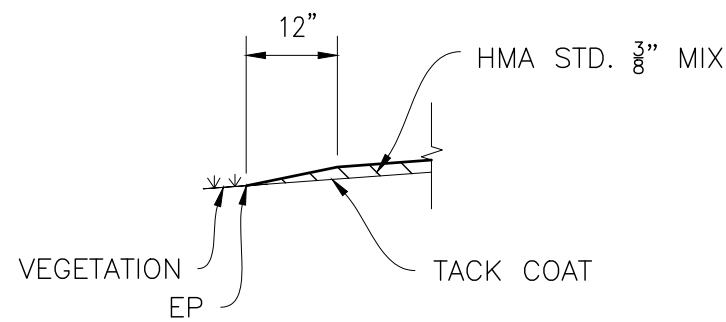
INSTALL "HUMP" SIGN (W17-1) AND 15 MPH SPEED LIMIT SIGN (R2-1)

VEGETATED SWALE

EXISTING WOOD FENCE



SECTION A-A



SECTION B-B

3
D1

SPEED CONTROL UNDULATION
N.T.S.

NOTE:

- ALL MARKINGS AND SIGNS SHALL BE REFLECTIVE.
- UNDULATION MUST BE INSTALLED IN A WORKMANLIKE MANNER.
- STRIPING AND PAVEMENT LEGENDS MUST BE INSTALLED IMMEDIATELY AFTER CONSTRUCTING UNDULATIONS.
- SEE STRIPING DETAIL 2/46 FOR STRIPING OF SPEED CONTROL UNDULATION.
- CITY TRAFFIC ENGINEER MUST APPROVE LAYOUT PRIOR TO CONSTRUCTION AND VERIFY INSTALLATION UPON COMPLETION.

4
D1

SHOULDER GRADING FOR ADA COMPLIANCE
N.T.S.

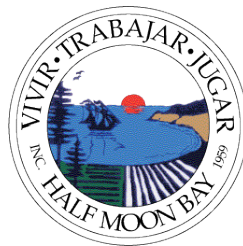


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CHECKED BY: DATE:

DATE: 05/11/2021

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DETAILS

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D1

SHEET 4 OF 5



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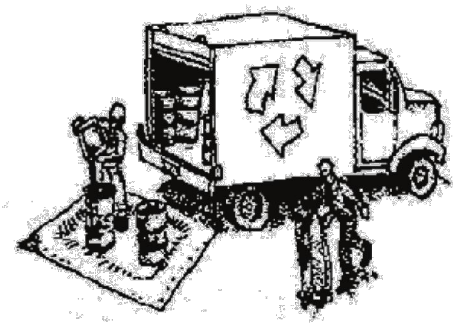
File: E:\Active Projects\Half Moon Bay - 561\5611155 - Repair Street Pathway\561\CAD\Sheet\2 D1 - DETAIL.dwg | Layout: D2 | Printed: May 11, 2024 @ 3:55pm | 10.54x22.04 (US Tech)



Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management



Non-Hazardous Materials

- ❑ Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- ❑ Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials

- ❑ Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- ❑ Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- ❑ Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- ❑ Arrange for appropriate disposal of all hazardous wastes.

Waste Management

- ❑ Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- ❑ Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- ❑ Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- ❑ Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
- ❑ Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter

- ❑ Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- ❑ Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control



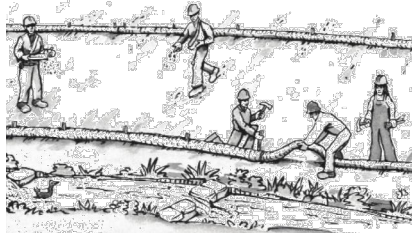
Maintenance and Parking

- ❑ Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- ❑ Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- ❑ If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- ❑ If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- ❑ Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

Spill Prevention and Control

- ❑ Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- ❑ Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- ❑ Clean up spills or leaks immediately and dispose of cleanup materials properly.
- ❑ Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- ❑ Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- ❑ Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- ❑ Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthmoving

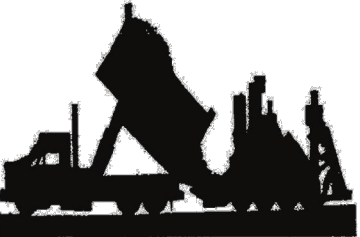


- ❑ Schedule grading and excavation work during dry weather.
- ❑ Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- ❑ Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- ❑ Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- ❑ Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

Contaminated Soils

- ❑ If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
 - Unusual soil conditions, discoloration, or odor.
 - Abandoned underground tanks.
 - Abandoned wells
 - Buried barrels, debris, or trash.

Paving/Asphalt Work



- ❑ Avoid paving and seal coating in wet weather or when rain is forecast, and prevent materials that have not cured from contacting stormwater runoff.
- ❑ Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- ❑ Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- ❑ Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal

- ❑ Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ❑ Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- ❑ If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application



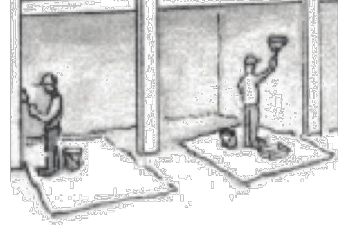
- ❑ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ❑ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- ❑ When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping



- ❑ Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- ❑ Stack bagged material on pallets and under cover.
- ❑ Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

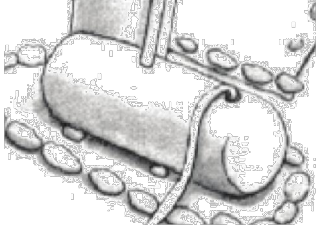
Painting & Paint Removal



Painting Cleanup and Removal

- ❑ Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- ❑ For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- ❑ For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- ❑ Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- ❑ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

Dewatering



- ❑ Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- ❑ Divert run-on water from offsite away from all disturbed areas.
- ❑ When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- ❑ In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

1
D2

CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP'S)

N.T.S.

SOURCE: SAN MATEO COUNTY WIDE WATER POLLUTION PREVENTION PROGRAM, JUNE 2014.



501 Canal Blvd., Suite I
Richmond, Ca. 94804
(510) 215-3620 * Fax (510) 215-2898



POPLAR PEDESTRIAN PATHWAY PROJECT

OWNER



501 MAIN STREET
HALF MOON BAY
CA 94019

NO.	DATE	DESCRIPTION	CITY ENGINEER

PROJECT NO: 561.04.55

DESIGNED BY: JV

DRAWN BY: SA

CHECKED BY: DATE:

DATE: 05/11/2021

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APPENDIX B

Biological Resources Evaluation for the Poplar Street Pedestrian Pathway Project Half Moon Bay, San Mateo County, California

The logo for the San West Coast Audubon Society (SWCA) is positioned vertically on the left side of the page. It consists of the letters 'S', 'W', 'C', and 'A' in a large, stylized, light blue font, stacked one above the other.

Biological Resources Evaluation for the Poplar Street Pedestrian Pathway Project, Half Moon Bay, San Mateo County, California

APRIL 2021

PREPARED FOR
City of Half Moon Bay

PREPARED BY
SWCA Environmental Consultants

**BIOLOGICAL RESOURCES EVALUATION FOR THE
POPLAR STREET PEDESTRIAN PATHWAY PROJECT,
HALF MOON BAY, SAN MATEO COUNTY, CALIFORNIA**

Prepared for

City of Half Moon Bay
501 Main Street
Half Moon Bay, California 94019
Attn: Maziar Bozorginia, City Engineer

Prepared by

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60 Stone Pine Road Suite 100
Half Moon Bay, California 94019
(650) 440-4160
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SWCA Project No. 65276

April 2021

EXECUTIVE SUMMARY

The City of Half Moon Bay (City) is proposing the Poplar Street Pedestrian Pathway Project (Project), which includes removing an existing paved pedestrian pathway that is in need of replacement, widening the pathway from its current width of 8 feet to a maximum width of 12 feet, and installing a new paved surface for the pathway between approximately Railroad Boulevard and the Half Moon Bay Coastal Trail in the City of Half Moon Bay, San Mateo County, California.

The City retained SWCA Environmental Consultants (SWCA) to provide environmental support services, including conducting a biological resources survey and preparing a Biological Resources Evaluation (BRE), in support of the Project. The purpose of this BRE is to document the biological resources within the Project biological study area (BSA). For the purposes of this report, the BSA consists of the Project footprint (Project area) and an adjacent 200-foot buffer. SWCA conducted a literature review of existing sources of information regarding occurrences of special-status species and sensitive resources near the BSA. One field survey was conducted within the BSA to document biological resources, including special-status plant and wildlife species, potentially jurisdictional wetlands and other waters, and Coastal Resource Areas (CRAs) as defined by the City of Half Moon Bay Zoning Code and Land Use Plan.

Based on the results of the literature review and field surveys, the BSA contains non-native grassland, northern coastal scrub, and vernal marsh areas—which would be considered jurisdictional under the California Coastal Commission and sensitive CRAs. One intermittent roadside drainage ditch occurs immediately south of and parallel to the Project area. Additionally, one drainage swale occurs at the west end of the Project area, where it extends beneath an existing wooden bridge that bisects the pedestrian path. Due to the characteristics of the ditch and swale, these conveyances are likely not considered jurisdictional under the U.S. Army Corps of Engineers (USACE) or California Department of Fish and Wildlife (CDFW), but may be under the jurisdiction of the Regional Water Quality Control Board (RWQCB).

The BSA also has potential to support three special-status plant species—Choris' popcorn flower (*Plagiobothrys chorisianus* var. *chorisianus*), coastal marsh milk-vetch (*Astragalus pycnostachyus* var. *pycnostachyus*), and perennial goldfields (*Lasthenia californica* ssp. *macrantha*)—and two special-status wildlife species—California red-legged frog (*Rana draytonii*) and San Francisco garter snake (*Thamnophis sirtalis tetrataenia*). U.S. Fish and Wildlife Service (USFWS)-designated critical habitat for California red-legged frog and western snowy plover (*Charadrius alexandrinus nivosus*) is located approximately 1.5 miles northeast and 0.7 mile north, respectively, of the BSA; however, no critical habitat is located within the BSA. Non-native grassland, coastal scrub, and vernal marsh habitat observed in the BSA provide suitable nesting and foraging habitat for nesting birds covered under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGF).

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1 INTRODUCTION

1.1 Purpose of Biological Resources Evaluation

This Biological Resources Evaluation (BRE) has been prepared by SWCA Environmental Consultants (SWCA) at the request of the City of Half Moon Bay (City). The intent of this report is to identify sensitive biological resources and Coastal Resource Areas (CRAs), as defined by the City of Half Moon Bay Zoning Code (City Code) and Land Use Plan (LUP), that may be impacted by the development of the Poplar Street Pedestrian Pathway Project (Project). This report includes the results from a desktop review, literature search, and a field survey of the Project area, including areas within a 200-foot buffer, referred to hereafter as the biological study area (BSA).

1.2 Project Location and Description

The Project is located at approximately Latitude 37.455640° and Longitude -122.442324 ° in Half Moon Bay, San Mateo County, California (Figure 1) within the Half Moon Bay, California U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle map. Specifically, the Project is located along an area that is just north of Poplar Street and approximately 2,000 feet west of Highway 1 and 300 feet east of the Pacific Ocean in the western portion of Half Moon Bay (see Figures 1 and 2). The entire city is located within the Coastal Zone, and the Project is located within the California Coastal Commission's appeals jurisdiction.

The Project involves the removal, widening, and replacement of an existing approximately 1,000-foot-long pedestrian pathway segment that extends in an east–west direction between Railroad Boulevard and the Half Moon Bay Trail along the top of the shoreline cliff that abuts the Pacific Ocean. The pathway is required to be replaced due to its current state of damage, which includes cracks in the pavement. Although numerous repairs have been made to the paved pathway, its current state requires that it be replaced entirely. For the purpose of staging equipment during construction, the Project will require an approximately 20 × 40-foot temporarily fenced area on existing paved surface within the existing public parking lot, located approximately 80 feet south of the Project area. However, no ground disturbance will occur within the staging area.

The BSA consists of a mix of non-native grasslands, ruderal/disturbed, developed areas (including residential properties and paved roadways), one roadside drainage ditch, two drainage swales, vernal marsh, and northern coastal scrub.

2 REGULATORY SETTING

2.1 Federal

2.1.1 *Clean Water Act*

The purpose of the Clean Water Act (CWA) (33 United States Code [USC] 1251 et seq.) is to “restore and maintain the chemical, physical, and biological integrity of the nation’s waters.” The U.S. Army Corps of Engineers (USACE) has the authority to permit the discharge of dredged or fill material in “waters of the U.S.” (WOTUS) under Section 404 of the CWA and to permit work and the placement of structures in navigable WOTUS under Sections 9 and 10 of the Rivers and Harbors Act (33 Code of Federal Regulations [CFR] 320–332).



Figure 1. Project vicinity map.

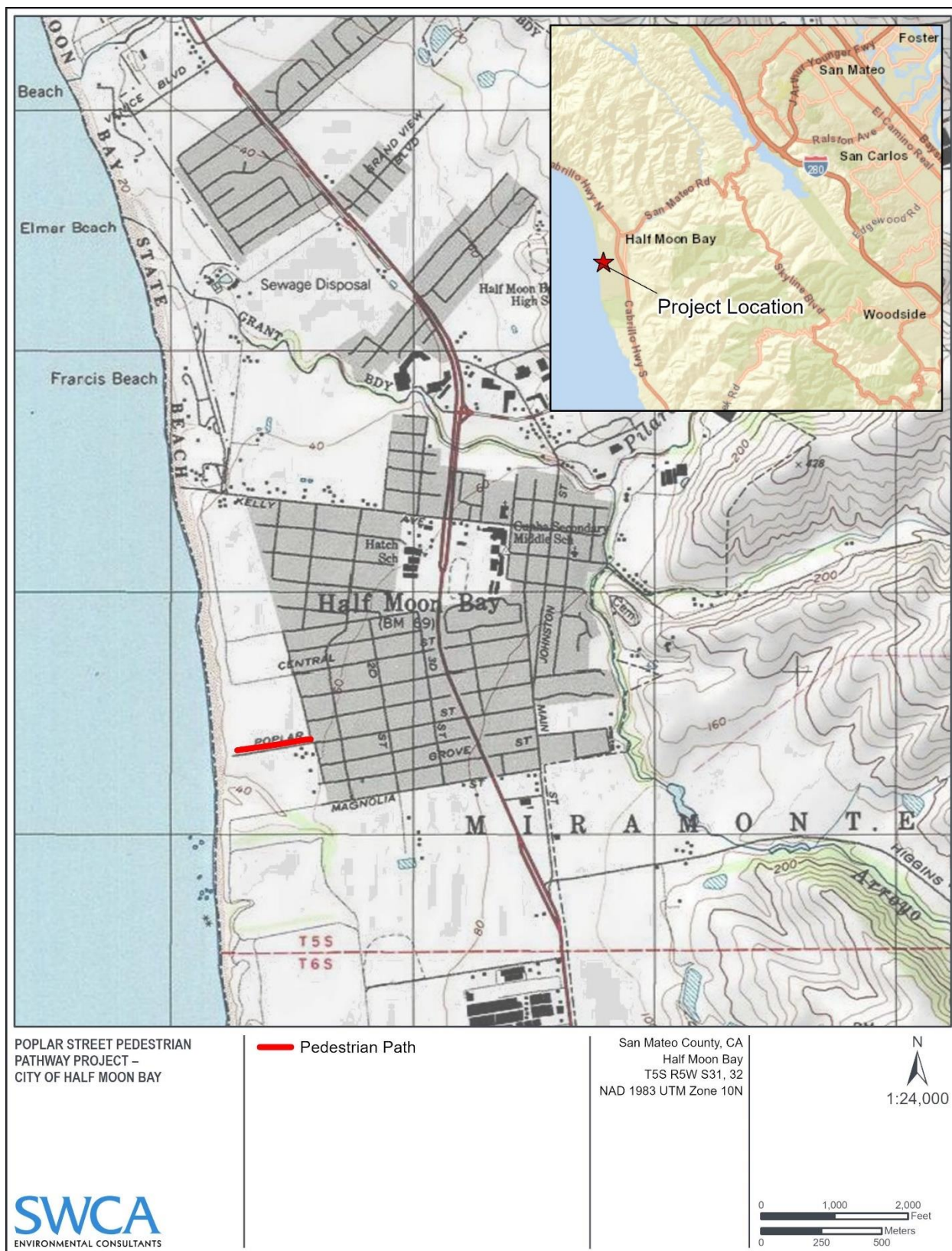


Figure 2. Project location map.

On June 22, 2015, the USACE and the U.S. Environmental Protection Agency (USEPA) published the Clean Water Rule: Definition of “Waters of the United States;” Final Rule (40 CFR 110, 112, 116, 117, 122, 230, 232, 300, 302, and 401). This rule was intended to clarify which waters are considered WOTUS and are therefore subject to jurisdiction. In February 2019, the USEPA and USACE issued a new draft rule, now the Navigable Waters Protection Rule (NWPR), providing a revised definition of WOTUS (USACE and USEPA 2020). This final rule was published April 21, 2020 (*Federal Register* Vol. 85, No. 77) and became effective June 22, 2020. Accordingly, all approved jurisdictional determinations (AJDs) will be processed by the USACE using the NWPR’s criteria and guidelines. The most significant change in the new rule is the exclusion of all ephemeral waters, and a new set of criteria for which wetland and non-wetland waters are considered “adjacent” to other waters of the U.S. (and therefore jurisdictional).

The new NWPR defines four categories of federally regulated waters and wetlands (and 12 categories of exclusions that are not subject to regulation under the CWA). The four categories of WOTUS and wetlands are:

- (1) The territorial seas and traditional navigable waters;
- (2) perennial and intermittent tributaries to those waters;
- (3) certain lakes, ponds, and impoundments; and
- (4) wetlands adjacent to jurisdictional waters.

The USACE delineates non-wetland waters in the Arid West Region based on the extent of the Ordinary High Water Mark (OHWM) in ephemeral and intermittent channels, following guidance published in *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (USACE 2008a).

Section 401 of the CWA requires all Section 404 permit actions to obtain a state Water Quality Certification or waiver. Section 401 Water Quality Certification is issued by the state’s nine Regional Water Quality Control Boards (RWQCBs).

2.1.2 *Endangered Species Act*

The Federal Endangered Species Act (FESA) of 1973 is administered by the U.S. Fish and Wildlife Service (USFWS) and prevents the unlawful “take” of listed fish, wildlife, and plant species. Section 9(a)(1)(B) specifically states take of species listed as threatened or endangered is unlawful. Take is defined as any action that would harass, harm, pursue, hunt, wound, shoot, kill, trap, capture, or collect any threatened or endangered species. Section 10 of the FESA allows the USFWS to issue incidental take permits if take of a listed species may occur during otherwise lawful activities. Section 10(a)(1)(B) requires a Habitat Conservation Plan for an incidental take permit on non-federal lands.

2.1.3 *Migratory Bird Treaty Act*

The Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703–711) prohibits taking, killing, possessing, transporting, and importing of migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the U.S. Department of the Interior. As used in the MBTA, the term “take” is defined as meaning, “to pursue, hunt, capture, collect, kill or attempt to pursue, hunt, shoot, capture, collect or kill, unless the context otherwise requires.” An April 11, 2018 memorandum from the USFWS, which enforces the MBTA, provided guidance to “clarify what constitutes prohibited take” (USFWS 2018). The USFWS memo stated that the “take of birds, eggs or nests” was prohibited only when the purpose of the activity was to conduct take, but was not prohibited when the purpose of the activity was not to conduct take. On January 7, 2021 the USFWS published the final rule formalizing this interpretation of the MBTA (USFWS 2021d). Therefore, the MBTA is currently limited to purposeful

actions, such as directly and knowingly removing a nest to construct a project, hunting, and poaching and not to actions resulting in incidental take. This rule should be monitored closely as it may change again in the near future under the current administration.

2.2 State

2.2.1 California Endangered Species Act

The California Endangered Species Act (CESA) of 1970 generally parallels the main provisions of the FESA, but unlike its federal counterpart, the CESA applies the take prohibitions to species proposed for listing (called “candidates” by the state). Section 2080 of the California Fish and Game Code (CFGC) prohibits the take, possession, purchase, sale, and import or export of endangered, threatened, or candidate species, unless otherwise authorized by permit or in the regulations. Take is defined in CFGC Section 86 as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” The CESA allows for take incidental to otherwise lawful activities under CFGC Section 2081. Project proponents wishing to obtain incidental take permits are able to do so through a permitting process outlined in California Code of Regulations (CCR) Section 783.

2.2.2 California Fish and Game Code

2.2.2.1 FULLY PROTECTED SPECIES

The State of California first began to designate species as “Fully Protected” before the creation of the FESA and CESA. Lists of fully protected species were initially developed to provide protection to those animals that were rare or faced possible extinction, and included fish, mammals, amphibians, reptiles, and birds. Most fully protected species have since been listed as threatened or endangered under the FESA and/or CESA. The Fully Protected Species Statute (CFGC Section 4700) provides that fully protected species may not be taken or possessed at any time. Furthermore, CDFW may authorize take of fully protected species only in very limited circumstances, such as for necessary scientific research.

2.2.2.2 PROTECTION FOR BIRDS

According to CFGC Section 3503, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird (with limited exceptions). Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds of prey). Section 3513 essentially overlaps with the MBTA, prohibiting the take or possession of any migratory non-game bird. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “take” by the CDFW.

2.2.2.3 PROTECTION FOR PLANTS

The Native Plant Protection Act (NPPA) of 1977 (CFGC Sections 1900–1913) includes provisions that prohibit the take of endangered or rare native plants. CDFW administers the NPPA and generally regards as rare many plant species with a California Rare Plant Rank (CRPR) of 1A, 1B, 2A, and 2B in the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California (CNPS 2021a). In addition, sometimes CRPR 3 and 4 plants are considered if the population has local significance in the area and is impacted by the Project. CFGC Section 191(b) includes a specific provision to allow for the incidental removal of endangered or rare plant species, if not otherwise salvaged by CDFW, within a right-of-way to allow a public utility to fulfill its obligation to provide service to the public.

2.2.2.4 LAKE AND STREAMBED ALTERATION AGREEMENT

Section 1602 of the CFGC requires that a Lake and Streambed Alteration Application be submitted to CDFW for “An entity may not substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.” Evaluation of CDFW jurisdiction followed guidance in the CFGC and *A Review of Stream Processes and Forms in Dryland Watersheds* (CDFW 2010). In general, under CFGC Section 1602, CDFW jurisdiction extends to the maximum extent or expression of a stream on the landscape (CDFW 2010).

2.2.3 California Species of Special Concern

Species of Special Concern (SSC) is a category conferred by CDFW to fish and wildlife species that meet the state definition of threatened or endangered, but have not been formally listed (e.g., federally or state-listed species), or are considered at risk of qualifying for threatened or endangered status in the future based on known threats. SSC is an administrative classification only, but these species should be considered “special-status” for the purposes of the California Environmental Quality Act (CEQA) analysis (see Section 3.1.1, *Special-Status Plant Species*, and Section 3.1.2, *Special-Status Animal Species*).

2.2.4 Porter-Cologne Water Quality Control Act

The RWQCB regulates activities pursuant to Section 401(a)(1) of the CWA. Section 401 specifies that certification from the state is required for any applicant requesting a federal license or permit to conduct any activity, including, but not limited to, the construction or operation of facilities that may result in any discharge into navigable waters. Through the Porter-Cologne Water Quality Control Act (Porter-Cologne Act), the RWQCB asserts jurisdiction over “Waters of the State” (WOTS), which are generally identical in extent to WOTUS, but may also include waterbodies not currently under federal jurisdiction, such as isolated, intrastate waters. The Porter-Cologne Act defines WOTS as “surface water or ground water, including saline waters, within the boundaries of the state.”

2.3 Local

2.3.1 California Coastal Act and City of Half Moon Bay Local Coastal Program

The California Coastal Act (CCA) of 1976 governs the decisions made by the California Coastal Commission (CCC) regarding coastal issues, such as shoreline public access and recreation, terrestrial and marine habitat protection, water quality, commercial fisheries, and development within the California coastal zone. Development within the coastal zone would require either a Coastal Development Permit (CDP) or CDP Exemption from the CCC or from a local government with a CCC-certified Local Coastal Program (LCP).

The City of Half Moon Bay LCP has been developed and certified in compliance with the CCA and includes the City’s *Local Coastal Program Land Use Plan* (City of Half Moon Bay 1993) and Zoning Code. In accordance with City Zoning Code Section 18.38, *Coastal Resource Conservation Standards* (City of Half Moon Bay 2020), SWCA conducted the biological resource survey and prepared this BRE to assess whether the Project would impact a CRA. As defined by Section 18.38.020 of the City Code, CRAs may include the following resources: sand dunes; marine habitats; sea cliffs; riparian areas;

wetlands, coastal tidelands and marshes, lakes and ponds, and adjacent shore habitats; coastal and off-shore areas containing breeding and/or nesting sites or used by migratory and resident water-associated birds for resting and feeding; areas used for scientific study and research concerning fish and wildlife, existing game or wildlife refuges and reserves; habitats containing or supporting unique species or any rare and endangered species defined by the State Fish and Game Commission; rocky intertidal zones; and coastal scrub community associated with coastal bluffs and gullies.

The City regulates activities in wetlands and other environmentally sensitive habitat areas (ESHAs) through its LCP as consistent with the Coastal Act. Unlike the federal government, the Coastal Act uses the one-parameter Cowardin et al. (1979) definition of wetlands:

Wetlands are lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface of the land or is covered by shallow water. For purposes of this classification, wetlands must have one or more of the following three attributes: (1) at least periodically, the land supports predominantly hydrophytes (at least 50 percent of the aerial vegetative cover); (2) the substrate is predominantly undrained hydric soil; and (3) the substrate is nonsoil and is saturated with water or covered by shallow water at some time during the growing season of each year.

3 METHODOLOGY

3.1 Literature and Records Review

SWCA performed an extensive literature review, including nearby biological reports (SWCA 2013), to gain familiarity with the Project and to identify potential sensitive biological features, including CRAs, target flora and fauna species, and wetlands or other waters that have the potential to occur in the BSA (Figure 3). The review consisted of a record search of current versions of the USFWS online Information for Planning and Consultation (IPaC) species list system (USFWS 2021b) (Appendix A), CDFW California Natural Diversity Database (CNDDB 2021) (Appendix B), and CNPS online Inventory of Rare and Endangered Plants (CNPS 2021a) within the Half Moon Bay, California USGS topographic quadrangles (USGS 2021b). The CNDDB search was further refined to a 2-mile search surrounding the Project area (see Appendix B). The USFWS Critical Habitat Mapper (USFWS 2021a) was queried to identify critical habitat for terrestrial and aquatic species near the BSA (Appendix C). All of the special-status species and sensitive habitats found in the literature review were compiled into a table for use during the field survey, as described in Section 3.2, *Field Survey*, below (Appendix D).

The National Wetlands Inventory (NWI) Database (USFWS 2021c) and USGS National Hydrography Dataset (NHD) (USGS 2021a) (Appendix E), U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) Soil Survey for San Mateo County (NRCS 2021) (Appendix F), and aerial imagery were also reviewed to provide additional information for soils and potential wetland features known to occur in the BSA.

3.1.1 *Special-Status Plant Species*

For the purposes of this report, special-status plant species are defined as the following:

- Plants listed or proposed for listing as threatened or endangered under the FESA (50 CFR 17.12 for listed plants and various notices in the *Federal Register* for proposed species).
- Plants that are candidates for possible future listing as threatened or endangered under the FESA.

- Plants considered by the CNPS to be “rare, threatened, or endangered” in California (CRPR 1A, 1B, 2A, and 2B in CNPS 2021b).
- Plants listed or proposed for listing by the State of California as threatened or endangered under the CESA (14 CCR Section 670.5).
- Plants listed under the California Native Plant Protection Act (CFGF Section 1900 et seq.).
- Plants considered sensitive by other federal agencies (e.g., U.S. Forest Service, U.S. Bureau of Land Management), state and local agencies, or jurisdictions.

3.1.2 ***Special-Status Animal Species***

For the purposes of this report, special-status animal species are defined as the following:

- Animals listed or proposed for listing as threatened or endangered under the FESA (50 CFR 17.11 for listed animals and various notices in the *Federal Register* for proposed species).
- Animals that are candidates for possible future listing as threatened or endangered under the FESA.
- Animals listed or proposed for listing by the State of California as threatened and endangered under the CESA (14 CCR 670.5).
- Animal species of special concern to the CDFW.
- Animal species that are fully protected in California (CFGF Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

3.2 **Field Survey**

On February 9, 2021, SWCA biologist Chennie Castañon conducted a reconnaissance-level survey of the BSA. The purpose of the field survey was to evaluate the presence or absence of suitable habitat for special-status species determined to have the potential to occur in the BSA, sensitive habitats with potential to occur, potentially jurisdictional wetland features, and other CRAs as defined by the City’s LCP. In addition, the surveyor identified and mapped vegetation communities using *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986). No formal wetland delineations were conducted during the field survey. The survey included walking meandering transects throughout the Project area and the surrounding 200-foot BSA (Figure 3).

A complete list of plant and wildlife species observed within the BSA during the field survey is included in Appendix G. When necessary, the biologist referred to *The Jepson Manual* (Baldwin et al. 2012) to identify plant species. Representative photographs depicting existing conditions are included in Appendix H.

Determination of wetland areas in the BSA were based on a review of pertinent literature and the onsite investigation conducted on February 9, 2021. The biologist utilized the routine wetland determination methodology as described in the *Corps of Engineers Wetlands Delineation Manual* (USACE 1987) and *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0)* (USACE 2008b) to determine areas that could potentially meet a one-parameter wetland definition per the CCC (CCC 2011). However, no soil or core samples were taken during the surveys.

During the field survey, the biologist also investigated roadside drainage ditches located within the BSA that parallel the north and south side of Poplar Street for potential USACE and CDFW jurisdictional

features, and to assess whether the drainage ditch is classified a CRA as defined by Section 18.38.020 of the City Code.

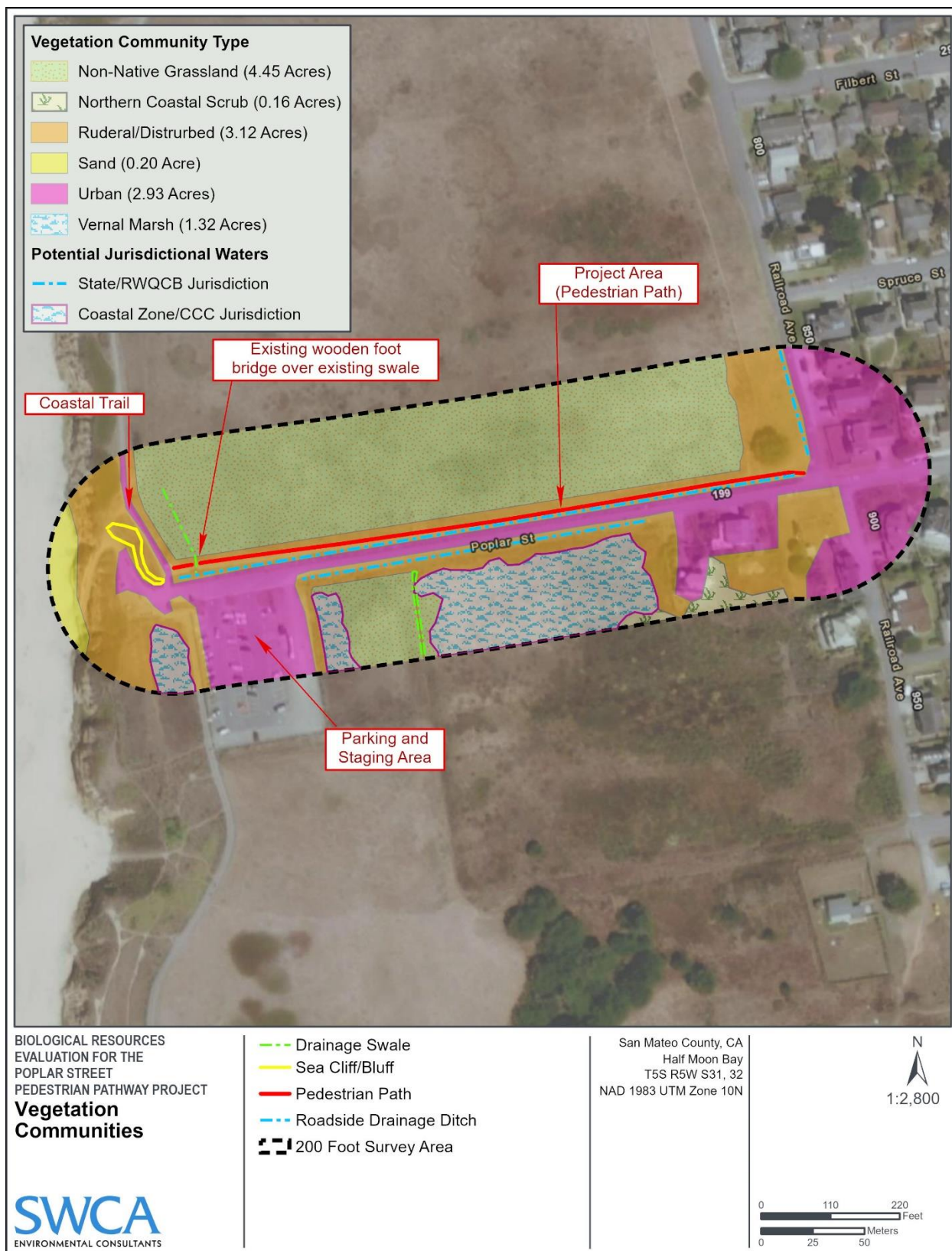


Figure 3. Biological resources map.

4 RESULTS

4.1 Soils, Topography, and Elevation

The topography within the BSA is generally flat except for some slight slopes adjacent to grassy areas to the north. The elevation is approximately 58–61 feet above mean sea level. According to the NRCS Web Soil Survey (NRCS 2021), soils in the BSA consist of three soil types: Denison clay loam, Terrace escarpments and Coastal beach; however, the Project is entirely within Denison clay loam (see Appendix F).

4.2 Vegetation Communities

The BSA consists of roadside drainage ditches and swales, asphalted roadways, residential communities, and undeveloped land with various vegetation communities. In total, five habitat types were mapped in the BSA and were classified using the naming conventions of the *Preliminary Description of Terrestrial Natural Communities of California* (Holland 1986). However, the CDFW and CNPS have worked in conjunction to classify vegetation types using the state standards embodied in the *Survey of California Vegetation* (CDFW 2020), which comply with the National Vegetation Classification Standard (NVCS).

Photographs (see Appendix H) and mapping (see Figure 3) depict the characteristics and locations of vegetation communities within the BSA.

4.2.1 Non-Native Annual Grassland

Non-native annual grassland may include a combination of both exotic and native grasses in association with native annual forbs (wildflowers). Germination occurs with the onset of late fall rains, with growth, flowering, and seed-set occurring from winter through spring. With a few exceptions, the plants are dead throughout the summer–fall dry season, persisting only as seeds (Holland 1986). Common elements include slender wild oat (*Avena barbata*), ripgut brome (*Bromus diandrus*), Italian rye grass (*Festuca perennis*), bristly ox-tongue (*Helminthotheca echioides*), and California blackberry (*Rubus ursinus*).

The BSA contains approximately 4.45 acres of non-native annual grassland. While the survey was conducted outside the typical bloom season of annual and perennial grasses, remnants of common species could be observed and are known to occur in these areas: wild oats (*Avena barbata* and *A. fatua*), red brome (*Bromus madritensis* ssp. *rubens*), ripgut brome (*B. diandrus*), rescue grass (*B. catharticus* var. *catharticus*), perennial ryegrass (*Lolium perenne*), and wild radish (*Raphanus sativus*). Small portions of non-native grassland (approximately 4,000 square feet along the edges of the pathway) may be temporarily impacted during Project activities due to construction foot traffic, while the permanent impacts of widening of the pedestrian path occurs within areas identified as ruderal/disturbed. Non-native grassland areas temporarily impacted are expected to regrow following construction completion. This habitat has the potential to support nesting birds protected under the MBTA.

4.2.2 Northern Coastal Scrub

Northern coastal scrub is composed of shrubs 0.5 to 2 meters (1.5 to 6 feet) tall and is usually quite dense with openings for herbaceous species. This community occurs on windy, exposed sites often with shallow, rocky soils. Shrub composition consists of coyotebrush (*Baccharis pilularis*), coastal mugwort (*Artemisia suksdorfii*), seaside daisy (*Erigeron glaucus*), lizard tail (*Saururus cernuus*), iris (*Iris douglasiana*), sticky monkeyflower (*Mimulus aurantiacus*), and poison oak (*Toxicodendron*

diversilobum). The herbaceous component consists primarily of various non-native grasses (Holland 1986).

The BSA contains approximately 0.16 acres of northern coastal shrub. This habitat occurs on the southeast extent of the BSA (south of Poplar Street) and will not be impacted by construction activities. This habitat has the potential to support nesting birds protected under the MBTA.

4.2.3 Vernal Marsh

Vernal marshes are composed of mostly low-growing annual herbs and taller perennials. Areas become flooded following winter rains but are either completely or nearly dry in the summer (Holland 1986). This community is typically dominated by rushes (*Juncus* spp.), sedges (*Carex* spp.), and bulrush (*Scripus* spp.).

The BSA contains approximately 1.32 acres of vernal marsh. This habitat occurs on the southern portion of the BSA within the open space south of Poplar Street and west of the parking lot, outside of the Project area and staging area. The BSA was surveyed for areas containing hydrological conditions, including standing water, signs of recent flow, saturated soils, and hydrophytic plant species. As previously mentioned, no formal wetland delineation was performed and no soil pits were dug; however, hydrophytic plant species such as brown-headed rush (*Juncus phaeocephalus*), spreading rush (*J. patens*), common spikerush (*Eleocharis macrostachya*), and curly dock (*Rumex crispus*) were observed in clusters with pockets of standing water. Vernal marsh is a CDFW sensitive community, is a CRA as defined by Section 18.38.020 of the City's Zoning Code, and contains wetland characteristics under the CCC's single-parameter definition. While this habitat occurs south of the Project boundary and will not be impacted by construction activities, the habitat has the potential to support nesting birds protected under the MBTA. This habitat also has the potential to support California red-legged frog (*Rana draytonii*) and San Francisco garter snake (*Thamnophis sirtalis tetrataenia*).

4.2.4 Ruderal / Disturbed

Ruderal vegetation is typically found in disturbed areas that have been significantly altered by construction, landscaping, or other types of land-clearing activities. Ruderal habitat often occurs along roadsides and fence lines, near developments, and in other areas experiencing severe surface disturbance. Plants found within this habitat type are typically introduced and/or weedy species, many similar to those found in non-native grassland that exhibit specific characteristics that assist in their invasion and colonization of disturbed lands.

The BSA contains approximately 3.12 acres of ruderal vegetation. This habitat occurs adjacent to Poplar Street (and is the dominant habitat adjacent to the pedestrian path widening footprint), the roadside drainage ditch, and areas with heavy public foot traffic near the parking lot. Plant species observed in these areas include bristly ox-tongue (*Helminthotheca echioides*), annual mercury (*Mercurialis annua*), Bermuda buttercup (*Oxalis pes-caprae*), wild radish (*Raphanus raphanistrum*), and bur clover (*Medicago polymorpha*). While these areas do not typically support nesting birds and special-status species due to the high level of disturbance and human activity, they may serve as a migration corridor and refugia for California red-legged frog and San Francisco garter snake due to the proximity of the vernal marsh and the roadside drainage ditch that parallels the Project.

4.2.5 Urban

Urban or developed habitats are generally the result of landscaping and may include, but are not limited to, trees, shrubs, ornamental plants, and lawns. Vegetation density, canopy cover, and species

composition will vary based on purpose and/or design. Vegetation may include native or exotic plant species or a combination of both.

The BSA contains approximately 2.93 acres of urban and developed areas. These areas are characterized by residential and recreational areas such as the pedestrian and bike path that intersect the Project area. Vegetation types in these areas include, but are not limited to, manicured lawns and ornamental trees and shrubs. These areas are not likely to support special-status species due to the high level of disturbance and human activity.

4.3 Critical Habitat

There is no federally listed critical habitat within the Project area or BSA. However, there is federally designated critical habitat for California red-legged frog (a federally threatened species and CDFW SSC) approximately 1.5 miles northeast of the Project area (see Appendix C). Additionally, there is federally designated critical habitat for western snowy plover (*Charadrius alexandrinus nivosus*) (a federally threatened species and CDFW SSC) approximately 0.7 mile north of the Project area. Neither California red-legged frog nor western snowy plover critical habitat will be affected by the Project.

4.4 Special-Status Species with Potential to Occur

Based on the existing biological conditions in and adjacent to the BSA, a review of relevant literature, the known occurrences of special-status species in the region, and SWCA biologists' local knowledge of the region, three special-status plants and two special-status animal species with potential to occur onsite were identified within the Half Moon Bay, California USGS 7.5-minute topographic quadrangle (see Appendix B: Table B-1). Summary descriptions are provided below for these species. Descriptions of other plants and wildlife species that were evaluated for potential occurrence are provided in Appendix D.

4.4.1 Special-Status Plant Species

Based on a CNDDDB and CNPS query, seven special-status plant species were identified in the Half Moon Bay, California USGS 7.5-minute topographic quadrangle. SWCA evaluated the species to identify which special-status plant species have the potential to occur within the BSA. This analysis compared the known habitat requirements of the seven species to the BSA's existing conditions, elevation, and soils. The evaluation also took into consideration which species occur within 2 miles of the BSA (see Appendix B).

None of the seven special-status plant species identified during the desktop review were observed during the field survey. However, as mentioned above, the survey was conducted outside the bloom windows for some plant species queried, with two exceptions—perennial goldfields (*Lasthenia californica* ssp. *macrantha*) which has a bloom period from January to November, and Kellogg's horkelia (*Horkelia cuneata* var. *sericea*) which has a bloom period from February to July. Neither species were observed within the BSA. No known populations of rare plant occurrences have been documented within the BSA (CNDDDB 2021). Of the seven species considered for potential occurrence, four were determined to have no potential to occur due to lack of suitable habitat, soils, or elevation requirements. The following three special-status plant species were determined to have moderate-to-high potential to occur within the BSA:

- Choris' popcorn flower (*Plagiobothrys chorisianus* var. *chorisianus*): CRPR 1B.2
- coastal marsh milk-vetch (*Astragalus pycnostachyus* var. *pycnostachyus*): CRPR 1B.2
- perennial goldfields (*Lasthenia californica* ssp. *macrantha*): CRPR 1B.2

Special-status plant species habitat descriptions and rationale for potential to occur in the BSA are provided below and in Appendix D.

4.4.1.1 CHORIS' POPCORN FLOWER

Choris' popcorn flower is an annual herb in the borage family (Boraginaceae) that blooms from March to June. It typically occurs in mesic areas in coastal prairie, chaparral, northern coastal scrub, and wetland riparian areas, at elevations ranging from 20 to 525 feet (Calflora 2021; CNPS 2021a, 2021b; Baldwin et al. 2012).

There are two CNDDDB records within 2 miles of the of the BSA (CNDDDB 2021). Both documented occurrences are from 2015, approximately 0.7 mile south and approximately 0.5 mile north of the Project. Prior to the site visit, it was determined that Choris' popcorn flower has a moderate potential to occur within or adjacent to the vernal marsh within the BSA due to the suitable mesic habitat. No Choris' popcorn flower was observed at the time of the February 9, 2021, site assessment, which did not occur during the blooming period for this species. The only habitat within the BSA that could potentially support this species is vernal marsh, which is located outside the work area and within areas that will be avoided by the Project. Given the above information, in addition to the implementation of avoidance and minimization measures provided in Section 5, *Avoidance and Minimization Measures*, of this report, no impacts to Choris' popcorn flower are anticipated.

4.4.1.2 COASTAL MARSH MILK-VETCH

Coastal marsh milk-vetch is an annual herb in the fabaceae family (Fabaceae) that blooms from April to October. It occurs in coastal marshes, seeps, and wetlands at elevations less than 500 feet (Calflora 2021; CNPS 2021a, 2021b; Baldwin et al. 2012).

Coastal marsh milk-vetch is known from the Half Moon Bay, California USGS 7.5-minute quadrangle (CNPS 2021a, 2021b). There are no CNDDDB records within 2 miles of the of the BSA (CNDDDB 2021). The CNPS record does not show the date when the observation was made, but the information was added to the Calflora database on July 4, 2019. The location was recorded at coordinates 37.4375, -122.4375, which is approximately 1.3 miles south of the Project. Prior to the site visit, it was determined that coastal marsh milk-vetch has a moderate potential to occur within or adjacent to the vernal marsh within the BSA due to the suitable mesic habitat. No coastal marsh milk-vetch was observed at the time of the February 9, 2021, site assessment, which did not occur during the blooming period for this species. The only habitat within the BSA that could potentially support this species is within the vernal marsh areas, which are located outside the work area and are in areas that will be avoided by the Project. Given the above information, in addition to the implementation of avoidance and minimization measures provided in Section 5, *Avoidance and Minimization Measures*, of this report, no impacts to coastal marsh milk-vetch are anticipated.

4.4.1.3 PERENNIAL GOLDFIELDS

Perennial goldfields flower is a perennial herb in the asteraceae family (Asteraceae) that blooms from January to November, but mostly May to August. It occurs in grassland and dunes along the coast at elevations less than 1,600 feet (Calflora 2021; CNPS 2021a, 2021b; Baldwin et al. 2012).

There is one CNDDDB record within 2 miles of the of the BSA (CNDDDB 2021), which was documented in 2015 at the bluff top of the coastal trail and the Seymore Bridge to Francis State Beach, approximately 0.4 mile north of the Project. Prior to the site visit, it was determined that perennial goldfields have a moderate potential to occur within the BSA due to suitable habitat present along the coast trail located at the western edge of the Project (although the Coastal Trail is not part of the project or pedestrian pathway

replacement). No perennial goldfields were observed at the time of the February 9, 2021 site assessment, which did occur during the blooming period for this species. However, Jepson eFlora, which is linked to CNPS database states that flowering mostly occurs between May and August (CNPS 2021a). The habitat within the BSA that could potentially support this species is the grassland adjacent to the Coastal Trail, which is located on the western edge of the work area. Therefore, a preconstruction survey for this species during the flowering period of May to August is recommended. Given the above information, in addition to the implementation of avoidance and minimization measures provided in Section 5, *Avoidance and Minimization Measures*, of this report, no impacts to perennial goldfields flower are anticipated.

4.4.2 Special-Status Animal Species

Based on a CNDDDB query and a review of existing literature, 15 special-status animal species were identified in the Half Moon Bay, California USGS 7.5-minute topographic quadrangle. None of the 15 special-status wildlife species identified during desktop review were observed during the field survey.

SWCA evaluated the species to identify which special-status animal species have the potential to occur within the BSA. This analysis compared the known habitat requirements of those species to the BSA's existing conditions. The evaluation also took into consideration which species have been recorded in the CNDDDB within 2 miles of the BSA (see Appendix B).

Of the five species considered for potential occurrence, two were determined to have potential to occur within the Project area and BSA, and the remaining three species were determined to have no potential to occur or be absent from the Project area and BSA due to a lack of suitable foraging and/or breeding habitat, aestivating habitat, life history and/or other biotic considerations.

The following two special-status animal species have potential to occur within the BSA:

- California red-legged frog (*Rana draytonii*): federally threatened, CDFW SSC
- San Francisco garter snake (*Thamnophis sirtalis tetrataenia*): federally and state endangered, CDFW fully protected species

Special-status animal species habitat descriptions and rationale for potential to occur in the BSA are provided below and in Appendix D. The following sections provide additional detail regarding these species and their habitat within the BSA.

4.4.2.1 CALIFORNIA RED-LEGGED FROG

California red-legged frog, a federally threatened species and CDFW SSC, occurs in various different habitat types depending on its life cycle stage. Breeding areas include aquatic habitats, such as lagoons, streams, and natural and human-made ponds. The species prefers aquatic habitats with little or no flow, the presence of surface water to at least early June, surface water depths to approximately 2 feet, and the presence of emergent vegetation (e.g., cattails and bulrush). During periods of wet weather, some individuals may make overland dispersals through adjacent upland habitats of distances up to 1 mile (USFWS 2002). Upland habitats, including small mammal burrows and woody debris, can also be used as refuge during the summer if water is scarce or unavailable (Jennings and Hayes 1994). California red-legged frogs typically travel between sites and are unaffected by topography and vegetation types during migration. Dispersal habitat makes it possible for California red-legged frogs to locate new breeding and non-breeding sites and is crucial for conservation of the species.

Four California red-legged frog occurrences have been recorded within 2 miles of the BSA between 2004 and 2016 (CNDDDB 2021). The nearest CNDDDB record indicates an adult California red-legged frog was observed approximately 0.5 mile southeast of the Project in 2004 in a habitat that consisted of an

agricultural drainage trough, ranging in depth from 1–2 feet covered by emergent wetland vegetation, including watercress, poison hemlock, and non-native grasses (see Appendix B). The most recent CNDDDB observation of this species is from 2016 approximately 0.9 mile northeast of the Project in the vicinity of Pilarcitos Creek. The roadside drainages along both sides of Poplar Street and Railroad Avenue adjacent to the Project may provide suitable foraging or dispersal habitat for this species, and the vernal marsh areas identified south of the Project may provide suitable breeding habitat for this species. While no small mammal burrows were observed within the BSA, the roadside drainage ditches and adjacent grasslands could provide suitable refuge for this species.

Based on the above information and the number of known occurrences within 2 miles of the property boundary, there is moderate potential for California red-legged frog to occur in the BSA and Project area during the wet season (October 15 to May 31). However, based on the same above information there is a low potential for California red-legged frog to occur in the BSA and Project area during the dry season (June 1 to October 15). While the high public foot traffic and disturbed nature of the Project area likely constitutes poor quality habitat for this species, adjacent aquatic habitat including the ditches may attract these species to the general area. However, with the implementation of avoidance and minimization measures provided in Section 5, *Avoidance and Minimization Measures*, California red-legged frog are not expected to be impacted by Project activities.

4.4.2.2 SAN FRANCISCO GARTER SNAKE

The federally and state-endangered/fully protected San Francisco garter snake's historical range is entirely within San Mateo County. The two main components of San Francisco garter snake habitat are: (1) wetlands supporting its prey species (e.g., California red-legged frog and Pacific chorus frog [*Pseudacris regilla*]); and (2) surrounding uplands that are adjacent to waterways and that support small mammal burrows used by the snakes for escape cover (USFWS 2006). San Francisco garter snakes inhabit various aquatic habitats, including reservoirs, freshwater marshes, creeks, drainage ditches, ponds, and lakes. Less ideal habitats can also be used by San Francisco garter snake, such as ditches and other waterways or floating algal or rush mats. Suitable breeding habitat includes shallow marshlands with an abundance of emergent vegetation. Grasslands and low ground cover are also an important upland habitat for this species, as they provide areas for thermoregulation and cover. Prey items for this species include California red-legged frog, Pacific chorus frog, and earthworms. Small mammal burrows are used by San Francisco garter snake during hibernation. During the warm days of summer, most activity occurs during the morning and afternoon. Preferred nocturnal retreats are thought to be holes, especially mammal burrows, crevices, and surface objects (USFWS 2007).

There are no CNDDDB records for San Francisco garter snake within 2 miles of the of the BSA (CNDDDB 2021), but the USFWS IPaC resource list did generate San Francisco garter snake as a species that is known or expected to be on or near the Project area (see Appendix A). While aquatic habitats with an abundance of dense vegetation typically associated with San Francisco garter snake (e.g., cattails [*Typha* spp.], bulrushes [*Scirpus* spp.]) are absent in the BSA, approximately 1.32 acres of vernal marsh with isolated pockets of *Juncus* spp. occurs south of Poplar Street and the Project area. This habitat type is often dry outside of the winter months / wet season, but may support breeding populations of their primary prey—California red-legged frog and Pacific chorus frog. Newborn and juvenile San Francisco garter snakes depend heavily upon Pacific tree frogs as prey; if newly metamorphosed Pacific tree frogs are not available, the young may not survive (USFWS 2017). Additionally, the roadside drainage ditch that parallels the Project area could provide suitable foraging and dispersal habitat for San Francisco garter snake. While no small mammal burrows were observed within the BSA, grassland habitat and low ground cover that parallel the Project area may be suitable refuge habitat for this species, as well as the nearby roadside drainage ditches and vernal marsh habitats.

Based on the above information, there is moderate potential for SFGS to occur within the BSA and Project area during the wet season (October 15 to May 31) when prey are more likely to be present during the spring months when water is still present. Additionally, based on the above information there is a low potential for SFGS to occur in the BSA and Project area during the dry season (June 1 to October 15). With the implementation of avoidance and minimization measures provided in Section 5, *Avoidance and Minimization Measures*, San Francisco garter snake are not expected to be impacted by Project activities.

4.5 Nesting Migratory Passerine Birds and Raptors

The BSA contains suitable nesting and foraging habitat for avian species protected under the MBTA and CFGC Sections 3503 and 3513 during the typical nesting season (February 15–September 15). Suitable nesting and foraging habitats would include the non-native grassland areas, shrubs, and trees within and adjacent to the Project laydown area. Nesting is unlikely outside of the typical nesting season, although some avian species may forage year-round near the site. Avian species protected by the MBTA and CFGC observed in the BSA during the February 2021 field survey included American crow (*Corvus brachyrhynchos*), house finch (*Carpodacus cassinii*), song sparrow (*Melospiza melodia*), Savannah sparrow (*Passerculus sandwichensis*), white-crowned sparrow (*Zonotrichia leucophrys*), and red-winged blackbird (*Agelaius phoeniceus*). No nesting birds were observed during the field survey, which occurred just prior to the start of the typical nesting season.

The Project has the potential to impact nesting birds, including their eggs or young, covered under the MBTA and CFGC. However, with the implementation of avoidance and minimization measures provided in Section 5, *Avoidance and Minimization Measures*, no impacts to these avian species are anticipated.

4.6 Wildlife Habitat and Movement Corridors

Due to the fragmentation, development, and high level of disturbance and human activity, it is not anticipated that the Project will adversely affect a wildlife movement corridor. While the vernal marsh areas may provide migration habitat for amphibians, reptiles, and mammals, impacts to this natural habitat will not occur as it is located south of Poplar Street and outside the Project footprint. Grassland habitat located north and south of the Project area may be considered a wildlife corridor, but the temporary and short duration of construction activities is unlikely to disrupt any migration of animals. Therefore, the Project is not expected to interfere substantially with the movement of any native resident or migratory wildlife.

4.7 Coastal Resource Areas

Based on the literature review and field survey observations, CRAs were observed within the BSA. Observed CRAs include habitats containing or supporting unique species or any rare and endangered species. Provided below is a description of the CRAs and the potential for impacts.

4.7.1 Riparian Areas and Corridors

Section 18.38.020 of the City's Zoning Code defines riparian areas and corridors as follows:

Any area of land bordering a perennial or intermittent stream or their tributaries, or around a lake or other body of fresh water, including its banks and land at least up to the highest point of an obvious channel or enclosure of a body of water. Riparian corridors are the areas between the limits of riparian vegetation, where limits are determined by vegetative coverage, at least fifty percent of which is comprised of a combination of the

following plant species: red alder, jaumea, pickleweed, big leaf maple, narrow-leaf cattail, arroyo willow, broadleaf cattail, horsetail, creek dogwood, black cottonwood, and box elder.

Although drainages and shallow swales were observed within the BSA, the roadside drainage ditches and swales do not meet the definition of a riparian area or corridor under Section 18.38.020 of the City Code due to the lack of riparian communities in these areas. Therefore, the drainage ditches and swales do not meet the criteria for a riparian area or riparian corridor CRA.

4.7.2 Coastal Freshwater Marsh

Section 18.38.020 of the City's Zoning Code defines wetland areas as follows:

As defined by the U.S. Fish and Wildlife Service, a wetland is an area where the water table is at, near, or above the land surface long enough to bring about the formation of hydric soils or to support the growth of plants which normally are found to grow in water or wet ground. Such wetlands can include mud flats (barren of vegetation), marshes, and swamps. Such wetlands can be either fresh or saltwater, along streams (riparian), in tidally influenced areas (near the ocean and usually below extreme high water of spring tides), marginal to lakes, ponds, and man-made impoundments. Wetlands do not include areas which in normal rainfall years are permanently submerged (streams, lakes, ponds, and impoundments), nor marine or estuarine areas below extreme low water of spring tides, nor vernal wet areas where the soils are not hydric.

The BSA contains approximately 1.32 acres of vernal marsh. As described in Section 4.2.3, *Vernal Marsh*, this habitat occurs on the southern portion of the BSA within the open space south of Poplar Street and west of the parking lot outside of the Project footprint. Hydrophytic plant species such as brown-headed rush (*Juncus phaeocephalus*), spreading rush (*J. patens*), common spikerush (*Eleocharis macrostachya*), and curly dock (*Rumex crispus*) were observed in clusters with pockets of standing water. This habitat type is a CRA as defined by Section 18.38.020 of the City's Zoning Code and provides wetland characteristics under the CCC's single-parameter definition. As this habitat occurs south of the Project boundary (and east of the proposed staging area within the paved portion of the nearby parking lot), it will not be impacted by construction activities. This area could provide suitable habitat for nesting birds protected under the MBTA, and it has the potential to contain California red-legged frog and San Francisco garter snake. As discussed above, with the implementation of avoidance and minimization measures provided in Section 5, no impacts to these amphibian or avian species are anticipated.

4.7.3 Habitats Containing or Supporting Unique Species or Any Rare and Endangered Species

Various habitats in the BSA have the potential to support unique species and/or special-status species. The distribution of special-status species with potential to occur in the BSA is discussed in Section 4.4, *Special-Status Species with Potential to Occur*. Unique species, including raptors, California red-legged frog, and San Francisco garter snake have been identified by the City as having "scientific or historic value, few indigenous habitats, or some characteristics that draw attention or are locally uncommon" (City of Half Moon Bay 1993).

The vernal marsh and non-native grassland habitat observed in the BSA (see Figure 3) have the potential to support unique and/or special-status species such as California red-legged frog and San Francisco garter snake, as well as suitable nesting and foraging habitat for migratory birds and raptors. No impacts would occur to the vernal marsh as previously described, and minimal temporary impacts to non-native

grasses to accommodate the widening of the pedestrian pathway may occur due to construction crew foot traffic, as the actual 4-foot expansion of the pathway would occur in ruderal habitat. The Project is therefore not expected to have significant impacts to unique, rare, or endangered species or their habitats. The avoidance and minimization measures described in Section 5, *Avoidance and Minimization Measures*, are recommended to avoid potential impacts to unique, rare, or endangered species and their habitats.

4.8 Wetlands, Floodplains, and Waters of the U.S.

USACE typically considers any body of water displaying an ordinary high-water mark (OHWM) for designation as WOTUS, subject to guidance derived from Supreme Court decisions. USACE jurisdiction over nontidal WOTUS extends laterally to the OHWM or beyond the OHWM to the limit of any adjacent wetlands, if present (33 CFR 328.4).

USACE issued guidance regarding the Rapanos decision and has determined it will not assert jurisdiction over the following features: swales or erosional features (e.g., gullies, small washes characterized by low-volume, infrequent, or short-duration flow) and ditches (including roadside ditches) excavated wholly in and draining only upland and that do not carry a relatively permanent flow of water. The roadside ditches and swales observed in the BSA were constructed to convey local surface runoff from the housing communities located east of Railroad Avenue. Due to the contour of the ditch, the entire length of the drainage ditch directly adjacent to the Project exhibits an OHWM and evidence of periodic flows. This roadside drainage ditch may have downstream connectivity to the Pacific Ocean to the west during flooding conditions. However, given the above guidance, neither the drainage ditch nor the drainage swale would likely be considered a USACE jurisdictional water feature that would be regulated under CWA Section 404.

Section 1602 of the CFGC states that it is unlawful for an entity to “substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake” without first notifying CDFW of that activity. “Stream” is not defined in the CFGC, and CDFW has not endorsed any regulation that defines “stream.” However, the California Fish and Game Commission has defined “stream” in 14 CCR 1.72 as follows (CFGC 2021):

[A] body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation.

While the ephemeral roadside ditch that is adjacent to the Project exhibits a somewhat defined bed and bank, such roadside structures are not typically under CDFW jurisdiction due to the inability to support fish and the absence of contiguous riparian habitat community from a stream or creek. Similarly, the drainage swale that occurs at the west end of the Project would likely not fall under CDFW jurisdiction due to the inability of this feature to support fish and the absence of contiguous riparian habitat community. Given the above information, neither the drainage ditch nor the drainage swale would likely be considered a CDFW jurisdictional water feature that would be regulated by the CDFW. The roadside ditch that is adjacent to the Project area would likely be considered a WOTS and, if impacted, could require a Waste Discharge Requirement Permit from the RWQCB (SWRCB 2019). The drainage channel that parallels the Project area is approximately 3-feet wide by 1-foot deep with vegetative cover (see Appendix H). As noted above, this feature may have periodic downstream connectivity to the Pacific Ocean.

The vernal marsh as described in Section 4.7.2, *Coastal Freshwater Marsh*, is a CRA, as defined by the City’s Zoning Code. The City of Half Moon Bay LCP and the CCC generally utilize the USFWS wetland

definition, which defines wetlands using a “one-parameter definition.” The one-parameter definition requires identification of only a single parameter (hydric soils, dominance of hydrophytic vegetation, and/or wetland hydrology) to establish wetland conditions. While a wetland delineation was not performed during the site assessment, hydrophytic plant species, hydrology markers and saturated soils were observed. Therefore, these vernal marsh areas are likely under CCC jurisdiction. However, these features occur outside the Project boundaries and are separated by Poplar Street from the pedestrian pathway work area. Impacts to these features are not anticipated.

The ephemeral roadside ditch and drainage swale that are adjacent to the Project would likely not be considered jurisdictional water features that would be regulated under CWA Section 404 and state Section 401, or regulated by the CDFW under Section 1600. Additionally, Project activities will avoid and are not anticipated to impact either the drainage ditches or the drainage swales that are adjacent to the Project work area. Furthermore, with the implementation of the avoidance and minimization measures in Section 5, *Avoidance and Minimization Measures*, impacts to the drainage ditch and/or drainage swale are not anticipated to occur as they are not part of the design disturbance footprint for the project.

5 AVOIDANCE AND MINIMIZATION MEASURES

The following avoidance and minimization measures are designed to prevent the Project from having a potentially significant biological impact:

1. Prior to the start of the Project, all construction crew members will attend an environmental awareness training presented by a qualified biologist. A training brochure describing special-status species, Project avoidance and minimization measures, key contacts, and potential consequences of impacts to special-status species and potentially jurisdictional features will be distributed to the crew members during the training. Trainees will sign an environmental training attendance sheet.
2. A qualified biological monitor shall be present during all initial ground-disturbing activities, including grubbing and/or vegetation removal.
3. Disturbance to vegetation shall be kept to the minimum necessary to complete the Project activities. To minimize impacts to vegetation, a qualified biologist shall work with the contractor to designate the work area and any staging areas as well as delineate areas that shall be avoided with exclusion fencing (e.g., high-visibility orange construction fencing or silt fence).
4. Before completion of the Project, all exposed or disturbed surfaces shall be permanently protected from erosion with reseeding and landscaping.
5. If any wildlife is encountered during Project activities, said wildlife shall be allowed to leave the work area unharmed. Animals shall not be picked up or moved in any way.
6. All spoils, such as dirt, excavated material, debris, and construction-related materials, generated during Project activities shall be placed where they cannot enter the drainage ditch, culvert inlet, or nearby vernal marshes. Spoils shall be covered or secured to prevent sediment from escaping. Once the spoil pile is no longer active, it shall be removed from the work area and disposed of lawfully at an appropriate facility.
7. All exposed soils in the work area resulting from Project activities shall be stabilized immediately following the completion of work to prevent erosion. Erosion and sediment control Best Management Practices (BMPs), such as silt fences, straw hay bales, gravel or rock-lined drainages, water check bars, and broadcast straw, can be used. BMPs shall be made of certified weed-free materials. Straw wattles, if used, shall be made of biodegradable fabric (e.g., burlap)

- and free of monofilament netting. At no time shall silt-laden runoff be allowed to enter any drainages or other sensitive areas.
8. Construction activities (e.g., grubbing or grading) shall occur during the dry season (June 1–October 15) to facilitate avoidance of California red-legged frog and SFGS.
 9. If work occurs during the wet season (October 15 to May 31) then no more than 24 hours prior to initial ground-disturbing activities, including grubbing or vegetation removal, a qualified biologist shall perform a preconstruction survey of all Project areas, including staging areas, to ensure no California red-legged frog or other sensitive species are present, and construction activities shall not take place until the survey is completed.
 10. Regardless of the season, construction shall adhere to SWRCB best management practices, and no construction shall occur within 24 hours following a significant rain event (defined as greater than 1/4 inch in a 24-hour period). Following a significant rain event and the 24-hour drying-out period, a qualified biologist shall conduct a preconstruction survey for California red-legged frog and other sensitive species prior to the restart of any project activities.
 11. Prior to the start of construction, a plant survey for perennial goldfields shall be conducted during the flowering period of May to August. Perennial goldfields occurrences within 50 feet of the Project work areas shall be flagged for avoidance by the Project. If the Project cannot avoid impacts to this species, the City shall consult with the CDFW on appropriate measures and/or actions to protect or salvage the plant(s) prior to beginning construction.
 12. To protect burrows that may provide refuge for protected animals such as the California red-legged frog and San Francisco garter snake, no soil or materials shall be stockpiled on the ground where burrows are present.
 13. During Project activities, all trash that may attract predators shall be properly contained, removed, and disposed of regularly. Following construction, trash/construction debris shall be removed from work areas.
 14. To assist in excluding California red-legged frog and San Francisco garter snake from the work areas, an exclusion fence shall be installed around all work areas (including the staging area within the paved portion of the parking lot) prior to the commencement of construction activities. Exclusion fencing shall be ERTEC fence-type fencing (per the Project Technical Specifications Section 3.5) and shall not include poly mesh fencing or other similar fencing that could entrap or snag reptiles, amphibians, or other small animals. Exclusion fencing shall be installed with a biologist present and monitoring the installation. The fencing shall be maintained by the contractor until all work has been completed. The fencing shall not be placed within the bed, channel, or banks of drainages or within or near vernal marsh areas. Sandbags may be used along the bottom of the fencing where fence installation is impeded by concrete or other impervious materials.
 15. Construction materials, including but not limited to wooden pallets, BMPs, equipment, or other materials, that are left on the ground for more than 24 hours shall be inspected before and during moving of the materials to prevent potential impacts to animals that may have utilized the materials as a temporary refuge. Plastic pipes, if used, shall be covered with material to prevent animals from entering the pipes.
 16. The number of access routes, number and size of staging areas, and total area of the activity shall be limited to the minimum necessary to complete the Project, and their boundaries shall be clearly demarcated.
 17. All fueling and maintenance of vehicles and other equipment and staging areas shall occur at least 100 feet from any drainages and other water features including vernal marsh areas. Crew members shall ensure that contamination of habitat does not occur during such operations. Prior

to the onset of work, the construction contractor shall prepare a plan to be approved by the City before construction begins to allow a prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills, and of the appropriate measures to take should a spill occur.

18. If Project activities, including but not limited to, grass mowing, are conducted during nesting bird season (February 15–September 15), preconstruction nest surveys shall be conducted in and near the Project (within 500 feet for large raptors and 300 feet for all other birds) by a qualified biologist within 7 days of the start of construction. If nesting birds are identified during the preconstruction survey, then the Project shall be modified (i.e., a no-work exclusion buffer of appropriate size [to be determined by the qualified Project biologist] shall be erected around active nests) and/or delayed as necessary to avoid impacts to the identified nests, eggs, and/or young.

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APPENDIX A

USFWS Records Search Results

2/10/2021

IPaC: Explore Location resources

IPaC

U.S. Fish & Wildlife Service

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

San Mateo County, California



Local office

Sacramento Fish And Wildlife Office

☎ (916) 414-6600

📠 (916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

<https://ecos.fws.gov/ipac/location/UTEP7DQZAZDK7H2XGWDFHYC43Q/resources>

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IPaC: Explore Location resources

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act requires Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
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<https://ecos.fws.gov/ipac/location/UTEP7DQZA2DKTH2XGWDHFHYC43Q/requests>

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IPaC: Explore Location resources

Southern Sea Otter *Enhydra lutris nereis*

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/8560>

Threatened

Marine mammal

Birds

NAME

STATUS

California Least Tern *Sterna antillarum browni*

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/8104>

Endangered

Marbled Murrelet *Brachyramphus marmoratus*

There is final critical habitat for this species. The location of the critical habitat is not available.

<https://ecos.fws.gov/ecp/species/4467>

Threatened

Short-tailed Albatross *Phoebastria (=Diomedea) albatrus*

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/433>

Endangered

Western Snowy Plover *Charadrius nivosus nivosus*

There is final critical habitat for this species. The location of the critical habitat is not available.

<https://ecos.fws.gov/ecp/species/8035>

Threatened

Reptiles

NAME

STATUS

Green Sea Turtle *Chelonia mydas*

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/6199>

Threatened

San Francisco Garter Snake *Thamnophis sirtalis tetrataenia*

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/5956>

Endangered

Amphibians

NAME

STATUS

<https://ecos.fws.gov/ipac/location/UTEP7DQZAZDKTH2XGWWDFHYC43Q/resources>

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IPaC: Explore Location resources

California Red-legged Frog *Rana draytonii* Threatened
Wherever found

There is final critical habitat for this species. The location of the critical habitat is not available.

<https://ercs.fws.gov/erc/species/2891>

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> Wherever found There is final critical habitat for this species. The location of the critical habitat is not available. https://ercs.fws.gov/erc/species/321	Threatened
Tidewater Goby <i>Eucyclogobius newberryi</i> Wherever found There is final critical habitat for this species. The location of the critical habitat is not available. https://ercs.fws.gov/erc/species/57	Endangered

Insects

NAME	STATUS
San Bruno Elfín Butterfly <i>Callophrys mossii bayensis</i> Wherever found There is proposed critical habitat for this species. The location of the critical habitat is not available. https://ercs.fws.gov/erc/species/3399	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

<https://ecos.fws.gov/ipac/location/UTEP7DQZA2DKTH2XGWDHFHYC43Q/locations>

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IPaC: Explore Location Resources

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\)](#) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the [FAQ below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. 'BREEDS ELSEWHERE' INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
<p>Allen's Hummingbird <i>Selasphorus sasin</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9637</p>	Breeds Feb 1 to Jul 15

<https://ecos.fws.gov/ipac/location/UTEPTDQZAZDKTH2XGWDFFHYC43Q/resources>

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2/10/2021

IPaC: Explore Location resources

<p>Arctic Tern <i>Sterna paradisaea</i></p> <p>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</p>	Breeds May 20 to Aug 15
<p>Ashy Storm-petrel <i>Oceanodroma homochroa</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/7237</p>	Breeds May 1 to Jan 15
<p>Black Oystercatcher <i>Haematopus bachmani</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9591</p>	Breeds Apr 15 to Oct 31
<p>Black Scoter <i>Melanitta nigra</i></p> <p>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</p>	Breeds elsewhere
<p>Black Turnstone <i>Arenaria melanocephala</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds elsewhere
<p>Black-legged Kittiwake <i>Rissa tridactyla</i></p> <p>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</p>	Breeds elsewhere
<p>Bonaparte's Gull <i>Chroicocephalus philadelphia</i></p> <p>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</p>	Breeds elsewhere
<p>Brown Pelican <i>Pelecanus occidentalis</i></p> <p>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/6034</p>	Breeds Jan 15 to Sep 30
<p>Clark's Grebe <i>Aechmophorus clarkii</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Jan 1 to Dec 31

<https://ecos.fws.gov/ipac/location/UTEP7DQZAZDKTH2XGWDHFHYC43Q/resources>

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Common Loon <i>Gavia immer</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/4464	Breeds Apr 15 to Oct 31
Common Murre <i>Uria aalge</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Apr 15 to Aug 15
Common Tern <i>Sterna hirundo</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/4963	Breeds May 10 to Sep 10
Common Yellowthroat <i>Geothlypis trichas sinuosa</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA. https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Double-crested Cormorant <i>Phalacrocorax auritus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/3478	Breeds Apr 20 to Aug 31
Herring Gull <i>Larus argentatus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Apr 20 to Aug 31
Least Tern <i>Sterna antillarum</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Apr 20 to Sep 10
Long-billed Curlew <i>Numenius americanus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5511	Breeds elsewhere

<https://ecos.fws.gov/ipac/location/UTEP7DQZAZDKTH2XGWDFFHYC43Q/resources>

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Marbled Godwit <i>Limosa fedoa</i>	Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	
Northern Fulmar <i>Fulmarus glacialis</i>	Breeds elsewhere
This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	
Nuttall's Woodpecker <i>Picoides nuttallii</i>	Breeds Apr 1 to Jul 20
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	
Parasitic Jaeger <i>Stercorarius parasiticus</i>	Breeds elsewhere
This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	
Pomarine Jaeger <i>Stercorarius pomarinus</i>	Breeds elsewhere
This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	
Red Phalarope <i>Phalaropus fulicarius</i>	Breeds elsewhere
This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	
Red-breasted Merganser <i>Mergus serrator</i>	Breeds elsewhere
This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	
Red-necked Phalarope <i>Phalaropus lobatus</i>	Breeds elsewhere
This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	

<https://ecos.fws.gov/ipac/location/UTEP7DQZAZDKTH2XGWDHFHYC43Q/resources>

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Red-throated Loon <i>Gavia stellata</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Ring-billed Gull <i>Larus delawarensis</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Rufous Hummingbird <i>elasphorus rufus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds elsewhere
Short-billed Dowitcher <i>Limnodromus griseus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Song Sparrow <i>Melospiza melodia</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Feb 20 to Sep 5
South Polar Skua <i>Stercorarius maccormicki</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Spotted Towhee <i>Pipilo maculatus clementae</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/4243	Breeds Apr 15 to Jul 20
Surf Scoter <i>Melanitta perspicillata</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Tricolored Blackbird <i>Agelaius tricolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3910	Breeds Mar 15 to Aug 10

<https://ecos.fws.gov/ipac/location/UTEP7DQZA2DKTH2XGWWDFHYC43Q/resources>

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<p>Whimbrel <i>Numenius phaeopus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9483</p>	Breeds elsewhere
<p>White-winged Scoter <i>Melanitta fusca</i></p> <p>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</p>	Breeds elsewhere
<p>Willet <i>Tringa semipalmata</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds elsewhere
<p>Wilson's Storm-petrel <i>Oceanites oceanicus</i></p> <p>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</p>	Breeds elsewhere
<p>Wrentit <i>Chamaea fasciata</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Mar 15 to Aug 10

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence

<https://ecos.fws.gov/ipac/location/UTEP7DQZA2DKTH2XGWDFFHYC43Q/locations>

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across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (🟡)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures or permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

<https://ecos.fws.gov/ipac/location/UTEPTDQZAZDKTH2XGWDFHYC43Q/resources>

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What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern \(BCC\)](#) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Interactive Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanolog studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

<https://ecos.fws.gov/ipac/location/UTEP7DQZA2DKTH2XGWDFHYC43Q/resources>

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Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

<https://ecos.fws.gov/ipac/location/UTEPTDQZAZDKTH2XGWDFFHYC43Q/resources>

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Marine mammals

Marine mammals are protected under the [Marine Mammal Protection Act](#). Some are also protected under the Endangered Species Act¹ and the Convention on International Trade in Endangered Species of Wild Fauna and Flora².

The responsibilities for the protection, conservation, and management of marine mammals are shared by the U.S. Fish and Wildlife Service [responsible for otters, walruses, polar bears, manatees, and dugongs] and NOAA Fisheries³ [responsible for seals, sea lions, whales, dolphins, and porpoises]. Marine mammals under the responsibility of NOAA Fisheries are **not** shown on this list; for additional information on those species please visit the [Marine Mammals](#) page of the NOAA Fisheries website.

The Marine Mammal Protection Act prohibits the take (to harass, hunt, capture, kill, or attempt to harass, hunt, capture or kill) of marine mammals and further coordination may be necessary for project evaluation. Please contact the U.S. Fish and Wildlife Service Field Office shown.

1. The [Endangered Species Act](#) (ESA) of 1973.
2. The [Convention on International Trade in Endangered Species of Wild Fauna and Flora](#) (CITES) is a treaty to ensure that international trade in plants and animals does not threaten their survival in the wild.
3. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following marine mammals under the responsibility of the U.S. Fish and Wildlife Service are potentially affected by activities in this location:

NAME

Southern Sea Otter *Enhydra lutris nereis*
<https://efms.fws.gov/efms/species/8560>

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

<https://efms.fws.gov/ipac/location/UTEP7DQZAZDKTH2XGWDHFHYC43Q/research>

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Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercled worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

<https://ecos.fws.gov/ipac/location/UTEP7DQZA2DKTH2XGWWDFHYC43Q/repositories>

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APPENDIX B

CNDDDB Occurrence Maps and Special-Status Species List

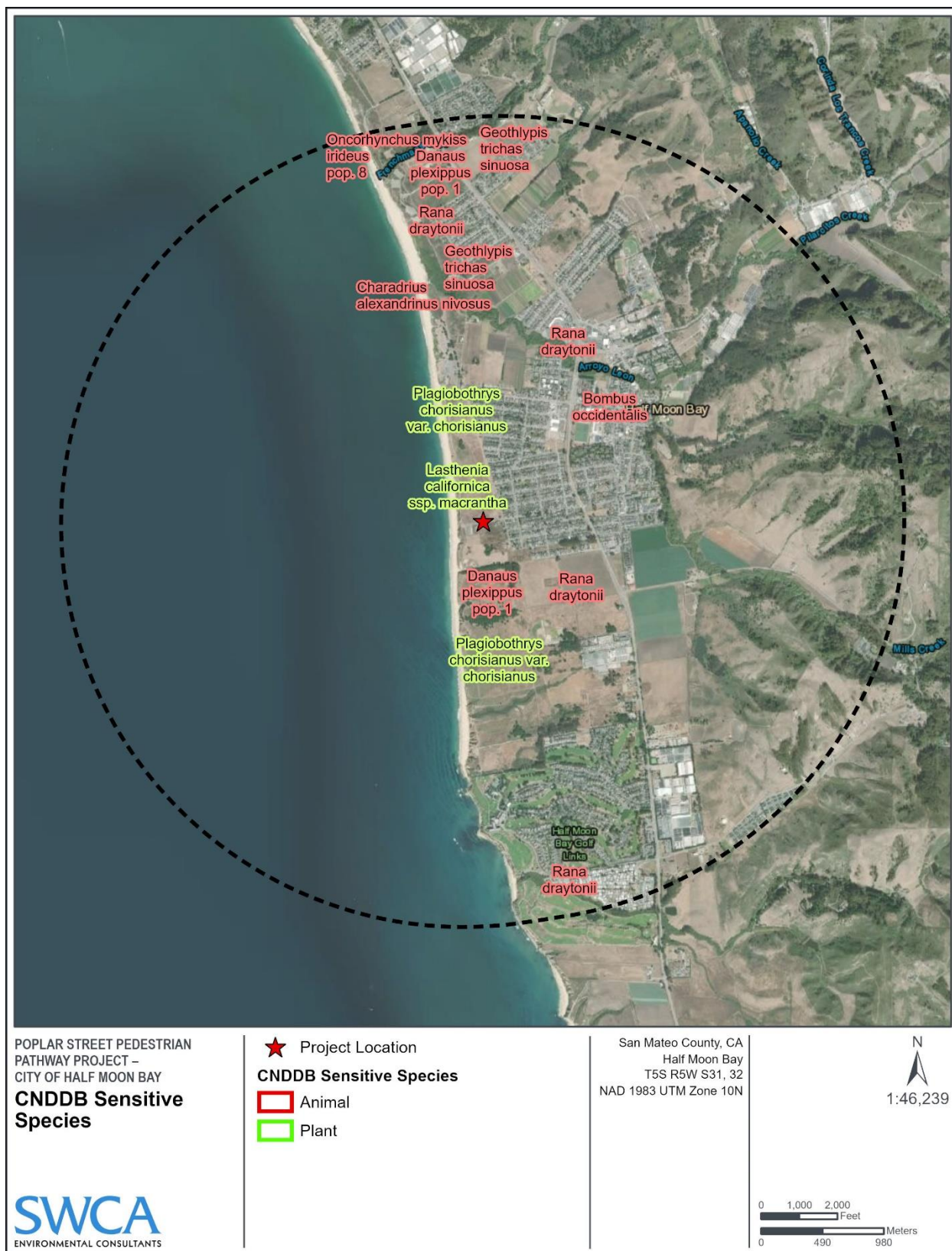


Figure B-1. Two-mile CNDDDB sensitive species map.*

* Note that in order to keep locality data confidential for some species, CDFW suppresses coordinate data for San Francisco garter snake. As such, although this species is not shown in the above 2-mile radius map, it is understood that this species does occur within 2 miles of the Project area

Table B-1. California Natural Diversity Database 2-Mile Records Results*

*Note that in order to keep locality data confidential for some species, CDFW suppresses coordinate data for San Francisco garter snake. As such, although this species is not shown in the 2-mile radius data in Table B-1, it is understood that this species does occur within 2 miles of the Project area.

Scientific Name	Common Name	EONDX	ACCURACY	SITEDATE	FEDLIST	CALLIST	CRPR	CDFW STATUS
<i>Lasthenia californica</i> ssp. <i>macrantha</i>	perennial goldfields	103072	specific area	20150409	None	None	1B.2	
<i>Plagiobothrys chorisianus</i> var. <i>chorisianus</i>	Choris' popcornflower	57049	specific area	20150328	None	None	1B.2	
<i>Plagiobothrys chorisianus</i> var. <i>chorisianus</i>	Choris' popcornflower	94292	specific area	20150409	None	None	1B.2	
<i>Bombus occidentalis</i>	western bumble bee	100351	1 mile	19530328	None	Candidate Endangered		
<i>Danaus plexippus</i> pop. 1	monarch - California overwintering population	12310	2/5 mile	19980105	None	None		
<i>Danaus plexippus</i> pop. 1	monarch - California overwintering population	99755	1/5 mile	19980105	None	None		
<i>Oncorhynchus mykiss irideus</i> pop. 8	steelhead - central California coast Distinct Population Segment (DPS)	30141	specific area	19790920	Threatened	None		
<i>Charadrius nivosus nivosus</i>	western snowy plover	104890	80 meters	20160503	Threatened	None		SSC
<i>Geothlypis trichas sinuosa</i>	saltmarsh common yellowthroat	13461	1/5 mile	19900602	None	None		SSC
<i>Geothlypis trichas sinuosa</i>	saltmarsh common yellowthroat	59824	2/5 mile	19900620	None	None		SSC
<i>Rana draytonii</i>	California red-legged frog	56076	1/5 mile	20040607	Threatened	None		SSC
<i>Rana draytonii</i>	California red-legged frog	70285	specific area	20061011	Threatened	None		SSC
<i>Rana draytonii</i>	California red-legged frog	78886	specific area	20100305	Threatened	None		SSC
<i>Rana draytonii</i>	California red-legged frog	42675	non-specific area	20170109	Threatened	None		SSC
<i>Rana draytonii</i>	California red-legged frog	119794	80 meters	20201009	Threatened	None		SSC
<i>Rana draytonii</i>	California red-legged frog	119807	specific area	200111XX	Threatened	None		SSC
<i>Rana draytonii</i>	California red-legged frog	119810	specific area	201901XX	Threatened	None		SSC
<i>Thamnophis sirtalis tetrataenia</i>	San Francisco gartersnake	27485	1/5 mile	198XXXXX	Endangered	Endangered		FP

APPENDIX C

Critical Habitat Map



Figure C-4. Critical habitat map.

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APPENDIX D

Special-Status Species Considered for Potential Occurrence in the Biological Study Area

Table D-1. Special-Status Species Considered for Potential Occurrence in the Biological Study Area

Species Name	General Habitat Description	Legal Status Federal/State/ CNPS Status	Potential for Occurrence and Rationale
PLANTS			
Choris' popcorn-flower (<i>Plagiobothrys chorisianus</i> var. <i>chorisianus</i>)	Annual herb that occurs in chaparral, coastal prairie, and coastal scrub in wetland and riparian areas. Elevation: 15–160 meters. Flower Season: March–June.	--/--/1B.2	Moderate: Species was not observed during the field survey, which was not conducted during appropriate blooming period. Two CNDDDB occurrences recorded (2015) within 2 miles of the BSA. The only habitat within the BSA that could potentially support this species is vernal marsh, which is located outside the work area and within areas that will be avoided by the Project.
coastal marsh milkvetch (<i>Astragalus pycnostachyus</i> var. <i>pycnostachyus</i>)	Perennial herb that occurs in coastal marshes, seeps, and adjacent sand along the northern and central California coast. Elevation: 0–150 meters. Flower season: April–October.	--/--/1B.2	Moderate: Species was not observed during the field survey, which was not conducted during appropriate blooming period. No CNDDDB occurrences have been recorded onsite, but CNPS database recorded (2019) within 2 miles of the BSA. The only habitat within the BSA that could potentially support this species is within the vernal marsh areas, which are located outside the work area and are in areas that will be avoided by the Project.
Kellogg's horkelia (<i>Horkelia cuneata</i> var. <i>sericea</i>)	Perennial herb that occurs in closed-cone coniferous forest, chaparral, coastal dunes, and coastal scrub. Elevation: 10–200 meters. Flower season: April–September.	--/--/1B.1	Low: Suitable habitat exist on the southeastern extent of the BSA where northern coast scrub habitat was observed outside the Project area. Species was not observed during the field survey, which was not conducted during appropriate blooming period. No CNDDDB occurrences have been recorded within 2 miles of the BSA.
Oregon polemonium (<i>Polemonium carneum</i>)	Perennial herb occurs in coastal prairie, coastal scrub, and lower montane coniferous forest. 0–1830 meters. Flower Season: April–September.	--/--/2B.2	Low: Suitable habitat exist on the southeastern extent of the BSA where northern coast scrub habitat was observed outside the Project area. Species was not observed during the field survey, which was not conducted during appropriate blooming period. No CNDDDB occurrences have been recorded within 2 miles of the BSA.
perennial goldfields (<i>Lasthenia californica</i> ssp. <i>macrantha</i>)	Perennial herb that occurs in coastal bluff scrub, coastal dunes, and coastal scrub. Elevation: 6–750 meters. Flower season: January–November.	--/--/1B.2	Moderate: Suitable habitat exists within the western extent of the BSA where coastal bluff scrub occurs. Species was not observed during the field survey, which was conducted during appropriate blooming period. One CNDDDB occurrence was recorded within 2 miles of the BSA along the coastal trail and the Seymore Bridge to Francis State Beach.

Species Name	General Habitat Description	Legal Status Federal/State/ CNPS Status	Potential for Occurrence and Rationale
rose leptosiphon (<i>Leptosiphon rosaceus</i>)	Annual herb that occurs in coastal bluff scrub. Elevation: 0–100 meters. Flower season: April–July.	--/--/1B.1	Low: Suitable habitat exist on the western extent of the BSA where coastal bluff scrub occurs. Species was not observed during the field survey, which was not conducted during appropriate blooming period. No CNDDDB occurrences have been recorded within 2 miles of the BSA.
San Mateo tree lupine (<i>Lupinus arboreus</i> var. <i>eximius</i>)	Perennial shrub that occurs in chaparral and northern coastal scrub. Elevation: 90–550 meters. Flower season: April–July.	--/--/3.2	Low: Suitable habitat exist on the southeastern extent of the BSA where northern coast scrub habitat was observed outside the Project area. Species was not observed during the field survey, which was not conducted during appropriate blooming period. No CNDDDB occurrences have been recorded within 2 miles of the BSA.
ANIMALS			
Amphibians			
California red-legged frog (<i>Rana draytonii</i>)	Inhabit permanent and temporary pools, streams, freshwater seeps, and marshes in lowlands and foothills occurring from sea level to 6,500 feet. Use adjacent upland habitat for foraging and refuge. Breed during wet season from December–March. Lay between 300 and 4,000 eggs in large cluster attached to plants near water surface. Eggs hatch after about 4 weeks and undergo metamorphosis in 4–7 months.	FT/SSC	Low to Moderate: Species was not observed onsite. Suitable foraging or dispersal habitat for this species may be located within the vernal marsh areas south of the Project during the wet season. The vernal marsh areas located south of the Project may also provide suitable breeding habitat for this species if the area is inundated for a sufficiently long period of time during the wet season. This species has a low potential to occur onsite or within the BSA during the dry season. The Project will not impact the vernal marsh areas. Recent CNDDDB occurrence (2016) recorded approximately 0.9 mile northeast of the Project. This species could enter the Project area while traveling overland or if utilizing nearby drainage ditches for movement.
Reptiles			
San Francisco garter snake (<i>Thamnophis sirtalis</i> <i>tetrataenia</i>)	Use a wide range of habitats; prefer grassland or wetland near ponds, marshes, and sloughs; and may overwinter in upland areas away from water.	FE/SE, FP	Low to Moderate: Species was not observed onsite. Suitable foraging or dispersal habitat for this species may be associated with the vernal marsh areas south of the Project during the wet season. The Project will not impact the vernal marsh or roadside ditch areas. Recent CNDDDB occurrence (2016) recorded approximately 0.9 mile northeast of the Project. This species could enter the Project area while traveling overland or if utilizing nearby drainage ditches for movement. However, this species has a low potential to occur onsite or within the BSA during the dry season.

Species Name	General Habitat Description	Legal Status Federal/State/ CNPS Status	Potential for Occurrence and Rationale
Birds			
saltmarsh common yellowthroat (<i>Geothlypis trichas sinuosa</i>)	Frequent low, dense vegetation near water, especially marshes and wetlands. Nest usually placed on or within 8 centimeters (3 inches) of ground. May be over water, in emergent aquatic vegetation, dense shrubs, or other dense growth.	--/SSC	None: BSA does not contain foraging habitat. Although BSA contain marsh areas, habitat lacks dense vegetation to support nesting habitat. One CNDDDB occurrence recorded (1990) within 2 miles of the BSA.
western snowy plover (<i>Charadrius alexandrinus nivosus</i>)	Found in shores, peninsulas, offshore islands, bays, estuaries, and rivers along the Pacific Coast. Breeding sites entail coastal beaches above the high-tide line, sand spits, dune-backed beaches, and river bars.	FT, MBTA/SSC	None: BSA does not contain suitable nesting or foraging habitat. One CNDDDB occurrence recorded (2016) at Half Moon Bay State Beach.
Invertebrates			
Monarch butterfly (<i>Danaus plexippus</i>)	Occur along coast from northern Mendocino to Baja California, Mexico. Winter roost in wind-protected tree groves (eucalyptus [<i>Eucalyptus</i> spp.], Monterey pine [<i>Pinus radiata</i>], and cypress), with nectar and water sources nearby.	FC/--	None: BSA does not contain suitable overwintering habitat. Two CNDDDB occurrences recorded (1998) was recorded within 2 miles of the BSA.

Sources: Baldwin et al. (2012), CNDDDB (2021), USFWS (2021b).

Status Codes:

-- = No status

Federal: FE = Federal Endangered; FT = Federal Threatened; FC = Federal Candidate; MBTA = Protected by Migratory Bird Treaty Act

State: SE = State Endangered; ST = State Threatened; SR = State Rare; SSC = California Species of Special Concern; FP = Fully Protected

California Native Plant Society:

List 1B = Rare, threatened, or endangered in California and elsewhere

List 2 = Rare, threatened, or endangered in California, but more common elsewhere

List 3 = Plants about which more information is needed

List 4 = Watch list of plants of limited distribution

CNPS Threat Code:

...1 = Seriously endangered in California (more than 80% of occurrences threatened / high degree and immediacy of threat)

...2 = Fairly endangered in California (20–80% occurrences threatened)

...3 = Not very endangered I California (<20% of occurrences threatened or no current threats known)

Potential for Occurrence Ratings:

None = No potential for the species or habitat to occur due to lack of suitable habitat in the BSA.

Low = Species has been mapped within 5 miles of the BSA, but record is old/unreliable, the appropriate habitat is not present, or the record is far from the Project area.

Moderate = Records have been mapped near the Project area and/or suitable habitat is present, but records are old or far from the Project area.

High = Species has high likelihood of presence in the BSA, has been mapped in close proximity to the Project area, and suitable habitat is present.

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APPENDIX E

NWI / NHD Records



Figure E-1. National Wetland Inventory & National Hydrography Dataset map.

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APPENDIX F

Soils Map



Figure F-1. USGS Soils Map. (Soil Survey Geographic Database [SSURGO]).

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APPENDIX G

Species Observed During Field Survey

Table G-1. Species Observed During the Field Survey

Scientific Name	Common Name	Native	Species Status/Notes
PLANTS*			
Angiosperms (Eudicots)			
Apiaceae	Carrot Family		
<i>Foeniculum vulgare</i>	wild fennel	No	--
<i>Conium maculatum</i>	poison hemlock	No	--
Asteraceae	Sunflower Family		
<i>Baccharis pilularis</i>	coyotebrush	Yes	—
<i>Carduus pycnocephalus</i>	Italian thistle	No	—
<i>Carpobrotus chilensis</i>	iceplant	No	—
<i>Cirsium vulgare</i>	bull thistle	No	—
<i>Helminthotheca echioides</i>	bristly ox-tongue	No	--
<i>Matricaria discoidea</i>	pineapple weed	No	—
<i>Pseudognaphalium</i> spp.	cudweed	--	--
<i>Taraxacum officinale</i>	dandelion	No	—
Brassicaceae	Mustard Family		
<i>Brassica nigra</i>	black mustard	No	—
<i>Brassica rapa</i>	field mustard	No	--
<i>Raphanus raphanistrum</i>	wild radish	No	--
Fabaceae	Pea Family	--	--
<i>Medicago polymorpha</i>	bur clover	No	--
<i>Vicia sativa</i>	common vetch	No	--
Geraniaceae	Geranium Family		
<i>Geranium molle</i>	dove's foot cranebill	No	--
Oxalidaceae	Wood Sorrel Family		
<i>Oxalis pes-caprae</i>	Bermuda buttercup	No	—
Polygonaceae	Buckwheat Family		
<i>Rumex crispus</i>	curly dock	No	--
Rhamnaceae	Buckthorn Family		
<i>Ceanothus</i> sp.	ceanothus	Yes	—
Rosaceae	Rose Family		
<i>Rubus ursinus</i>	California blackberry	Yes	--
Tropaeolaceae	Nasturtium Family		
<i>Tropaeolum majus</i>	garden nasturtium	No	--
Angiosperms (Monocots)			
Cyperaceae	Sedge Family		
<i>Eleocharis macrostachya</i>	common spikerush	Yes	—
Juncaceae	Rush Family		
<i>Juncus patens</i>	spreading rush	Yes	—
<i>Juncus phaeocephalus</i> var. <i>phaeocephalus</i>	brown-headed rush	Yes	—

Scientific Name	Common Name	Native	Species Status/Notes
<i>Juncus</i> sp.	unknown rush	Unknown	–
Poaceae	Grass Family		
<i>Avena barbata</i>	slender wild oats	No	--
<i>Bromus carinatus</i>	California brome	Yes	--
<i>Bromus diandrus</i>	ripgut brome	No	--
<i>Cynodon dactylon</i>	Bermuda grass	No	--
ANIMALS			
Avian			
<i>Agelaius phoeniceus</i>	red-winged blackbird	Yes	–
<i>Carpodacus mexicanus</i>	house finch	Yes	–
<i>Corvus brachyrhynchos</i>	American crow	Yes	--
<i>Melospiza melodia</i>	song sparrow	Yes	--
<i>Passerculus sandwichensis</i>	Savannah sparrow	Yes	--
<i>Streptopelia decaocto</i>	Eurasian collared dove	No	–
<i>Sturnus vulgaris</i>	European starling	No	–
<i>Turdus migratorius</i>	American robin	Yes	–
<i>Zenaida macroura</i>	mourning dove	Yes	–
<i>Zonotrichia leucophrys</i>	white-crowned sparrow	Yes	–

* Data from Baldwin et al. (2012)

APPENDIX H

Photo Documentation



Photograph 1. View facing east of the Project area (pedestrian pathway) on Poplar Street. Path widening to occur on the north side of existing pathway within the green strip of ruderal vegetation shown at left. Roadside drainage ditch on the south side parallel to Poplar Street shown at right. Photograph taken February 9, 2021. Wooden footpath shown at center will be left in place and will not be impacted during construction.



Photograph 2. View facing east of the Project area (pedestrian pathway) on Poplar Street. Path widening to occur on the north side of existing pathway within the green strip of ruderal vegetation at left. Non-native grassland occurs alongside ruderal strip. Photograph taken February 9, 2021.



Photograph 3. View facing east looking up the middle of the roadside drainage ditch that runs parallel to the Project area (pedestrian pathway) and Poplar Street. Photograph taken February 9, 2021.



Photograph 4. View facing west from Railroad Boulevard looking at the roadside drainage ditch that runs parallel to the Project area shown at right (pedestrian pathway). Photograph taken February 9, 2021.



Photograph 5. View facing west looking at the vernal marsh located on the south side of Poplar Street and the Project area. Hydrophytic plant species such as brown-headed rush, spreading rush, common spikerush, and curly dock were observed in clusters with pockets of standing water. Photograph taken February 9, 2021.



Photograph 6. View facing north looking at the swale located on the south side of Poplar Street (west end) and the Project area. Hydrophytic plant species such as common spikerush and standing water were observed here. Photograph taken February 9, 2021.

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APPENDIX C

Mitigation Monitoring and Reporting Plan

POPLAR STREET PEDESTRIAN PATHWAY PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Poplar Street Pedestrian Pathway Project pursuant to CEQA Guidelines (California Code of Regulations, Title 14), which state:

Section 15097. Mitigation Monitoring and Reporting

(a)... In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.



(c) The public agency may choose whether its program will monitor mitigation, report on mitigation, or both. "Reporting" generally consists of a written compliance review that is presented to the decision-making body or authorized staff person. A report may be required at various stages during project implementation or upon completion of the mitigation measures. "Monitoring" is generally an ongoing or periodic process of project oversight. There is often no clear distinction between monitoring and reporting and the program best suited to ensuring compliance in any given instance will usually involve elements of both. The choice of program may be guided by the following:






(1) Reporting is suited to projects which have readily measurable or quantitative mitigation measures or which already involve regular review. For example, a report may be required upon issuance of final occupancy to a project whose mitigation measures were confirmed by building inspection.




(2) Monitoring is suited to projects with complex mitigation measures, such as wetlands restoration or archeological protection, which may exceed the expertise of the local agency to oversee, are expected to be implemented over a period of time, or require careful implementation to assure compliance.

(3) Reporting and monitoring are suited to all but the most simple projects. Monitoring ensures that project compliance is checked on a regular basis during and, if necessary after, implementation. Reporting ensures that the approving agency is informed of compliance with mitigation requirements.

The MMRP table below lists the proposed mitigation measures identified in the Poplar Street Pedestrian Pathway Project Initial Study/Mitigated Negative Declaration (IS/MND). The table also describes the timing for mitigation measure implementation (e.g., when the measure shall be implemented) and the parties—such as the Construction Contractor and/or City of Half Moon Bay—that are responsible for ensuring implementation of all aspects of each measure. Additionally, the MMRP table below provides comments that highlight measure contents and responsibilities.

Poplar Street Pedestrian Pathway Project Initial Study / Mitigated Negative Declaration (IS/MND)				
Mitigation Monitoring and Reporting Program				
Color Codes				
Measure Implemented Prior to Construction or Pending Approval				
Measure Implemented During Construction				
Measure Implemented Following Construction Completion				
Impact	Applicant Proposed Measure (APM) or Mitigation Measure	Comments	Responsible Party	Timing / Milestone
Biological Resources				
BIO-1	The following general mitigation measures shall be implemented during the project:	Prepare environmental awareness training materials and administer environmental awareness training on site. Ensure that all new personnel are trained before they begin work.	Construction Contractor / City of Half Moon Bay	Prior to / during construction
	a. Prior to the start of the project, all construction crew members shall attend an environmental awareness training presented by a qualified biologist. A training brochure describing special-status species, project avoidance and minimization measures, key contacts, and potential consequences of impacts to special-status species and potentially jurisdictional features will be distributed to the crew members during the training. Trainees will sign an environmental training attendance sheet.	Minimize disturbance to vegetation.		
	b. Disturbance to vegetation shall be kept to the minimum necessary to complete the project activities. To minimize impacts to vegetation, a qualified biologist shall work with the contractor to designate the work area and any staging areas as well as delineate areas that shall be avoided with signage and tape. Areas that shall be avoided include the vernal marsh and northern coastal scrub habitats.	Do not handle wildlife that is encountered during project activities. Wildlife will be allowed to leave the work area of their own accord and without harassment or may be moved by a biologist.		
	c. Before completion of the project, all exposed or disturbed surfaces shall be permanently protected from erosion by reseeding with native seeds. Seeds will be locally sourced if possible.	Contain, remove, and properly dispose of trash on a regular basis.		
	d. If any wildlife is encountered during project activities, said wildlife must be allowed to leave the work area unharmed. All listed wildlife species shall be allowed to leave the work area of their own accord, and without harassment. Animals shall not be picked up or moved in any way. If non-listed and/or non-special status wildlife does not leave the work area of their own accord, the qualified project biologist may relocate the wildlife outside of the project limits.	Minimize disturbance to the minimum necessary to complete the project.		
	e. During project activities, all trash that may attract predators shall be properly contained, removed, and disposed of regularly. Following construction, trash/construction debris shall be removed from work areas.	Inspect construction materials for trapped wildlife before and during moving		
	f. Construction materials, including, but not limited to, wooden pallets, BMPs, equipment, or other materials, that are left on the ground for more than 24 hours shall be inspected before and during moving of the materials to prevent potential impacts to animals that may have utilized the materials as a temporary refuge. Plastic pipes, if used, shall be covered with material to prevent animals from entering the pipes.			
	g. The number of access routes, number and size of staging areas, and total area of the activity shall be limited to the minimum necessary to complete the project, their boundaries shall be clearly demarcated, and these areas shall be outside of sensitive areas.			

Poplar Street Pedestrian Pathway Project Initial Study / Mitigated Negative Declaration (IS/MND)				
Mitigation Monitoring and Reporting Program				
Color Codes				
Measure Implemented Prior to Construction or Pending Approval				
Measure Implemented During Construction				
Measure Implemented Following Construction Completion				
Impact	Applicant Proposed Measure (APM) or Mitigation Measure	Comments	Responsible Party	Timing / Milestone
BIO-2  	Minimize Impacts to special status plant species. a. Prior to the start of construction, a plant survey for perennial goldfields shall be conducted during the flowering period of May to August. Perennial goldfields occurrences within 50 feet of the project work areas shall be flagged for avoidance by the project. If the project cannot avoid impacts to this species, the City shall consult with the CDFW on appropriate measures and/or actions to protect or salvage the plant(s) prior to beginning construction.	SWCA will conduct the survey in June 2021. If necessary, City shall consult with CDFW on appropriate measures. If required, avoidance measures will be added to environmental awareness training and implemented by project biologist during construction.	SWCA/City	prior to start of construction During construction
BIO-3  	Minimize impacts to special-status amphibians and reptiles: a. A qualified biological monitor shall be present during all ground-disturbing construction activities including, but not limited to, activities such as grubbing, vegetation removal, fence installation and removal, grading and FMR. b. Within 48 hours of the planned start of project activities, a focused survey for sensitive and listed species, including but not limited to California red-legged frog and San Francisco garter snake, shall be conducted by a qualified biologist, including staging areas. Construction activities shall not take place until the survey is completed c. Prior to the start of project activities each morning a qualified biologist shall perform a preconstruction survey of all project areas, including staging areas, to ensure no listed or sensitive species are present, and construction activities shall not take place until the survey is completed d. Construction activities (e.g., grubbing, grading) shall occur during dry weather conditions only, and to the extent feasible, during the dry season (June 1 to October 15) to facilitate avoidance of California red-legged frog and San Francisco garter snake. e. Regardless of the season, construction shall adhere to San Mateo Countywide Pollution Prevention Program (SMCWPPP) BMPs and no construction shall occur within 24 hours following a significant rain event (defined as greater than 1/4 inch in a 24-hour period). Following a significant rain event and the 24-hour drying-out period, a qualified biologist shall conduct a preconstruction survey for California red-legged frog and other sensitive species prior to the restart of any project activities. f. To protect burrows that may provide refuge for protected animals, such as the California red-legged frog and San Francisco garter snake, no soil or materials shall be stockpiled on the ground where burrows are present.	Work should occur during the dry season (June 1 to October 15) to avoid impacts to special-status amphibians and reptiles. Ensure a qualified biological monitor is present during all ground disturbing activities. Ensure construction does not start until the biological monitor completes their morning survey. Construction work shall not occur within 24 hours following a rain event of 0.25 inch or more within a 24-hour period, and a 24-hour dry-out period shall be implemented following such a significant rain event. Ensure a qualified biologist conducts a preconstruction survey for California red-legged frog before project activities restart following a dry-out period. Adhere to all required SMCWPPP BMPs Ensure all burrows are identified and staked by biologist. Do not stockpile soil or material on ground where burrows are present.	Construction Contractor / City of Half Moon Bay	Prior to / during construction
BIO-4 	Minimize impacts to vernal marsh and drainages: a. All spoils, such as dirt, excavated material, debris, and construction-related materials, generated during project activities shall be placed where they cannot enter the drainage	Drainages shall be protected from project-generated spoils. Ensure that all exposed soils associated with the project are stabilized immediately following construction	Construction Contractor / City of Half Moon Bay	Prior to / during construction

Poplar Street Pedestrian Pathway Project Initial Study / Mitigated Negative Declaration (IS/MND)				
Mitigation Monitoring and Reporting Program				
Color Codes				
Measure Implemented Prior to Construction or Pending Approval				
Measure Implemented During Construction				
Measure Implemented Following Construction Completion				
Impact	Applicant Proposed Measure (APM) or Mitigation Measure	Comments	Responsible Party	Timing / Milestone
	<p>ditch, culvert inlet, or nearby vernal marshes. Spoils shall be covered or secured to prevent sediment from escaping. Once the spoil pile is no longer active, it shall be removed from the work area and disposed of lawfully at an appropriate facility.</p> <p>b. All exposed soils in the work area shall be stabilized immediately following the completion of work to prevent erosion. Erosion and sediment control Best Management Practices (BMPs), such as silt fences, straw hay bales, gravel or rock-lined drainages, water check bars, and broadcast straw, can be used. BMPs shall be made of certified weed-free materials. Straw wattles, if used, shall be made of biodegradable fabric (e.g., burlap) and free of monofilament netting. At no time shall silt-laden runoff be allowed to enter any drainages or other sensitive areas.</p> <p>c. All fueling and maintenance of vehicles and other equipment and staging areas shall occur at least 100 feet from any drainages and other water features, including vernal marsh areas. Crew members shall ensure that contamination of habitat does not occur during such operations. Prior to the onset of work, the construction contractor shall prepare a plan to be approved by the City before construction begins to allow a prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills, and of the appropriate measures to take should a spill occur.</p> <p>d. Before completion of the project, all exposed or disturbed surfaces shall be permanently protected from erosion with reseeding and landscaping.</p> <p>e. All exposed surfaces shall be wetted periodically to prevent significant dust.</p> <p>f. All stockpiled soil shall be covered during periods of rain.</p>	<p>completion. Appropriate BMPs shall be deployed prior to and during construction to prevent erosion and/or runoff into potentially jurisdictional drainages.</p> <p>Ensure fueling and maintenance of vehicles and other equipment and staging areas do not occur within 100 feet of drainages, and that such drainages are not contaminated during refueling, maintenance, or staging of materials. Prior to beginning project work, the Contractor shall develop a Spill Response Plan to ensure prompt and effective response to accidental spills. The plan must be submitted to the City of Half Moon Bay before construction commences, and must be kept onsite at all times during construction. Adequate spill clean-up supplies must be kept on site and at-the-ready during construction. The plan will be included in the environmental awareness training.</p> <p>Reduce potential for dust by wetting exposed surfaces periodically.</p> <p>Reduce potential for sediment loss by covering stockpiled soils during periods of rain.</p> <p>Once the project is complete, ensure that all exposed and/or disturbed surfaces are protected from soil erosion with reseeding and landscaping.</p>		
<p>BIO-5</p>  	<p>Minimize impacts to nesting birds, as required by the Federal Migratory Bird Treaty Act:</p> <p>a. If project activities, including, but not limited to, grubbing and grading, are conducted during nesting bird season (February 15 to September 15), preconstruction nest surveys shall be conducted in and near the project (within 500 feet for large raptors and 300 feet for all other birds) by a qualified biologist within 7 days of the start of construction. If nesting birds are identified during the preconstruction survey, then the project shall be modified (i.e., a no-work exclusion buffer of appropriate size [to be determined by the qualified project biologist] shall be erected around active nests) and/or delayed as necessary to avoid impacts to the identified nests, eggs, and/or young. Disturbing active nests must be avoided until young birds have fledged</p>	<p>Project activities, including grubbing and grading, should be conducted outside of nesting bird season (February 15 through September 15). If work outside of nesting bird season is not feasible, then ensure a qualified biologist conducts preconstruction nesting bird surveys prior to commencing work.</p> <p>If nesting birds or raptors are observed on site, ensure an appropriately-sized no-work buffer is established around the nest and/or the project is modified and/or delayed as necessary in coordination with the project biologist.</p> <p>If a construction area becomes inactive for more than 2 weeks, then preconstruction nesting bird surveys need</p>	Construction Contractor / City of Half Moon Bay	Prior to / during construction

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Mitigation Monitoring and Reporting Program				
Color Codes				
Measure Implemented Prior to Construction or Pending Approval				
Measure Implemented During Construction				
Measure Implemented Following Construction Completion				
Impact	Applicant Proposed Measure (APM) or Mitigation Measure	Comments	Responsible Party	Timing / Milestone
		to be repeated prior to re-starting work within inactive areas.		
Cultural Resources				
<div>CUL-1</div> <div><div></div><div></div></div>	<p>Avoid and/or reduce impacts to unknown historical and archaeological resources:</p> <p>In the event that archaeological resources are discovered during construction, work within 50 feet of the find must stop, and the construction contractor will immediately notify the City. Construction activities shall be redirected until a qualified professional archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards (CFR 36 CFR Part 61) 1) evaluates the archaeological deposit to determine if it meets the CEQA definition of a historical or unique archaeological resource and 2) makes recommendations about the treatment of the deposit, as necessary. If the deposit does meet the CEQA definition of a historical or unique archaeological resource, then it will be avoided to the extent feasible by project construction activities. If avoidance is not feasible, then adverse effects to the deposit shall be mitigated as specified in CEQA Guidelines for historic resources (Section 15126.4(b)) or for unique archaeological resources (Section 21083.2).</p>	<p>Prior to commencing work, ensure that construction personnel are trained and informed of how to identify and avoid historical and archaeological resources in the event that they are exposed during construction. Such training may be included in the environmental awareness training prepared for the project per BIO-1.</p> <p>If archaeological or historical resources are discovered during construction, the Contractor shall ensure that work is immediately stopped in the vicinity of the find, and the City of Half Moon Bay is immediately notified. Discovered resources must be left in place as they were found: do not touch, collect, or otherwise disturb found resources.</p> <p>Work shall not resume in the vicinity of any discovered resources until the resources are fully evaluated by the archaeologist, and the City of Half Moon Bay approves the continuation of work in the vicinity of the find.</p> <p>Ensure any additional cultural work such as testing or data recovery is implemented as required.</p>	Construction Contractor / City of Half Moon Bay	Prior to / during construction
<div>CUL-2</div> <div><div></div></div>	<p>The project shall comply with the requirements of Health & Safety Code Section 7050.5 regarding the discovery of human remains:</p> <p>If human remains are encountered unexpectedly during construction, demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California PRC Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:</p> <p>a. Stop immediately and contact the County Coroner:</p> <p>50 Tower Road San Mateo, CA 94402 (650) 3120-5562</p>	<p>Contractor and field personnel shall ensure that if human remains are encountered during construction demolition and/or grading activities, construction is immediately halted and the CUL-2 measure notification procedures are implemented, including immediately contacting the County Coroner.</p> <p>Work shall not resume until approval is obtained from all necessary authorities, including but not limited to the City of Half Moon Bay.</p>	Construction Contractor / City of Half Moon Bay	During construction

Poplar Street Pedestrian Pathway Project Initial Study / Mitigated Negative Declaration (IS/MND)				
Mitigation Monitoring and Reporting Program				
Color Codes				
Measure Implemented Prior to Construction or Pending Approval				
Measure Implemented During Construction				
Measure Implemented Following Construction Completion				
Impact	Applicant Proposed Measure (APM) or Mitigation Measure	Comments	Responsible Party	Timing / Milestone
	<div><div></div><div><div>b. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).</div><div>c. The NAHC would immediately notify the person it believes to be the most likely descendent of the deceased Native American.</div><div>d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.</div></div></div>			
Geology and Soils				
<div><div>GEO-1</div><div></div></div>	<div><div>Avoid and/or reduce impacts to unknown paleontological resources:</div><div>In the unlikely event that a paleontological resource is discovered, the project applicants shall comply with PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. To be consistent with these PRC Sections, in the event that paleontological resources are exposed during construction, work in the immediate vicinity of the find must stop until a qualified paleontologist can evaluate the significance of the find. Construction activities may continue in other areas. If the discovery proves significant under the provisions of CEQA, the paleontologist shall prescribe, and the project Applicants shall implement, additional measures such as testing or data recovery to avoid impacts to the resources.</div></div>	<div>Ensure compliance with Public Resources Code (PRC).</div> <div>Stop work in the immediate vicinity of any discovered paleontological resources until a qualified paleontologist evaluates the significance of the discovery.</div> <div>Ensure any additional paleontological work such as testing or data recovery is implemented as required.</div>	Construction Contractor / City of Half Moon Bay	During construction
Tribal Cultural Resources				
<div><div>TRI-1</div><div></div></div>	<div>In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of the project, all such activities within 50 feet of the find shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and treated pursuant to PRC Section 21074 (a)(2).</div>	<div>Prior to commencing work, ensure that construction personnel are trained and informed of how to identify and artifacts that may be tribal cultural resources in the event that they are discovered during construction. Such training may be included in the environmental awareness training prepared for the project per BIO-1.</div> <div>If artifacts that may be tribal cultural resources are discovered during work, halt all construction activities within 50 feet of the find and immediately notify the City of Half Moon Bay.</div>	Construction Contractor / City of Half Moon Bay	During construction.

Poplar Street Pedestrian Pathway Project Initial Study / Mitigated Negative Declaration (IS/MND) Mitigation Monitoring and Reporting Program				
Color Codes				
Measure Implemented Prior to Construction or Pending Approval				
Measure Implemented During Construction				
Measure Implemented Following Construction Completion				
Impact	Applicant Proposed Measure (APM) or Mitigation Measure	Comments	Responsible Party	Timing / Milestone
		Discovered resources must be left in place as they were found: do not touch, collect, or otherwise disturb found resources. Work shall not resume in the vicinity of any discovered resources until the resources are properly assessed, and the City of Half Moon Bay approves the continuation of work in the vicinity of the find.		