



## **NOTICE OF PREPARATION OF A PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) AND PUBLIC SCOPING MEETING FOR THE POPLAR BEACH GATEWAYS PLAN**

**DATE:** September 29, 2021

**TO:** Office of Planning & Research State Clearinghouse, Affected Agencies, and Interested Persons

**FROM:** City of Half Moon Bay

**LEAD AGENCY:** City of Half Moon Bay

**CONTACT:** Brittney Cozzolino, Associate Planner, BCozzolino@hmbcity.com

**SUBJECT:** Notice of Preparation of a Program Environmental Impact Report (PEIR) in accordance with State California Environmental Quality Act (CEQA) Guidelines Section 15082(a) and Notice of Public Scoping Meeting

### **A. NOTICE OF PREPARATION**

**Notice is hereby given** that the City of Half Moon Bay (Lead Agency) will prepare a Focused Program Environmental Impact Report (PEIR) for the proposed Poplar Beach Gateways Plan (Project). The PEIR will address the potential physical and environmental effects of the Project for each of the environmental topics outlined in the attached Initial Study. The City will use the PEIR when considering approval of the proposed Project. Responsible Agencies, which are public agencies other than the City of Half Moon Bay that have a role in approving or implementing the Project, will also need to consider the PEIR prepared by the City of Half Moon Bay when issuing approvals for the implementation of the Project. The City has prepared this Notice of Preparation (NOP) to provide Responsible Agencies, Trustee Agencies, and other Interested Parties with a description of the proposed Project and to identify potential environmental effects pursuant State CEQA requirements.

The City has determined that a PEIR will be required for the proposed project and has prepared an Initial Study (attached) to focus the impacts that will be studied in the PEIR. The NOP, Initial Study, and the file for the proposed Project are available for review between the hours of 8:30 am and 5:00 pm, Monday through Thursday, at the City of Half Moon Bay Planning Division Office, 501 Main Street, Half Moon Bay, CA 94019. The NOP and Initial Study will also be made available online at <https://www.half-moon-bay.ca.us/475/Biological-Reports-Environmental-Documen>.

## **B. PUBLIC REVIEW AND COMMENT PERIOD**

***Further notice is hereby given*** that the City invites comments on the scope and content of the PEIR in response to this NOP. Pursuant to Section 15082 of the State CEQA Guidelines, this NOP will be circulated for a 30-day review period. At a minimum, responses to this NOP should focus on the potentially significant environmental effects that the proposed Project may have on the physical environment that should be addressed in the PEIR, ways in which those effects might be minimized, and potential alternatives to the proposed Project that should be addressed in the PEIR. In your response, include your name, the name of your agency or organization (if applicable), and contact information.

Comments on the NOP may be submitted in writing at the above City of Half Moon Bay by mailing to 501 Main Street, Half Moon Bay, CA 94019, addressed to the attention of Brittney Cozzolino, Associate Planner, or via-email to [BCozzolino@hmbcity.com](mailto:BCozzolino@hmbcity.com), no later than 4:00 pm on **Monday, November 1, 2021**. In addition, comments may be provided at the Public Scoping Meeting, noticed below.

## **C. PUBLIC SCOPING MEETING**

***Further notice is hereby given*** that the City has scheduled a Public Scoping Meeting at the time and location indicated below. The purposes of the Public Scoping Meeting are to describe the proposed Project and the environmental review process, and to receive verbal input. The City will consider all comments, written and oral, in determining the final scope of the evaluation to be included in the PEIR.

### **Public Scoping Meeting:**

Regular Meeting of the Half Moon Bay Planning Commission

Tuesday, October 12<sup>th</sup>, 2021, at 7PM

Virtual Meeting Only, Zoom Information to Follow at <https://www.half-moon-bay.ca.us/150/Planning-Commission-Meeting-Agendas>

## **D. PROJECT DESCRIPTION**

### **Project Location**

The Project site is the Poplar Beach Park, in the City of Half Moon Bay, San Mateo County (see **Figure 1**). The site's general boundaries are from Poplar Street on the south, Kelly Avenue on the north, the sandy shoreline on the west, and Railroad Avenue on the east (see **Figure 2**).

### **Former Uses and Existing Conditions**

Poplar Beach Park (Park) is a 45-acre park that is the primary public access beach owned and managed by the City. The Park has historically included bluffs, beach parking lot, beach access, and open space and was acquired by the City from San Mateo County for use in perpetuity as a passive regional park.

Presently, the Park is primarily open space with limited infrastructure that includes a segment of the paved Coastal Trail (Trail) a parking area, dirt equestrian trails, informal access to the beach, a few benches, a picnic table, and portable restrooms.

**Erosion.** Within the Park, there are at least three locations (the concentrated urban drainage outfall from Myrtle Street, the concentrated urban drainage outfall connected to a drainage channel at Central Avenue, and a large erosion feature at the north end near the concrete equestrian crossing of the Trail) where the trail can be compromised at any time.

The most significant source of localized runoff is caused by unmanaged access along the bluffs. The Park and Trail are heavily used by walkers, joggers, cyclists, equestrians, and sightseers. This has led to numerous and large areas that are devoid of vegetation, compacted, and which create higher volumes of runoff during precipitation events causing further erosion.

**Coastal Trail.** The Trail meanders through the Park from Poplar Street to Kelly Avenue, approximately 3,800 feet. For the majority of the Trail length, the structural condition of the paved trail can be considered in poor-to-fair condition. The Trail extends south onto Coastside Land Trust property and north onto the Half Moon Beach State Park.

**Amenities.** Currently Poplar Beach parking area contains limited amenities. Amenities within the Park include portable toilets, bike racks, a picnic bench, a "Mutt Mitt" dispenser for dog waste bags, memorial benches, waste bins, and a bike repair station.

**Access.** Beach Access is primarily provided at three locations: 1) near the parking area located on the southerly boundary near the terminus of Poplar Street; 2) near the terminus of Kelly Avenue; and 3) at a location approximately 800 feet south of Kelly Avenue (also referred to as the "Slot Access"). The Slot Access is the only approved equestrian access point to the beach. Access is difficult throughout the park

due to the high vertical bluffs and bluff erosion rate of up to three linear feet per year.

The Park can also be accessed from the east by the Poplar Parallel Trail. The trail is a multi-use, asphalt access trail running parallel to Poplar Street along its northern edge between Railroad Avenue and the Coastal Trail. This trail is currently in poor condition and scheduled for reconstruction in September/October 2021 as a separate project.

### **Existing General Plan Designation and Zoning**

The Land Use Plan/General Plan 2020 land use designation for the project site is Regional Public Recreation. The Zoning designation is Open-Space Passive.

### **Proposed Project Components**

The proposed Project will upgrade and relocate the Coastal Trail, construct access to up to five overlooks, create habitat preservation and restoration between the bluff edge and the new trail, improve the parking and circulation at Poplar Street, the vertical access to the beach, and construct amenities such as restrooms with wash stations, bike repair stations and bike racks, picnic areas, dog waste stations, and trash receptacles. The conceptual design is identified on **Figure 3**.

### **Conceptual Project Phasing**

The proposed Project will be conducted in three phases. Phase 1- Near term project elements include the Coastal Trail resurfacing, erosion management (spilt rail fence relocation and temporary Coastal Trail), existing memorial bench relocation, and onsite revegetation. Phase 2 will include managed retreat and restoration projects such as the new Coastal Trail construction, interpretative signage throughout the trail, bluff erosion control and habitat enhancement, and the construction of bluff overlooks. Phase 3 of the Project will include park improvements consisting of permanent restroom and utility installation, construction of vertical beach access, the expansion of the parking lot and engineered stabilization improvements. Given the significant cost and permitting challenges, it is unknown when any or all improvements will be completed.

### **Required Discretionary City Approvals**

Actions required from the City of Half Moon Bay for the Project include but are not limited to:

- Recommendation of City of Half Moon Bay Planning Commission
- Approval (Certification) by City of Half Moon Bay City Council

### **Other Agency Review and Approvals**

Other regional and statewide agencies that may require review of and permits for the Project include:

- California Coastal Commission
- California Department of Fish and Wildlife
- San Francisco Regional Water Quality Control Board
- United States Army Corps of Engineers

## **E. POTENTIAL ENVIRONMENTAL IMPACTS**

There is reasonable potential that the Project may result in potentially significant environmental effects to the following CEQA environmental issue areas. Each of the following CEQA environmental issue areas below will be addressed in the PEIR.

**Aesthetics.** The Project contemplates a more intensive development of an area used for recreation and zoned as open space. The PEIR will evaluate whether the proposed improvements would adversely affect the existing visual character or quality of the Project site and its surroundings.

**Biological Resources.** Most of the Project area is undisturbed and contains significant biological resources, aquatic and related biological resources that may be affected by the Project during construction and operation. The PEIR will examine the potential for adverse effects on biological resources.

**Cultural Resources.** Based on the literature search and existing documentation within the study area, there is a potential to encounter potentially significant historic or cultural resources within the Project area. The PEIR will address the potential effects to historic and cultural resources.

**Geology and Soils.** Based on the preliminary review of geologic hazards, the Project site is located in a seismically active region of California and soils on the Project site are susceptible to erosion and the potential of liquefaction. The PEIR will discuss the possible geological impacts and future risks associated with exposure to seismic activity and the existing erosion and soil conditions within the Project area.

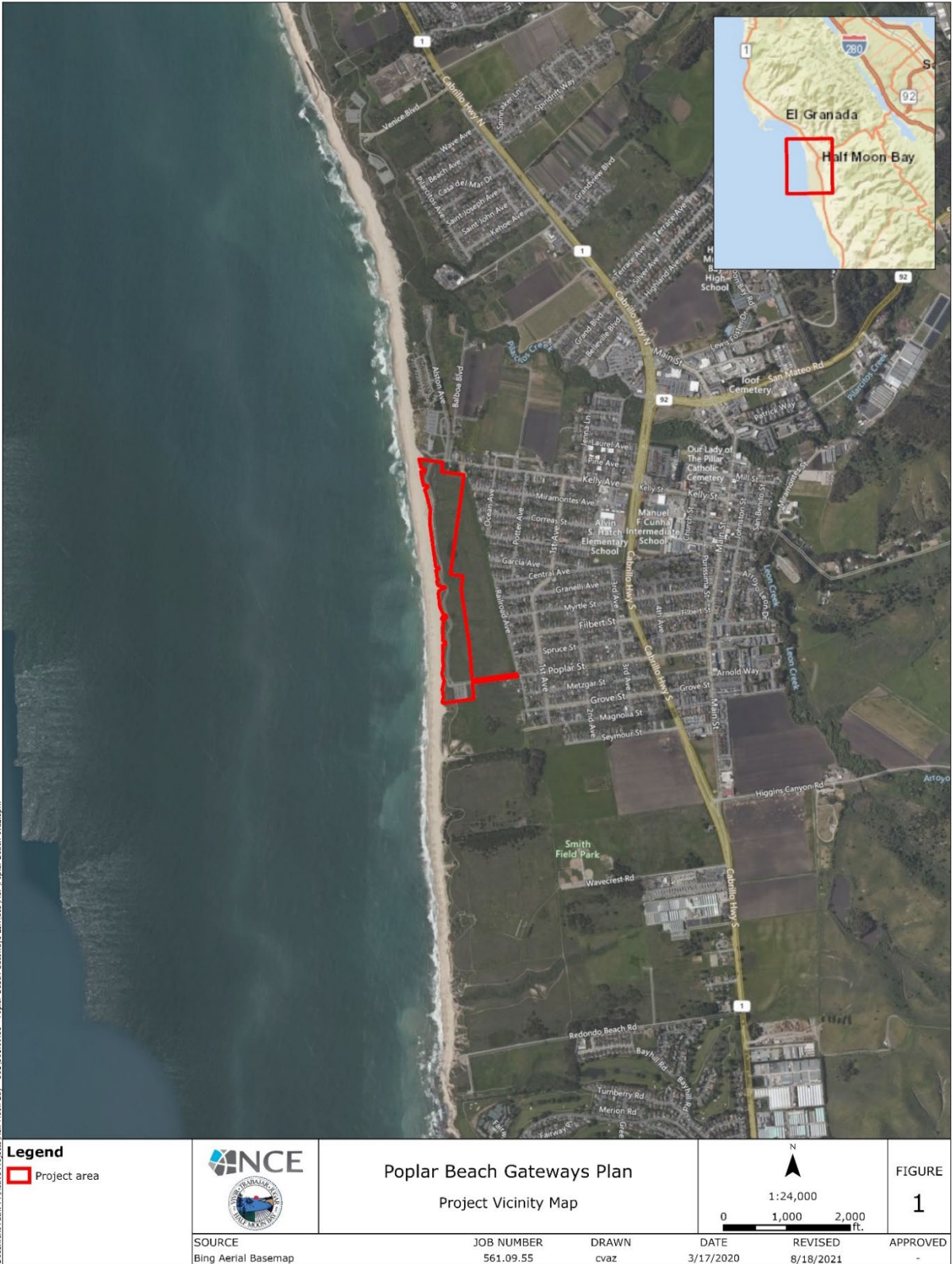
**Hydrology and Water Quality.** Based on the preliminary review of hydrology and water quality, the Project area contains significant erosion from urban drainage outfalls connected to the adjacent neighborhood east of the project site. The Project proposes drainage improvements within the area. The PEIR will discuss the possible hydrology and water quality impacts associated with the proposed Project.

**Recreation.** Implementation of the Project involves the construction and expansion of recreational facilities that could have an adverse physical effect on the environment. The PEIR will discuss possible recreation impacts associated with the construction and implementation of the Project.

**Tribal Cultural Resources.** A search of the Native American Heritage Commission's Sacred Lands File was positive for Native American resources. The PEIR will assess the potential impacts to tribal cultural resources within the Project area.

**Utilities and Service Systems.** Implementation of the Project would require the expansion of the City's public utility infrastructure in the Project area. The PEIR will assess the utilities infrastructure (water, stormwater, wastewater, solid wastes) required to serve the Project site.

The PEIR will also examine a reasonable range of alternatives to the Project, including the CEQA-mandated No Project Alternative, and other potential alternatives that may be capable of avoiding or substantially reducing any of the significant effects of the Project.



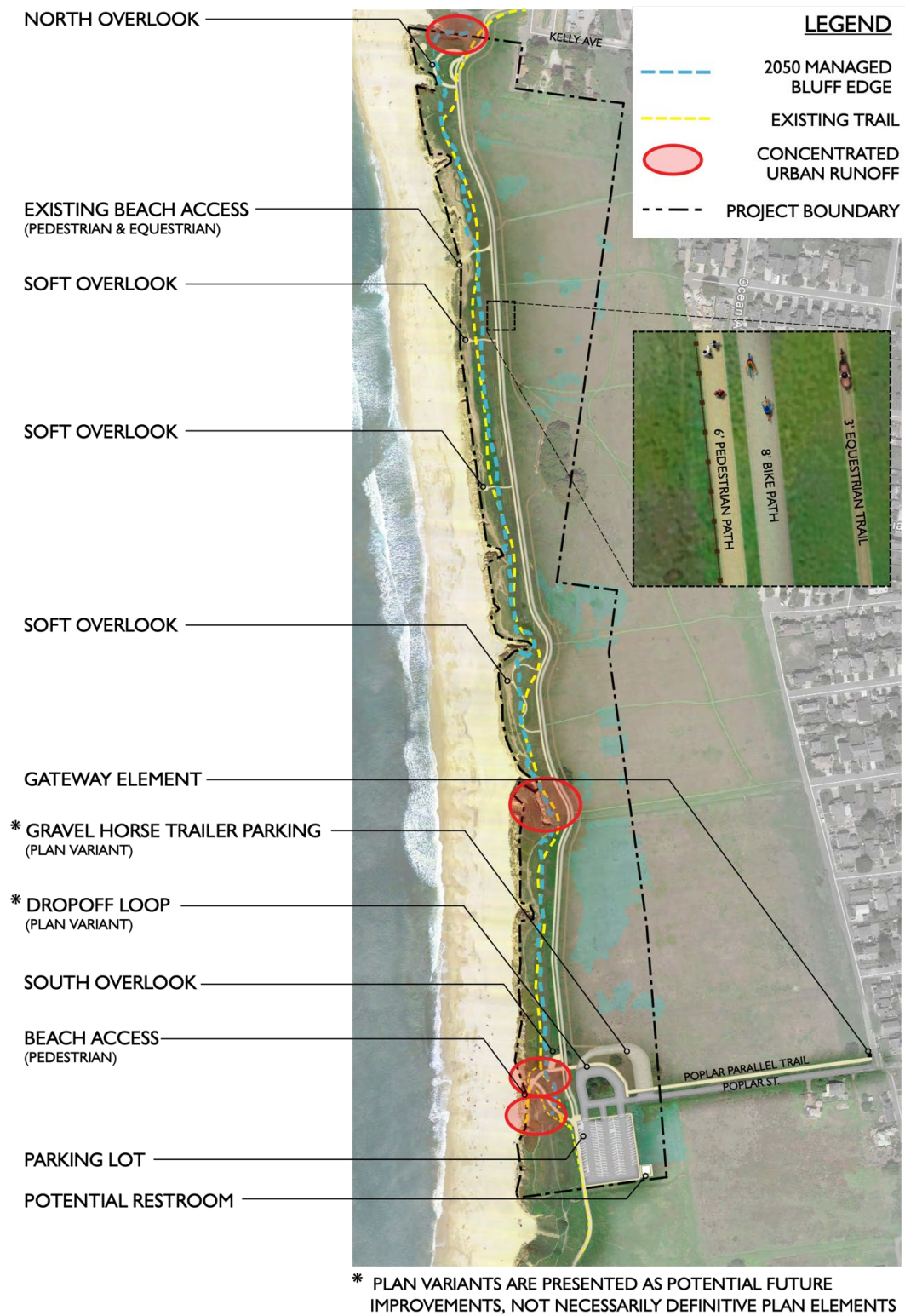
**Figure 1. Project Vicinity Map**





**Figure 2. Project Boundary Map**





**Figure 3. Conceptual Gateways Plan**

**DRAFT**



## **Initial Study**

# **Poplar Beach Gateways Plan**

## Half Moon Bay, CA

September 29, 2021



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# **Poplar Beach Gateways Plan**

## **Half Moon Bay, CA**

### **Initial Study**

**Prepared for:**  
**City of Half Moon Bay**



501 Main Street  
Half Moon Bay, CA 94019

*Contact:*

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September 29, 2021

***If you need this document presented in an alternative format,***

***please contact:***

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**List of Abbreviations**

<i>Abbreviation</i>	<i>Definition</i>
AB	Assembly Bill
BAAQMD	Bay Area Air Quality Management District
CARB	California Air Resources Board
CAL FIRE	California Department of Forestry and Fire Protection
CDFW	California Department of Fish and Wildlife
City	City of Half Moon Bay
CO <sub>2</sub> e	carbon dioxide equivalent
Coastal Trail	California Coastal Trail
County	San Mateo County
DG	decomposed granite
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
FDR	full depth reclamation
FEMA	Federal Emergency Management Agency
PEIR	Program Environmental Impact Report
General Plan	City Half Moon Bay General Plan
GHG	greenhouse gas
NAAQS	National Ambient Air Quality Standards
NOP	Notice of Preparation
OPR	Governor's Office of Planning and Research
OS-A	Open Space-Active
OS-P	Open Space-Passive
Park	Poplar Beach Blufftop Park
Project	Poplar Beach Gateways Plan
PM	particulate matter

LIST OF ABBREVIATIONS

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<i>Abbreviation</i>	<i>Definition</i>
PM <sub>2.5</sub>	fine particulate matter
PM <sub>10</sub>	respirable particulate matter
PMP	Parks Master Plan
PRC	California Public Resource Code
Project	Poplar Beach Gateways Plan
PUD	Planned Unit Development
sf	square foot/feet
SWPPP	Storm Water Pollution Prevention Plan
SWQCB	State Water Quality Control Board
sf	square foot/feet
USFWS	United States Fish and Wildlife Service
VHFHSZ	Very High Fire Hazard Severity Zones
VMT	vehicle miles travelled

**Section 1 Project Information**

<b>1. Project title:</b>	Poplar Beach Gateways Plan
<b>2. Lead agency name and address:</b>	City of Half Moon Bay 501 Main Street Half Moon Bay, CA 94019
<b>3. Contact person and phone number:</b>	Brittney Cozzolino (650)-750-2014
<b>4. Project location:</b>	Half Moon Bay, CA
<b>5. Project sponsor's name and address:</b>	City of Half Moon Bay 501 Main Street Half Moon Bay, CA 94019
<b>6. General Plan designations:</b>	Regional Public Recreation
<b>7. Zoning:</b>	Open Space-Passive
<b>8. Description of Project:</b>	The work will be conducted in 3 phases and includes erosion management, realignment of the Coastal Trail, bench relocation, on-site green infrastructure, installation of interpretive signage and bluff overlook, construction of vertical beach access, and permanent restrooms and improvements to the existing parking lot.
<b>9. Surrounding land uses and setting:</b>	General Plan designation: Regional Public Recreation and Residential – Medium Density Zoning: Planned Unit Development (substantially undeveloped), Open Space-Active, and R-1 single-family residential (substantially developed).
<b>10. Other public agencies whose approval is required:</b>	California Coastal Commission California Department of Fish and Wildlife United States Army Corps of Engineers California State Water Resources Control Board
<b>11. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code Section</b>	The tribes were initially contacted regarding the Project site on March 10, 2020. There have been no responses to date. The requested Sacred Land Search reported known resources in the area. On the recent Parallel Trail environmental review, the Indian Canyon Band of Costanoan Ohlone Tribe indicated an interest in consulting on that project.



<b>21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?</b>	
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## Section 2 Introduction

### 2.1 FOCUS OF THE ENVIRONMENTAL REVIEW

#### 2.1.1 California Environmental Quality Act

The City of Half Moon Bay (City), as the Project sponsor and Lead Agency, has prepared this Initial Study pursuant to the California Environmental Quality Act (CEQA) for adoption and implementation of the proposed Poplar Beach Gateways Plan (Project). This Initial Study is an informational document, provided to help the public and decision-makers understand the potential effects the Project may have on the environment, and provides an opportunity for interested agencies and the public to comment. It is anticipated that the factors identified below may have a significant effect on the environment, and therefore a Program Environmental Impact Report (PEIR) will be prepared to address these topics more fully. The analysis in this Initial Study will be used to focus the analysis on just those topics that may require mitigation measures, and will be included as part of the PEIR as Appendix A.

### 2.2 SUMMARY OF FINDINGS

The following environmental factors are anticipated to be potentially affected by this Project, involving at least one impact that would be a Potentially Significant Impact. These impacts will be further analyzed in the focused PEIR.

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems

All other environmental factors analyzed and not listed above were found to have No Impact or a Less than Significant Impact.

### 2.3 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

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

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An EIR 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.

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Signature

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Date

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Name

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Title

## Section 3 Project Description

### 3.1 INTRODUCTION

This section describes the location and setting of the Poplar Beach Gateways Plan (Project) and provides a detailed description of the proposed Project's characteristics and objectives.

### 3.2 BACKGROUND

Poplar Beach Blufftop Park (Park) is a 45-acre park located on the coast of San Mateo County within the City of Half Moon Bay. The City owns and operates the Park, which it acquired from the County of San Mateo (County) in 1996 under County Resolution 60033 (approved by the Board of Supervisors on January 30, 1996) and City Resolution C-94-96 (approved by the City Council on August 22, 1996) for use in perpetuity as a passive regional park. A previous Poplar Street Park Master Plan was adopted in September 1996 as a "guide to the implementation of a 'passive' park which includes a neighborhood park, with hiking, picnicking, beach access, bicycling, horseback riding and playground uses, with parking provided for these activities." Limited improvements associated with that plan have been implemented.

Presently, the Park is primarily open space with limited infrastructure that includes a paved segment of the California Coastal Trail (Coastal Trail), a parking area, dirt equestrian trails, formal and informal access to the beach, and limited amenities. The beach itself is not considered a part of the Park.

The 10-foot-wide, paved Coastal Trail is an important component of the Park; it is a regional recreational asset used heavily by the community and visitors to commute to work or school and for recreational enjoyment. However, the trail surface is now in fair-to-poor condition and erosion and recession of adjacent coastal bluffs are impacting the trail's structural viability, creating safety concerns, and increasing maintenance requirements.

To support the recreational needs of both residents and visitors, the City adopted a new Parks Master Plan (PMP) in January 2019 to ensure that capital projects and programming are aligned with the desires and needs of the Half Moon Bay community. The Park is identified in the PMP as a Special Use Park that could be substantially improved to enhance public coastal access. The PMP acknowledges the drainage, erosion, and use issues in the Park that were detailed in a *Coastal Trail Existing Conditions and Trail Planning Alternatives Report* (NCE 2017; Existing Conditions Report). Together, the Existing Conditions Report and PMP identified and documented the impacts of bluff recession, erosion, deteriorating infrastructure, unmanaged access, and challenging beach access, as well as the lack of facilities

necessary to support Park users. As a result, the City decided to pursue development of the *Poplar Beach Gateways Plan* (Gateways Plan), a comprehensive planning and implementation document for the Park to address these issues. The capital improvements proposed in the Draft Gateways Plan are the subject of this environmental analysis. The Draft Gateways Plan and backup documentation are available on the City's website at <https://www.half-moon-bay.ca.us/556/Poplar-Gateways-Plan>, and at City Hall (501 Main Street).

The planning process associated with the Gateways Plan included extensive public outreach and engagement that was documented in the *Poplar Beach Gateways Project Vision and Goals*, published January 2019 (available at the website above). This document consolidated feedback from the community about future challenges, opportunities, and desires for the Park. The feedback was used to distill the characteristics of the Park that community members aspired to protect, maintain, improve, change, or achieve in the future. The goals were identified as:

- Protect and enhance the natural resources and open spaces of the Park
- Consider bluff erosion and the effects of sea level rise in Park improvements
- Enhance access to and through the Park and the beach for all users
- Provide low-impact amenities to support passive enjoyment of the Park
- Provide a well-maintained, safe, and secure Park and surroundings

The Draft Gateways Plan was circulated to the community and decision-makers in October 2019 with a number of "plan variants" for certain improvements. Comments were received, and direction from the Planning Commission, Parks and Recreation Commission, and City Council has guided the development of the proposed Project.

### 3.3 PROJECT OBJECTIVES

The overall purpose of the Project is to protect natural resources and open space and to provide improved access, circulation, drainage, and public safety at the Park.

The Project objectives are to:

- Provide an effective, managed retreat of the Coastal Trail to adjust to bluff recession over time, to protect health and safety, and to maintain the long-term viability of the Coastal Trail.
- Minimize human-sourced erosion of the bluffs to reduce the pace of retreat.
- Protect and enhance the biological and cultural resources of the Park.
- Enhance and maintain designated trails and improve vertical beach access at Poplar Street.



- Provide amenities and maintenance to support passive enjoyment of the Park.

### 3.4 PROJECT LOCATION AND SITE CHARACTERISTICS

The Project is located in the City of Half Moon Bay, San Mateo County, California (**Figure 1**). The Project area includes the portions of the Park on the bluffs and bluff face as seen in **Figure 2**. Except for the proposed beach access improvements at Poplar Street and the “slot” near the northern end of the Park, there are no improvements proposed on the beach portions of the Park. Except for these access points, the Project area excludes the beach.

#### 3.4.1 Surrounding Land Uses

The Park boundary abuts Kelly Avenue and the Half Moon Bay State Beach to the north; privately held undeveloped land, Railroad Avenue, and residential uses to the east; San Mateo County property including a closed landfill to the south; and beaches and the Pacific Ocean to the west.

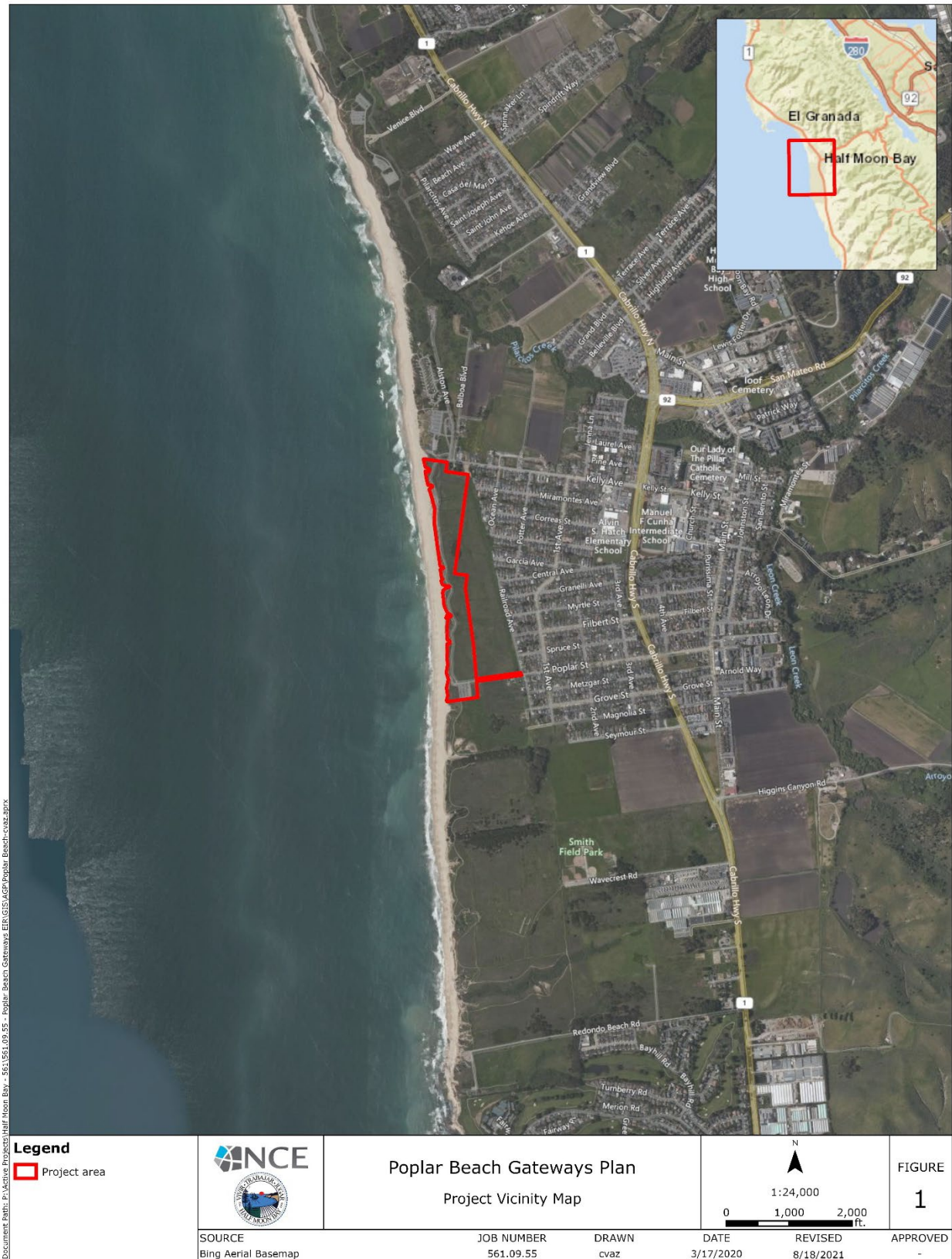
#### 3.4.2 Existing Conditions

The Project site is zoned Open Space-Passive (OS-P) with a General Plan designation of Regional Public Recreation, and the Park provides passive open space consistent with this designation.

#### Erosion

Erosion is significant throughout the coastal bluff area and is characterized by three types: natural bluff recession, surface erosion, and localized bluff and gully erosion. There are at least three locations, as noted on Figure 2, where the existing trail can be compromised at any time. These include a concentrated urban drainage outfall connected to a drainage channel at Myrtle Street, a concentrated urban drainage outfall connected to a drainage channel at Central Avenue, and a large erosion feature at the north end near the concrete equestrian crossing of the Coastal Trail.

The most significant source of localized runoff is caused by unmanaged access along the bluffs. The Park and Coastal Trail are heavily used by walkers, joggers, cyclists, equestrians, and sightseers. This has led to numerous informal trails and large, compacted areas that are devoid of vegetation; these areas create higher volumes of runoff and subsequent erosion during precipitation events.


**Figure 1. Project Vicinity Map**





## INITIAL STUDY

**Biological Resources**

Seven vegetation habitat communities were identified in a Biological Resources Report conducted for the Park (Huffman-Broadway Group, Inc. 2021) including wetlands and coastal terrace prairie. The Park also provides suitable habitat for a range of special status plants and animals and is a high-value foraging area for birds protected under the Migratory Bird Treaty Act.

Two special status plant species have been identified in the Park: Perennial goldfields and Choris' popcornflower. There is also potential for State and federally listed wildlife species, such as wintering species of raptors, California red-legged frog, San Francisco garter snake, short-eared owl, grasshopper sparrow, and Bryant's savannah sparrow.

**Cultural Resources**

No listed historic resources have been identified within the Park, but the Sacred Lands Search was positive for Native American resources. Ethnographically, the area was historically occupied by the Ohlone people, and the Coastal Trail within the Park is part of Segment #16 of the regionally planned Ohlone-Portolá Heritage Trail. The Indian Canyon Band of Costanoan Ohlone Tribe has been consulting with the City on activities in the Park. In addition, there is a unique half-moon structure in the north end of the Park that has been partially lost to bluff recession. According to the California Department of Parks and Recreation (Half Moon Bay Historical Association 2019), the concrete arc was part of a 1930s restaurant/hotel that was located at approximately the current location of the Half Moon Bay ranger station.

**Coastal Trail**

The Coastal Trail meanders through the Park from Kelly Avenue to Poplar Street. The Coastal Trail is composed of three elements:

1. The primary 10-foot-wide, paved, shared-use (bicycle and pedestrian) path
2. A wooden split-rail fence 10 to 12 feet to the east of the Coastal Trail that separates the paved trail from the equestrian trail
3. A dirt equestrian trail that parallels the Coastal Trail roughly 10 to 20 feet to the east of the wooden fence

For the majority of the approximately 3,800-foot-length, the paved trail is in fair to poor structural condition. Up to 2,000 linear feet will need short term resurfacing to mitigate immediate health and safety issues until the trail can be relocated. In addition, several locations are threatened by bluff erosion, and the City has previously set up emergency protective fencing in two locations where temporary realignment may be required.

### Amenities

Amenities within the Park are limited and include portable toilets, bike racks, a picnic bench, a “Mutt Mitt” dispenser for dog waste bags, memorial benches, waste bins, and a bike repair station.

### Access

Vehicular access is provided via Poplar Street on the south and Kelly Avenue on the north. Poplar Street is a 20-foot-wide access road extending westerly of Railroad Avenue. The road ends at a parking lot for cars and horse trailers on the south side of Poplar Street. Kelly Avenue provides on-street parking and terminates at the day use parking lot for Francis State Beach.

Non-vehicular traffic typically reaches the Park using the many informal paths that cross the open space to the east, or by the Poplar Parallel Trail, a multiuse, asphalt access trail. This approximately 7-foot-wide trail runs parallel to Poplar Street along its northern edge between Railroad Avenue and the Coastal Trail. This trail is currently in poor condition but has been approved for reconstruction and widening in September/October 2021 as a separate project.

Beach access is provided near the parking area at the south end of the Park at Poplar Street, at the north end of the Park at Kelly Avenue, and at a location between these points that is primarily used by equestrians, known as “the slot”. The beach access at Poplar Street was recently improved with wooden steps and a concrete landing to improve safety and reduce erosion in 2020. In addition, emergency drainage pipe improvements have been completed at Poplar Street.

### Utilities

PG&E electrical services are available to the parking lot and currently power the parking pay station. No other utility services are currently provided in the Park.

## 3.5 BASELINE ACTIVITIES

The City is proceeding with the following activities that are identified in the Gateways Plan in advance of the Gateways Plan adoption:

- **Signage.** Gateway signage will be erected at the intersection of Poplar Street and Railroad Avenue, and at the intersection of Kelly Avenue and the Coastal Trail. Arrival at the Park will be marked by an entry gateway sign located at the northwest corner of Poplar Street and Railroad Avenue, as shown on **Figure 3**. A second entry gateway sign will be located at the end of Kelly Avenue, southwest of the trail entry (opposite the Half Moon Bay State Beach sign).



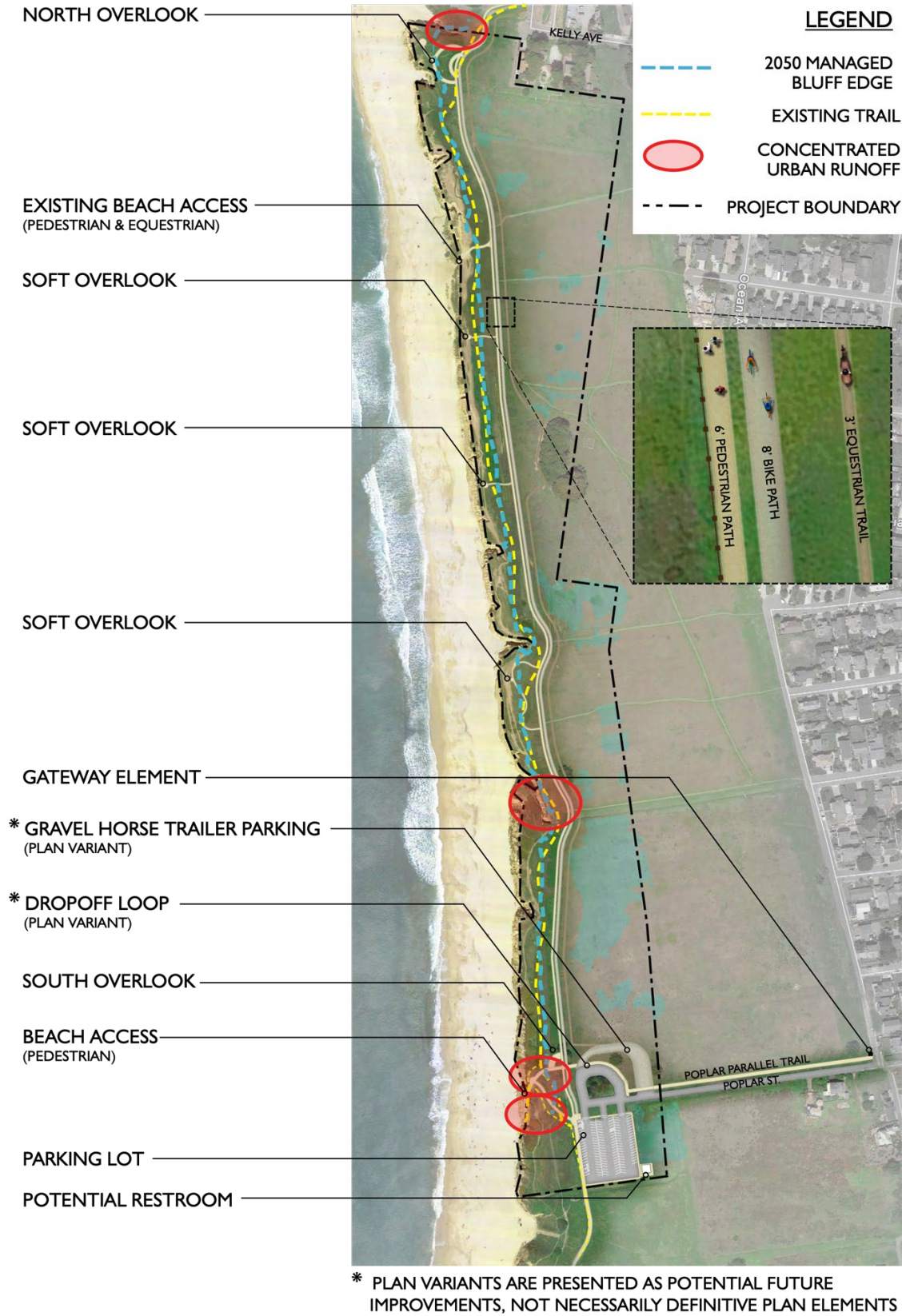
- **Traffic Calming.** Traffic calming measures will be added to the parking lot and Poplar Street access drive. Note: the City is also working on compatible traffic calming measures on Poplar Street, east of the Park entrance.
- **Poplar Parallel Trail Improvements.** The existing multi-use pathway running parallel to Poplar Street will be resurfaced as part of normal maintenance efforts and public safety improvements with asphalt along its full length and widened to 10 feet between Railroad Avenue and a small footbridge located just east of the Coastal Trail in 2021.
- **Split-Rail Fence Relocation.** The existing split-rail fencing located between the Coastal Trail and the equestrian trail may be temporarily moved to the west side of the Coastal Trail to discourage visitors from straying onto the bluff edges.



**Figure 3. Entry Signage**

### 3.6 PROJECT ELEMENTS

The capital improvement elements of the Draft Gateways Plan are shown on **Figure 4** and described below. For purposes of this analysis and based on public outreach and comments on the Draft Gateways Plan, all elements identified in the Gateways Plan, including “plan variants” which may or may not be constructed, are included as a part of the proposed Project. Plan elements would be constructed in phases as


**Figure 4. Overall Gateways Plan**

funding becomes available. It is anticipated that the Project would be implemented in three phases, as outlined below. This phasing may be adjusted over time, especially in the event that funding brings about opportunities to implement later phase elements sooner.

### **3.6.1 Phase 1 – Near Term Project Elements**

The following Project elements are currently funded in the City’s Capital Improvement Plan and are anticipated to be implemented in Year 1, upon EIR certification and Gateways Plan adoption:

#### **1. Coastal Trail Resurfacing**

Portions of the existing Coastal Trail between Poplar Street and Kelly Avenue need normal maintenance resurfacing to address potential safety concerns until the Coastal Trail realignment can be funded. The City is evaluating options to limit impacts to the environment and users. At this time, the most likely materials include a fiberglass mat with an asphaltic concrete lift. Up to 2,000 linear feet of 10-foot-wide trail is anticipated to be resurfaced.

Resurfacing the Coastal Trail is estimated to require 8 truckloads for new asphalt concrete and pavement fabric, involve 20 workers, and take two weeks for construction.

#### **2. Near-Term Erosion Management**

##### **a. Split-Rail Fence Relocation**

The existing split-rail fencing located between the Coastal Trail and the equestrian trail would be temporarily moved to the west side of the existing trail to discourage visitors from straying off the trail and onto the bluff edges. Fencing may be relocated either parallel to the Coastal Trail, or perpendicularly to reduce foot traffic along the bluff.

It is anticipated that the existing fence would be salvaged, where possible, and that the task would require minimal equipment to reinstall the fence on the other side of the existing trail. Construction is estimated to involve 2 trucks, less than 20 workers, and approximately 3,850 linear feet of clearing and grubbing to place the fencing.

##### **b. Temporary Coastal Trail Realignment**

In the three areas where erosion is currently threatening the Coastal Trail and public health and safety, as noted on Figure 2, the Coastal Trail would be temporarily rerouted a safe distance from the bluff.

The following characteristics were assumed for this analysis:

- Each emergency trail repair would pull the trail back 25 feet from the edge and would require clearing and grubbing 1,500 sf of area to construct 150 linear feet of new, temporary 10-foot trail section.
- The temporary trail would remain as asphalt to be consistent with current conditions; construction would involve grading to 9 inches in depth with 3 inches of asphalt over 6 inches of FDR. Approximately 130 linear feet of old trail would be removed and used in the FDR process.

Any excess would be hauled to a landfill. The fencing would then be moved, and the sites would be revegetated.

Construction of each temporary section is anticipated to require 1 truckload to remove debris, and 1 truck to deliver materials, for a total of 6 trucks for the three areas. Construction will involve up to 20 workers on-site at any one time and is estimated to take 4 weeks.

c. Short-term Memorial Bench Relocation

The existing memorial benches along the bluff would be relocated to the edge of the Coastal Trail, with most being relocated to the east side of the existing Coastal Trail. Eighteen existing memorial benches within the Project area would be relocated as feasible, depending upon their remaining structural integrity.

d. On-site Revegetation

Phase 1 site revegetation would involve restoration of any areas disturbed during the Coastal Trail realignments or memorial bench relocations. Debris would be removed prior to decompacting the ground surface and scarifying, in conjunction with the temporary trail realignment(s). Soil amendments would be placed, if necessary, prior to seed and mulch placement for revegetation.

### **3.6.2 Phase 2 - Managed Retreat and Restoration Projects**

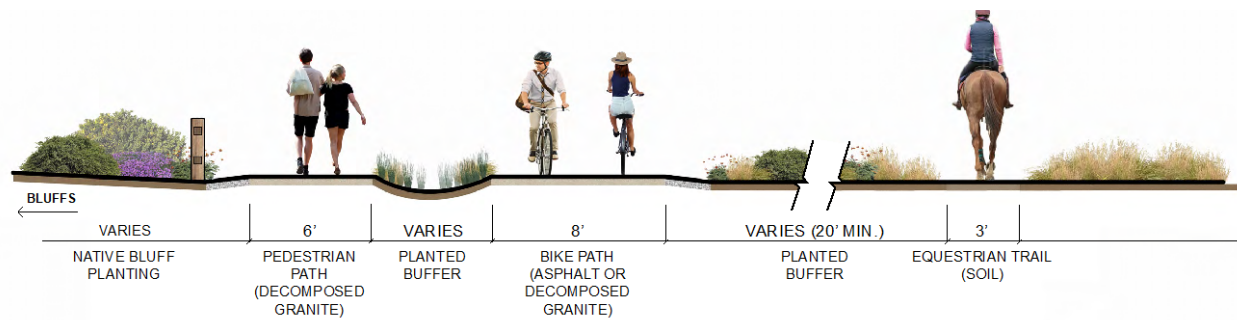
The following projects, based on funding availability, would be implemented after funding is identified and design, environmental compliance, and permitting are completed. The earliest these projects anticipate funding and implementation is Year 5.

1. New Coastal Trail Construction

The Coastal Trail segment within the Project area would be moved inland between 25 to 100 feet and designed to meander between 10 and 25 feet from the projected 2050 bluff edge. The equestrian path would meander generally 10 to 20 feet east of the new trail. The projected 2050 bluff edge and the new trail alignment are shown on Figure 4, above.



The new multiuse trail, as shown on **Figure 5**, would be split to provide a 6-foot path for pedestrians and strollers, separated from an 8-foot bike path by a planted buffer that varies in width (shown as an average 5.5 feet). The buffer would serve as a bioswale to collect surface drainage away from the bluffs. The pedestrian path would have a DG surface, and the bike path may be either DG or asphalt. Another vegetated buffer that varies in width (average shown as 20 feet) would separate cyclists from a dirt equestrian trail to the east.



**Figure 5. Proposed New Coastal Trail Cross-Section**

The existing split-rail fencing would be moved to the west side of the new trail alignment to discourage visitors from straying off the trail onto the bluff edges. Designated openings would provide access to five overlooks along the bluff edge and to the equestrian crossing at the equestrian beach access point at the slot.

The trail alignment is conceptual at this stage, based on existing information regarding historic wetlands, habitat, and bluff recession. The alignment would likely change during engineering design. It is anticipated that the new trail would be constructed and opened before the old trail is removed and bluff erosion-control improvements are constructed to maintain public access. The trail is proposed to be either all DG, or a DG pedestrian path and asphalt bike path (variant).

Construction for any DG paths would involve grading and ground preparation, excavating to approximately 10 inches in depth, mixing-in-place to create 6 inches of FDR, and overlaying and compacting 4 inches of DG. The total area covered with DG would be approximately 53,900 sf. The variant would include 23,100 sf of DG for the pedestrian path, and 30,800 sf of asphalt, excavating the bike trail to approximately 9 inches in depth and mixing-in-place to create 6 inches of FDR and overlaying 3 inches of asphalt.

Construction of the DG pedestrian path is anticipated to require 36 truckloads to remove debris and deliver materials.

Construction of the bike path in DG is anticipated to require 50 total truckloads to remove debris and deliver materials. Alternatively, construction of the bike path in asphalt is anticipated to require 19 truckloads to remove debris, and 19 trucks to deliver materials for a total of about 40 total truckloads.

The entire trail area alignment, including the vegetated areas and equestrian dirt path, is estimated to require an additional 10 truckloads to remove debris and vegetation that cannot be incorporated on-site.

Construction of the new Coastal Trail is estimated to take 6 weeks with up to 25 workers on-site at any one time.

## 2. Memorial Bench Relocation

The existing memorial benches would be relocated adjacent to the new Coastal Trail to provide resting areas and to keep people away from bluff areas that are being revegetated.

## 3. Wayfinding and Interpretive Signage Installation

Wayfinding signage would be provided at decision points to direct vehicles to the parking and drop-off areas, and to direct equestrian trailers to their designated parking location. Wayfinding signage would also be provided at decision points along the Poplar Parallel Trail and the Coastal Trail to direct trail users to beach access points, overlooks, and restrooms, as well as to provide information to nearby destinations along the trail (for example, Half Moon Bay State Beach/Francis Beach, Wavecrest Open Space, and Smith Field Park/Half Moon Bay Dog Park). These wayfinding signs would typically be located at the intersections of trail segments, such as the Poplar Parallel Trail intersection with the Coastal Trail and at beach access points and may include information on mileage or mileage markers.

Interpretive signs would also be provided to engage and inform the public about various aspects of the Park, as shown on **Figure 6**. Topics may include the Park's sensitive habitats and special status species and how to protect them; the erosion processes affecting the bluffs and necessitating access restrictions; and the history and background of the Ohlone people, the Ohlone-Portolá Heritage Trail, and Half Moon Bay. The interpretive signs would be no higher than 4 feet at the topmost point, and would be located near other amenities, such as overlooks, so as not to unduly clutter or obstruct views.

## 4. Bluff Erosion Control and Habitat Enhancement

Once the new trail is constructed and operational, work would begin to remove the old trail and regrade the bluff to redirect surface flows away from the bluff face. This would involve careful protection of special status plants while the majority of the bluff is regraded gently from the bluff edge to the new Coastal Trail alignment.



**Figure 6. Signage Plan**

Except for the overlooks and access paths, the bluff would be revegetated with native plants and restored or protected to the extent possible between the bluff edge and the new trail alignment. The Park contains areas of coastal terrace prairie habitat and coastal freshwater marsh with special status plant species and suitable habitat for several special status animal and bird species. A landscape restoration plan would be developed that is appropriate for the site conditions and would identify possibilities for effectively re-establishing special status species and coastal terrace prairie habitat.

Construction would involve removing 39,400 sf of the old asphalt trail, which would be off-hauled and disposed of or recycled. Approximately 330,000 sf of degraded bluff area would be graded and revegetated. Any debris would be removed prior to decompacting the ground surface and scarifying. An estimated 24 trucks would be used to remove the old trail and grubbing could result in up to 300 truckloads unless removed vegetation could be mulched and used on-site during revegetation. Soil amendments would be placed, if necessary, prior to placement of native plant seed and mulch for revegetation. Native plants may be hand-planted where appropriate.

Construction would take approximately 3 months, with up to 30 workers on-site at any one time.

### 5. Bluff Overlook Construction

Overlooks would be provided at the Kelly Avenue (North) and Poplar Street (South) access points, and at up to three locations in-between, as identified in **Figure 4**. Exact locations would be determined during Project design. The overlooks would be constructed with a DG surface, and split-rail fencing would be installed to allow close but safe access to the bluff edge. These features can be easily moved back over time to accommodate bluff recession as needed. Amenities at the overlooks may include benches, waste receptacles, bike racks, bike repair stations, and/or dog waste bag stations. The overlooks at Kelly Avenue and Poplar Street would also

Grading and construction for the overlooks would occur in conjunction with the erosion-control and habitat-enhancement activities discussed above. Construction of the DG surface would involve grading and ground preparation, excavating to approximately 10 inches in depth, mixing-in-place 6 inches of FDR, and overlaying and compacting 4 inches of DG for approximately 10,300 sf of paths and landing areas. Amenities would be installed concurrently with the revegetation. Construction for the overlooks is anticipated to require an additional 6 truckloads to deliver materials.



Phase 3 projects represent longer-term improvements expected to be considered after funding is identified and design, environmental compliance, and permitting are completed. The earliest these projects anticipate funding and implementation is Year 5.

Permanent restrooms would be constructed at the Poplar Beach parking lot, with the final location to be determined during design development. The restrooms would include running water for sinks and toilets, water fountains, and a rinse



station, which would require the installation of 850 linear feet of a minimum 6-inch potable water line and 6-inch sewer line (anticipated to be gravity) from the existing mains. These utilities would connect to mains located in Railroad Avenue.

It is anticipated that the restroom would be a prefabricated building placed on a concrete pad. Utility construction would involve trenching either below Poplar Street or below the Poplar Parallel Trail. Construction would involve two separate trenches, approximately 3 feet in depth. Importing sand, base rock, and piping, and replacing the materials in the alignment, would require an estimated 300 truckloads for delivery and off-hauling. Construction is estimated to take 3 months.

## 2. Vertical Beach Access Construction

### a. Upgraded Poplar Street Access

The primary access to the beach at Poplar Street would be further improved to maintain a stairway down to the beach using natural materials. Although a short-term access improvement project has been constructed by the City that incorporates a few natural stairs and landings to minimize erosion and dangerous slopes, the long-term solution may either enhance or completely replace that improvement. The stairs would include the drainage swale along the edge to carry the offsite drainage. A railing would be provided to assist users and improve safety.

Construction would require primarily hand labor. DG would be imported in 1 truckload; wood materials for stairs and railing would require an additional 2 truckloads. Construction would take approximately 4 weeks, with up to 25 workers on-site at any one time.

### b. "Slot" Access

The equestrian/pedestrian beach access point near Kelly Avenue known as "the slot" would be improved with wood-retaining structures and some form of geogrid-like material to minimize bluff erosion around this access point. Interim repair and maintenance improvements may be necessary to ensure safe access for pedestrians and equestrians.

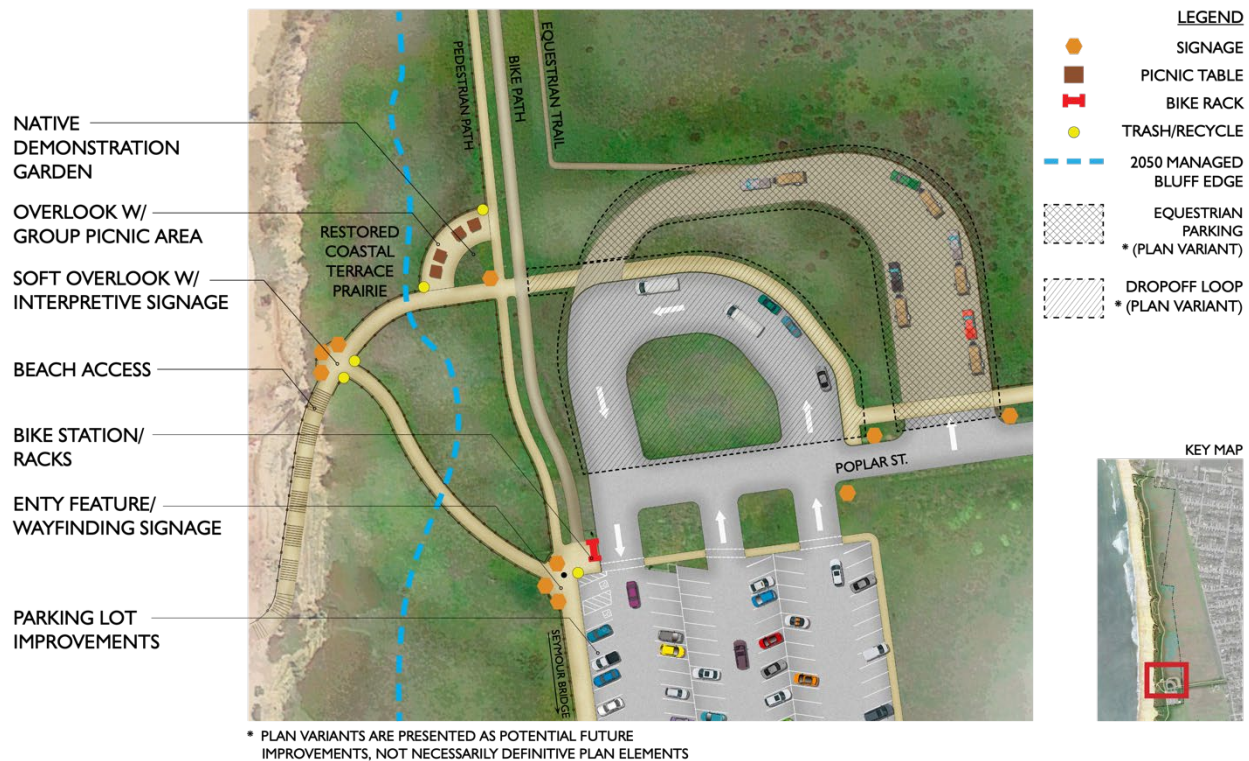
## 3. Poplar Street Parking Lot Expansion

The Project assumes construction of "Variant PC-1" as identified in the Gateways Plan, which represents the highest impact variant for environmental analysis. Other, less intensive parking and circulation variants are analyzed qualitatively.

To accommodate requests for additional parking and shuttle services to alleviate visitor parking in the neighborhoods, the Project would expand the existing parking lot south of Poplar Street. Additional paved parking spaces would be added to replace the current gravel equestrian parking area (**Figure 8**). Equestrian parking would be shifted north of Poplar Street. A shuttle turnaround and passenger drop-off would also be added to help reduce parking in local neighborhoods on busy days

and provide access compliant with the Americans with Disabilities Act (ADA) and California Title 24. Commercial tour buses would continue to be prohibited, but local transit shuttles and/or trolleys could be accommodated. An additional parking pay station would be added.

The Poplar Parallel Trail would be extended to skirt the northern edge of the drop-off loop to connect with the Coastal Trail, group picnic area, South Overlook, and new beach access.



**Figure 8. South Overlook, Parking and Circulation**

Construction would involve grading and ground preparation of the area north of the Poplar Street access. This would involve excavating to approximately 10 inches in depth, mixing-in-place 6 inches of FDR and overlaying and compacting 4 inches of DG for paths. Equestrian parking would involve excavating to approximately 10 inches and laying gravel. For the loop and parking lot area that is now equestrian parking, construction would involve excavating to approximately 9 inches in depth, mixing-in-place 6 inches of FDR, and overlaying 3 inches of asphalt. The total area covered would be approximately 10,800 sf. An estimated 86 trucks would be used to remove debris and bring in building materials (DG, asphalt, concrete), with up to 25 workers on-site at any one time. Construction is estimated to take 2 months.

#### 4. Limited Engineered Stabilization Improvements

The Project would incorporate a version of Variant CSR-3, which would construct a consolidated storm drain, and assumes the City would continue to aggressively pursue green infrastructure projects outside the Project area to reduce urban runoff entering the Park. The Project would capture and convey stormwater runoff from the urban area east of the Park in a drainage system with two exit points at the existing Kelly Avenue outfall, where the bluff elevation is the lowest, and at the existing and recently repaired Poplar Street outfall. Rerouting urban drainage would maintain the existing open drainages that feed the remaining two outfalls to accommodate large storm events, while still reducing erosion at these locations. The existing outfalls at Kelly Avenue and Poplar Street may be improved with new piping, but no armoring is proposed.

Construction would involve cleanup at the outfall, replacing some drainage pipes, and extending the existing stormwater drainage system along Railroad Avenue from Central Avenue to Poplar Street. This system has not been engineered or designed; therefore, no construction information is available at this time.

### 3.7 CONSTRUCTION

#### 3.7.1 Construction Access and Staging

Construction access and staging would be determined during design and engineering. The Park needs to be surveyed, and exact alignment of the trail and access/staging would be determined based on the results of the survey and the biological resources report and wetlands delineation.

#### 3.7.2 Construction Phasing Summary

The environmental analysis is based on the assumptions that follow. As discussed above, the improvements can and will likely proceed as funding allows, and Project phasing and timing is likely to be adjusted over time based on funding opportunities and/or evolving community priorities.

Phase 1 projects, including the Coastal Trail resurfacing, relocation of the split-rail fencing and memorial benches, and temporary Coastal Trail realignments and revegetation are anticipated to be funded in the City's near term Capital Improvements Program (CIP) budget.

**Construction assumptions are based on the following:**

- **Phase 1** construction is estimated to take 2 to 4 weeks in Year 1 and involve:
  - Clearing, grubbing, and grading of approximately 14,000 sf
  - Approximately 28 truck trips
  - Up to 20 workers on-site simultaneously
- **Phase 2** construction is estimated to take 5 to 6 months in Year 5 and involve:
  - Clearing, grubbing, and grading of approximately 490,000 sf
  - Approximately 410 truck trips
  - Up to 30 workers on-site simultaneously
- **Phase 3** construction is estimated to take 5 to 6 months in Year 6 and involve:
  - Clearing, grubbing, and grading of approximately 10,800 sf
  - Approximately 389 truck trips
  - Up to 30 workers on-site simultaneously

**3.7.3 Equipment and Labor Force**

Various types of equipment would be needed for the construction of the Project elements along the corridor. This equipment is anticipated to include graders, dump trucks, loaders, excavators, compactor/rollers, asphalt paver (if bike trail is paved), reclaimer, sweeper, water trucks, and concrete mixer.

A skilled labor force would be required to complete this Project, including equipment operators, plumbers, concrete workers, asphalt paving crews, truck drivers, laborers, and landscape contractors. The number of workers at the construction site would vary based on the phase and complexity of construction. Grading and paving would result in the highest count of workers on-site. It is assumed that during construction of Phase 1, up to 20 workers would be on-site at any one time; for Phase 2, up to 30 workers would be on-site; and for Phase 3, up to 30 workers would be on-site at any one time.

## Section 4 Environmental Evaluation

The following sections evaluate the potential adverse impacts of the Project in compliance with CEQA. Appendix G of the CEQA Guidelines (California Natural Resources Agency 2019) provides a sample checklist with a series of questions designed to enable the lead agency, to identify Project impacts with respect to 20 environmental topics; this Initial Study generally follows this checklist.

Except where a specific threshold has been adopted by a public agency and is specified in the sections below, such as an air quality threshold, Appendix G of the CEQA Guidelines are used as thresholds of significance for the CEQA checklist questions.

Potential environmental impacts are described as follows:

- **Potentially Significant Impact:** An environmental impact that could be significant and for which no feasible mitigation is known. If any potentially significant impacts are identified in this Checklist, an EIR must be prepared.
- **Less than Significant Impact with Mitigation Incorporated:** An environmental impact that requires the implementation of mitigation measures to reduce that impact to a less than significant level.
- **Less than Significant Impact:** An environmental impact may occur; however, the impact would not exceed significance thresholds.
- **No Impact:** No environmental impacts would result from implementation of the Project.

**4.1 AESTHETICS****4.1.1 Environmental Setting**

The City of Half Moon Bay is bounded by foothills, beaches and bluffs, open lands, and agricultural fields.

Poplar Beach Park is a designated passive use, open-space area, as defined in the Parks Master Plan 2019 (City of Half Moon Bay 2019b). This designation applies to the bluff-top portion of the Park and a segment of the California Coastal Trail within the proposed Project area. The bluff is characterized by disturbed coastal terrace prairie habitat and provides expansive ocean and open space views throughout the Project area. Beach access is available below the bluffs.

The City's 2020 Local Coastal Land Use Plan identifies Highway 1 and Highway 92, the California Coastal Trail, and certain coastal access routes between Highway 1 and the beach including Poplar Street and Kelly Avenue, as scenic corridors that are protected for their scenic qualities and provision of significant public views (City of Half Moon Bay 2020).

The area immediately east of the Park boundary is vacant, designated Regional Public Recreation, and zoned for planned unit development, with a developed residential area to the east of Railroad Avenue. A closed County landfill (owned by San Mateo County) and additional open space lies south of the Project area. North of the Project area is Half Moon Bay State Park and Francis Beach and Campground.

**4.1.2 CEQA Checklist Summary**

Except as provided in Public Resources Code Section 21099, would the project:

<b>CEQA Question</b>	<b>Impact Determination</b>
a) Have a substantial adverse effect on a scenic vista?	Potentially Significant Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway?	Potentially Significant Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Potentially Significant Impact

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Less Than Significant Impact
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#### 4.1.1 Answers to CEQA Checklist Questions

Except as provided in Public Resources Code Section 21099:

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

###### ***Potentially Significant Impact***

A significant impact may occur if the Project were to introduce incompatible scenic elements within a field of view containing a scenic vista or substantially block views of a scenic vista during construction. The Project would relocate the existing Coastal Trail and construct new overlooks, restrooms, parking, and other amenities that could affect views in the Project area. This would be a potentially significant impact, which will be addressed in the PEIR being prepared for the Project.

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

###### ***Potentially Significant Impact***

The proposed Project site is not located near a designated State scenic highway according to the California Scenic Highways list (California Department of Transportation 2021). California Highway 1 is in the vicinity of the Project area; however, the highway cannot be seen from the Park due to residential homes between the highway and the Park. The proposed Project area has no rock outcroppings but has one small grove of Monterey cypress trees that will be preserved. A half-moon shaped artifact is located within the Project area that has yet to be assessed for its historic significance. The Project would alter the existing context of this artifact, which, if it is determined to be eligible for the California Register, could be a potentially significant impact. This issue will be addressed in the PEIR being prepared for the Project.

##### 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?

###### ***Potentially Significant Impact***

The proposed Project would relocate the existing Coastal Trail and construct new overlooks, restrooms, parking, and other amenities that would affect the existing visual character or quality of public views in the Project area. This would be a

potentially significant impact, which will be addressed in the PEIR being prepared for the Project.

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

***Less Than Significant Impact***

Other than minimal security lighting at the restroom and parking area, there are no new sources of glare (e.g., reflective windows) and no new lighting proposed as part of the Project; therefore, there would be minimal light or glare impact on day or nighttime views in the area.



**4.2 AGRICULTURAL AND FORESTRY RESOURCES****4.2.1 Environmental Setting**

According to the City's Zoning Map, the Project area is zoned for Open Space-Passive.

There are no agriculture or forestry land uses on or near the Project site. The California Important Farmland Finder shows that the majority of farmland of regional or State importance is located north and east of the Project area, with no land designated as farmland of regional or State importance within the Project area (California Department of Conservation 2016).

**4.2.2 CEQA Checklist Summary**

Would the project:

CEQA Question	Impact Determination
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?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
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?	No Impact

#### 4.2.3 Answers to CEQA Checklist Questions

**a) Would the project 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?**

***No Impact***

As discussed in the Environmental Setting section, the Project is not located in an area of 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. Additionally, the Project does not propose features that would result in a change in land use; therefore, the Project would have no impact on farmland and would not change an agricultural area to non-agricultural use.

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

***No Impact***

As stated in Section 4.2.1(a), there is no farmland in the proposed Project area. In addition, there are no Williamson Act contracts on farmland in the vicinity of the Project area. Therefore, the Project would have no impact on farmlands.

**c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?**

***No Impact***

There are no forest land or timberland land uses or zoning designations in the Project vicinity. The nature of the Project has no impact on land development or conversion of land use. Therefore, the Project does not have potential to conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

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

***No Impact***

See response to 4.2.1(c).

**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?**

***No Impact***

Refer to responses 4.2.1(a-d). There is no potential for this Project to result in a conversion of land and there is no farmland or forest land associated with the Project; therefore, there would be no impact on farmland or agricultural uses.

### 4.3 AIR QUALITY

#### 4.3.1 Environmental Setting

California is divided into 15 air basins with similar topography and meteorology to better manage air quality throughout the state. Each air basin has a local air district that is responsible for identifying and implementing air quality strategies to comply with ambient air quality standards. The Project is located within the San Francisco Bay Air Basin, which includes Marin, Napa, San Mateo, Contra Costa, Alameda, Santa Clara, and parts of Sonoma and Solano counties. Air quality regulation in the SFBAAB is administered by the Bay Area Air Quality Management District (BAAQMD).

#### 4.3.2 Regulatory Setting

Air quality in the region is regulated by several agencies, including the United States Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the BAAQMD. These agencies develop rules, regulations, policies, and/or plans to achieve the goals and directives imposed through legislation.

Air quality conditions in the Bay Area are compared against ambient air quality standards set at the federal level (i.e., National Ambient Air Quality Standards, or NAAQS) and at the State level (California Ambient Air Quality Standards). The attainment status is classified for each pollutant.

Under the NAAQS, San Mateo County is classified nonattainment for ozone. For the pollutants PM<sub>2.5</sub>, PM<sub>10</sub>, nitrogen dioxide, carbon monoxide, and sulfur dioxide, the area is designated as attainment. At the State level, the area is considered nonattainment for ozone, PM<sub>2.5</sub> and PM<sub>10</sub> and considered "attainment" for all other criteria air pollutants (California Air Resources Board [CARB] 2019a).

The BAAQMD regulates the stationary sources of air pollution in the nine counties that make up the Air Basin: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma Counties.

#### 4.3.3 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact
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?	Potentially Significant Impact

c) Expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Potentially Significant Impact

#### 4.3.4 Answers to CEQA Checklist Questions

##### ***Potentially Significant Impact***

The proposed Project would construct physical improvements in phases, with some elements requiring significant grading. Because the implementation of these phases depends on yet-to-be-established funding, the construction schedule has not been finalized. Although operational emissions would not see a change (the Project is designed to enhance the Park for existing users and not to attract new users), construction emissions could be potentially significant and will be analyzed in the PEIR.

#### 4.4 BIOLOGICAL RESOURCES

##### 4.4.1 Environmental Setting

The Project area encompasses seven distinct habitat types (Huffman-Broadway Group, Inc. 2021):

- Marine environment<sup>1</sup>
- Sea cliffs<sup>1</sup>
- Non-native annual grassland
- Coastal freshwater marsh<sup>1</sup>
- Central coast scrub
- Monterey cypress forest
- Coastal terrace prairie (grasslands, scrub, and wetlands close to the bluff edge)<sup>1</sup>

The Park also provides suitable habitat for a range of special status plants and animals. Two special status plant species have been identified in the Park – perennial goldfields and Choris’ popcornflower – and there is potential for State and federally listed wildlife species to occur within and near the Park.

The habitats found within and surrounding the Project site support a range of wildlife that may move through, migrate seasonally, or reside in the area year-round. The animals present within and adjacent to the Project area have adapted to the ocean bluffs and open fields found within the Project area. Migratory birds and raptors may nest, forage cover, roost, or winter in habitats on or adjacent to the site.

##### 4.4.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
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 & Wildlife (CDFW) or U.S. Fish & Wildlife Service (USFWS)?	Potentially Significant Impact

<sup>1</sup> Potential Environmentally Sensitive Habitat Area, as defined by Section 30107.5 of the Coastal Act

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 CDFW or USFWS?	Potentially Significant Impact
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?	Potentially Significant Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially Significant Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Potentially Significant Impact

#### 4.4.3 Answers to CEQA Checklist Questions

##### ***Potentially Significant Impact***

The City has determined that impacts to Biological Resources from the proposed Project would be potentially significant. Aquatic resource delineations and special status plant surveys indicate the proposed improvements may impact sensitive biological and aquatic resources; therefore, the potential to impact biological resources will be analyzed in the PEIR.

## 4.5 CULTURAL RESOURCES

### 4.5.1 Environmental Setting

A records search was conducted at the Northwest Information Center on March 6, 2020, which found no listed cultural resources within the Park. However, the Coastal Trail within the Park is part of Segment #16 of the planned Ohlone-Portolá Heritage Trail and there is a unique half-moon structure in the north end of the park that has been partially lost to bluff recession. According to California State Parks, the concrete arc was part of a 1930s restaurant/hotel that was located at approximately the current location of the Half Moon Bay ranger station.

### 4.5.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?	Potentially Significant Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	Potentially Significant Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Potentially Significant Impact

### 4.5.3 Answers to CEQA Checklist Questions

#### ***Potentially Significant Impact***

The City has determined that impacts to Cultural Resources from the proposed Project may be potentially significant. A Cultural Resource study is currently being conducted and this topic will be analyzed in the PEIR.



## 4.6 ENERGY

### 4.6.1 Environmental Setting

The Project area consists of a parking lot and the existing trail between Poplar Street and Kelly Avenue. There are no existing lights on the trail or other facilities using energy except a parking pay station.

### 4.6.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

### 4.6.3 Answers to CEQA Checklist Questions

**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?**

#### ***Less Than Significant Impact***

The Project would result in a minor new need for and use of energy within the Project area. Permanent restrooms and a parking pay station (a station currently exists but is likely to be updated over time) are planned to be designed and placed near the parking lot of the Project. If any lighting is installed, it would be energy-efficient lighting consistent with current codes and policies set by the City.

Energy for the Project would also be required during construction but would not require additional capacity on a local or regional scale. Recommended BAAQMD construction best management practices would reduce use of fossil fuels and increase energy efficiency of construction vehicles. Because use of energy would be temporary during construction and would comply with BAAQMD efficiency requirements, the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. The impact would be less than significant.

**b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*****No Impact***

The Project would install restrooms and add an additional paying station to the parking lot in a manner consistent with the City policies and regulations. Energy efficiencies will offset minor new energy use, as discussed above. Implementing BMPs to reduce fossil fuel use by construction vehicles would also be consistent with these goals and policies.

## **4.7 GEOLOGY AND SOILS**

### **4.7.1 Environmental Setting**

The Project lies along the shoreline of Half Moon Bay. The Project area varies in elevation between 35 and 50 feet above mean sea level. The topography of the Project area varies from flat terrain to the east of the Project area to steep bluffs on the west side of the Project area.

#### **Seismicity and Faulting**

The Project site is within a seismically active region. Historically, numerous moderate to strong earthquakes related to the San Andreas system of faults have occurred in this region. Active faults are considered to be those that have moved during the past 11,000 years, and generally only active faults are considered in evaluating seismic risk for building construction. The nearest active fault is the San Gregory fault zone, an Alquist-Priolo fault located approximately 1.5 miles to the west of the Project area (US Geological Survey n.d.). Other major faults that could cause significant shaking at the Project site are the Pilarcitos and the San Andreas fault.

#### **Liquefaction**

Liquefaction is the condition by which saturated soils lose cohesion during seismic events and settle, lose stability, or amplify the effects of ground shaking. Liquefaction is most associated with alluvium and other young soil types with high sand content (Half Moon Bay 2014). Areas of very high hazard exist along the shoreline's sand beaches. The Seismic Hazards and Liquefaction Map for Half Moon Bay identifies the Project area as the chance for liquification to be "very low" to small portions of "high" in select areas along the shoreline.

#### **Groundwater**

The Project lies within the western edge of the Half Moon Bay Terrace basin, which extends from Montara to the north and to Lobitos to the south. The basin is bounded to the east by the Montara and Santa Cruz Mountains (San Francisco Bay San Francisco Bay Hydrologic Region 2014). Due to the basin's proximity to the ocean, seawater intrusion is a potential contamination concern, especially if groundwater withdrawals increase; rising sea levels may also contribute to this risk (Half Moon Bay 2014).

The California State Water Resources Control Board GeoTracker site was reviewed to obtain depth to groundwater. Reports reviewed suggest that the first encountered water-bearing zone occurs at approximately at 32.5 feet below ground surface (Geologica Inc. 2018).

**Soils**

Half Moon Bay is underlain with poorly consolidated shallow marine sands, silts, and gravels resting on top of an ancient wavecut bedrock platform. Most soils are derived from alluvial sources (Half Moon Bay 2014).

There are two Natural Resource Conservation Service soil units mapped within the Project area: terrace escarpments and Denison clay loam, nearly level. The majority of construction will take place on terrace escarpments. The other portion of the site consist of Denison clay loam, nearly level, and is described as being moderately well-drained.

**4.7.2 CEQA Checklist Summary**

Would the project:

<b>CEQA Question</b>	<b>Impact Determination</b>
a) Could the project directly or indirectly cause potential substantial adverse effects, including risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>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.</li> </ul>	No Impact
ii. Strong seismic ground shaking?	Potentially Significant Impact
iii. Seismic-related ground failure, including liquefaction?	Potentially Significant Impact
iv. Landslides?	Potentially Significant Impact
b) Result in substantial soil erosion or the loss of topsoil?	Potentially Significant Impact
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?	Potentially Significant Impact
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?	Potentially Significant Impact

e) 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?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact

#### 4.7.3 Answers to CEQA Checklist Questions

**a) Would the project directly or indirectly cause potential substantial adverse effects, including 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.**

***No Impact***

The Project area is within an Alquist-Priolo Earthquake Fault Zone that designates a known active fault. Although the area is seismically active, there is no evidence of faults susceptible to rupture within 1 mile of the Project area, as defined by the California Geologic Survey (formerly the California Division of Mines and Geology).

**ii. Strong seismic ground shaking?**

**iii. Seismic-related ground failure, including liquefaction?**

**iv. Landslides?**

***Potentially Significant Impact***

There is a moderate to strong ground-shaking potential at the site associated with nearby faults. Seismically induced ground shaking would occur at the Project site in the event of a regional earthquake on the San Andreas Fault or the San Gregory Fault. There is also the potential for landslides along the bluff. Potentially significant seismic impacts will be addressed in the PEIR.

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

***Potentially Significant Impact***

Construction of the proposed Project could lead to the potential for soil erosion and the loss of topsoil at the Project site. Potentially significant soils impacts will be addressed in the PEIR.

**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?**

***Potentially Significant Impact***

The proposed Project includes the bluff that currently experiences extensive erosion. Potentially significant soil instability will be addressed in the PEIR.

**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?**

***Potentially Significant Impact***

Expansive soils can result in damage to building foundations and flatwork such as trail and parking lot surfaces, or damage to subsurface utility installations or the restroom foundation. In particular, flatwork can present tripping hazards and uneven surfaces that may be hazardous to the mobility impaired. Potentially significant expansive soils impacts will be addressed in the PEIR.

**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?**

***No Impact***

The Project does not propose the use of septic tanks and would not require use of alternative wastewater disposal services; therefore, there would be no impact to these systems.

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

***Potentially Significant Impact***

The Project is located in the Pleistocene era geologic unit Qmt, described as marine terrace deposits that could potentially contain paleontological resources. The potential for the Project to impact paleontological resources will be addressed in the PEIR

## 4.8 GREENHOUSE GAS EMISSIONS

The term greenhouse gas (GHG) is used to describe atmospheric gases that absorb solar radiation and subsequently emit radiation in the thermal infrared region of the energy spectrum, trapping heat in the Earth's atmosphere. Greenhouse gases of concern include carbon dioxide, methane, nitrous oxide, and fluorinated gases. Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of greenhouse gases have a broader, global impact.

Greenhouse gases differ by the amount of heat each traps in the atmosphere, known as global warming potential. Carbon dioxide is the most significant greenhouse gas, so amounts of other gases are expressed relative to carbon dioxide, using a metric called "carbon dioxide equivalent" (CO<sub>2</sub>e). The global warming potential of carbon dioxide is assigned a value of 1, and the warming potential of other gases is assessed as multiples of carbon dioxide. Generally, estimates of all greenhouse gases are summed to obtain total emissions for a Project or given time period, usually expressed in metric tons or million metric tons CO<sub>2</sub>e.

### 4.8.1 Regulatory Setting

#### Regional - Construction Emissions

The BAAQMD does not have an adopted Threshold of Significance for construction-related GHG emissions. For operational, on-going emissions, the significance threshold is 1,100 metric tons per year (Table 1). Sources of construction-related greenhouse gases only include exhaust, for which the BAAQMD recommends following the same detailed guidance as for criteria air pollutants and precursors (BAAQMD 2017a).

**Table 1. Greenhouse Gas Operational Threshold of Significance**

Greenhouse Gas Emissions	
Land Use Projects (direct and indirect emissions)	Compliance with a Qualified Greenhouse Gas Reduction Strategy
	OR
	1,100 metric tons annually or 4.6 metric tons per capita (for 2020)
	Adjusted to 660 metric tons annually or to 2.6 metric tons per capita (for 2030)*

\*BAAQMD does not have a recommended post-2020 greenhouse gas threshold.

BAAQMD relies on the lead agency to quantify and disclose emissions that would occur during construction and make a determination of significance of GHG emissions in relation to meeting Assembly Bill (AB) 32 greenhouse gas reduction goals (BAAQMD 2017b). They also recommend implementing BMPs to reduce GHG emissions during construction.



**Local**

The City is in the process of developing a Climate Action and Adaptation Plan (CAAP) in order to identify and address main sources of emissions that cause global warming: the energy consumed in buildings, transportation, and the solid waste sent to landfills. This Plan is intended to build on City policies and plans already adopted but has yet to be finalized and approved (City of Half Moon Bay, 2020a).

**4.8.2 CEQA Checklist Summary**

Would the project:

<b>CEQA Question</b>	<b>Impact Determination</b>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Potentially Significant Impact

**4.8.3 Answers to CEQA Checklist Questions*****Potentially Significant Impact***

The proposed Project would construct physical improvements in phases. Because the implementation of these phases depends on yet-to-be-established funding, the construction schedule has not been finalized. Although operational emissions would not see a change (the Project is designed to enhance the Park for existing users and not to attract new users), construction GHG emissions could be potentially significant and will be analyzed in the PEIR.

**4.9 HAZARDS AND HAZARDOUS MATERIALS****4.9.1 Environmental Setting**

The State Water Resources Control Board (SWRCB) GeoTracker website and the Department of Toxic Substances Control EnviroStor website were searched for information on the Project area. The search revealed that most hazardous waste sites in the region (pursuant to Government Code 65962.5) are located east of the Project site, along the Main Street. No sites in the Project vicinity were identified on EnviroStor or the SWRCB GeoTracker website.

South of the Project site is a closed, approximately 14-acre landfill owned by the County of San Mateo. When the landfill was operational, it accepted inert material, yard waste, and residential waste from 1962 to 1976. The landfill was capped off in 1978. Due to erosion from wave action, a portion of the landfill waste was exposed. However, the eroded area was repaired by the County and is inspected regularly as part of a gas monitoring program (City of Half Moon Bay 2014).

**4.9.2 CEQA Checklist Summary**

Would the project:

<b>CEQA Question</b>	<b>Impact Determination</b>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
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?	Less Than Significant Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
d) 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?	No Impact
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?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact
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#### 4.9.3 Answers to CEQA Checklist Questions

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

***Less Than Significant Impact***

The Project's use of hazardous materials is limited to fuels and other maintenance-related chemicals to run machinery during construction. Operational use would only be related to maintenance of the restrooms.

Decomposed granite, gravel, and asphalt would be used to reconstruct the trails and expand the parking area and southern loop, and concrete would be used for the restroom foundation and fence stabilization. Transport and use of hazardous materials are anticipated to be minimal. The use, storage, and management of fuels and other vehicle-related chemicals as well as construction materials would be managed according to the on-site Stormwater Pollution Prevention Plan (SWPPP). For example, the SWPPP will require that equipment fueling and maintenance, if performed at the job site, must be performed in a designated area utilizing secondary containment with a spill kit nearby. Rinsing of concrete tools and chutes would also be performed according to the SWPPP, including utilizing concrete washouts and/or requiring that wastewater be kept within the concrete truck and hauled offsite for recycling. No disposal of hazardous materials is anticipated as part of this Project. In addition, the depth to groundwater is over 32 feet (Geologica 2018); therefore, no dewatering is required during construction.

**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?**

***Less Than Significant Impact***

No hazardous waste sites in the Project vicinity were identified on EnviroStor or the SWRCB GeoTracker website. The closed County landfill south of the site is not listed on a State Response Site and is being monitored by the County frequently as part of the gas monitoring program. The proposed Project is north of the landfill and construction would not encroach on the landfill or disturb the cap in any way.

As described in 4.9.1(a), hazardous materials used during construction are expected to be minimal and the required on-site SWPPP will manage use of fuels and chemicals. Should a spill occur, spill procedures in the SWPPP would be followed. No hazardous materials would be used during operation other than normal restroom cleaning supplies.

**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?**

***No Impact***

The nearest school to the Project area is the Manual F. Cunha Intermediate School, located approximately 1.4 miles northeast of the Project area on the other side of Main Street. As discussed above, hazardous materials use as part of the Project construction is anticipated to be limited and very localized.

**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?**

***No Impact***

EnviroStor is the Department of Toxic Substances Control's data management system for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further, also known as the Cortese List. As noted above, no sites in the Project vicinity were identified on EnviroStor, and the Project site has no known historical uses that require investigation.

**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?**

***No Impact***

The nearest airport, Half Moon Bay Airport, is over 6 miles from the Project site. The Project area is not located within a comprehensive land use planning area, and the Project does not involve habitable improvements that would be sensitive to airport operations.

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

***No Impact***

The Project proposes to reconstruct the Coastal Trail to the east between Kelly Avenue and Poplar Street before abandoning and removing the existing Coastal Trail. Emergency response and evacuation capabilities will be maintained throughout construction.

**g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*****No Impact***

The Project involves capital improvements and habitat enhancements in a passive use park adjacent to the Pacific Ocean to the west and urban uses to the east. The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. See section 4.20 below.

## **4.10 HYDROLOGY AND WATER QUALITY**

### **4.10.1 Environmental Setting**

Drainage areas are delineated in the City's Storm Drain Master Plan as cited in the Existing Conditions Report (NCE 2017). The Project area provides stormwater drainage for the residential areas to the east. Four storm drain outfalls are present within the Project area. These outfalls have contributed to the localized erosion throughout the area, resulting in large gully formations at the coastal bluff edges that are actively downcutting and widening. In addition, several of the storm drain outfall pipes show signs of erosion (NCE 2017).

The Project area contains three different types of erosion: bluff recession, localized bluff and gully erosion, and surface erosion. Bluff recession and mass wasting (slope movement in which soil, sand, or rock move downslope as a solid) are occurring in the Park and throughout the region. Active bluff recession is evident through several large slump features. In addition to the large gully formations resulting from the storm drain outfalls, there are approximately 24 localized drainage erosion sites throughout the area that vary in age, size, and complexity. They are associated with small on-site contributing drainage areas and often receive surface runoff from the Coastal Trail and adjacent meadow. Due to the created trails, equestrian trails, and large compacted areas devoid of vegetation, there are also a number of sites throughout the Park that are prone to erosion during strong wind events and when surface runoff occurs.

#### **Flood, Tsunami and Seiche Hazards**

The Project area is delineated on Federal Emergency Management Agency (FEMA) map panel 06081C0254F, effective August 2, 2017. The bluff top is within Zone X, an area of Minimal Flood Hazard.

A portion of the Project area lies within the bluff top to the beach. This portion of the Project is within a Special Flood Hazard Area, Zone VE (where a base flood elevation has been determined), with a base flood elevation of 31 feet in North American Datum of 1988. As defined by FEMA, a Special Flood Hazard Area will be inundated by the flood event having a 1 percent chance of being equaled or exceeded in any given year (i.e., 100-year flood).

Based on the California Department of Conservation San Mateo County Tsunami Hazard Areas map, the proposed Project lies within a Tsunami Hazard Zone (California Department of Conservation 2020).

**4.10.2 CEQA Checklist Summary**

Would the project:

<b>CEQA Question</b>	<b>Impact Determination</b>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Potentially Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No impact
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:	Potentially Significant Impact
i. result in substantial erosion or siltation on- or off-site;	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	Potentially Significant Impact
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	Potentially Significant Impact
iv. impede or redirect flood flows?	Potentially Significant Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Potentially Significant Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Potentially Significant Impact

**4.10.3 Answers to CEQA Checklist Questions*****Potentially Significant Impact***

The City has determined that impacts to Hydrology and Water Quality from the proposed Project may be potentially significant and will be analyzed in the PEIR. Whereas depth to groundwater is over 35 feet and the Project would involve shallow excavations not exceeding 4 feet, there would be no impact to groundwater (question b above) and this topic will not be further addressed.

## 4.11 LAND USE AND PLANNING

### 4.11.1 Environmental Setting

The Project area is located within the City of Half Moon Bay, San Mateo County, California. The City is divided into zoning districts that correspond with City of Half Moon Bay General Plan/Local Coastal Land Use Plan (LCLUP; City of Half Moon Bay 2020b) land use designations.

The Project area is zoned for Open Space-Passive (OS-P), open space specifically for passive use. The area surrounding the Project area is zoned for Planned Unit Development (PUD), Open Space Active (OS-A), and Residential 1 (R-1) single family residential. The undeveloped land immediately east of the Park boundary is zoned PUD with potential for residential development; the General Plan and Local Coastal Land Use Plan designation for this area, referred to as the “West of Railroad” PUD area, is Regional Public Recreation.

### 4.11.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Potentially Significant Impact

### 4.11.3 Answers to CEQA Checklist Questions

#### a) Would the project physically divide an established community?

##### ***No Impact***

The overall purpose of the Project is to shift and reconstruct the existing trail in order to protect the trail from erosion. The Project would not physically divide an established community.

#### 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?

##### ***Potentially Significant Impact***

The Project’s compliance with applicable land use plan, policies, and regulations adopted for the purpose of avoiding or mitigating environmental effects will be discussed in the PEIR.



## 4.12 MINERAL RESOURCES

Minerals are any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances including, but not limited to, coal, peat, and oil-bearing rock, but excluding geothermal resources, natural gas, and petroleum.

### 4.12.1 Environmental Setting

There are no active mineral extraction industries identified within the City of Half Moon Bay (Half Moon Bay 2014).

### 4.12.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
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?	No Impact
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?	No Impact

### 4.12.3 Answers to CEQA Checklist Questions

**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?**

***No Impact***

According to the State Mining and Geology Board and the City's Existing Conditions Report (2014), there are no State or regionally valuable mineral resources within the Project boundary. The proposed Project would not result in the loss of a known mineral resource.

**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?**

***No Impact***

According to the State Mining and Geology Board and the City's Existing Conditions Report (2014), there are no resource recovery sites identified within the Project area; therefore, there would be no impact.

**4.13 NOISE**

Noise is defined as a sound or series of sounds that are intrusive, objectional, or disruptive to daily life. Different land uses have different acceptability levels in terms of noise disturbance. For example, industrial uses have a higher noise threshold than residential uses.

**4.13.1 Environmental Setting**

Primary noise sources in the vicinity of the Project include cars, the Pacific Ocean surf, and park visitors (e.g., children playing, cars in the parking lot).

**4.13.2 Regulatory Setting****Local**

Noise levels are measured to regulate ambient noise and protect residents of Half Moon Bay from exposure to excessive noise. Noise standards provide a means of assessing exposure and compatibility based on specific uses. The City's Noise Element (1991) states that construction noise will be regulated through the Noise Ordinance. The City's Noise Ordinance (Chapter 9.23) sets guidelines for offensive noise, public health and safety, and enforcement. Zoning ordinances regulate how much noise (in decibels) can be generated in a specific residential or commercial area (Half Moon Bay 2020c).

Construction hours are limited to 7 a.m. to 6 p.m. Monday through Friday; 8 a.m. to 6 p.m. Saturdays; and 10 a.m. to 6 p.m. Sundays and holidays. The Director of Public Works/City Engineer may grant exemptions (Half Moon Bay 2020b).

**4.13.3 CEQA Checklist Summary**

Would the project result in:

<b>CEQA Question</b>	<b>Impact Determination</b>
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?	Less Than Significant Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant 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?	No Impact

#### 4.13.4 Answers to CEQA Checklist Questions

**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?**

***Less Than Significant Impact***

During construction, workers and persons residing in the area to the east may be temporarily exposed to noise generated by construction equipment, such as compaction equipment, excavators, backhoes, and loaders. No pile driving is anticipated for the Project, which is the primary source of groundborne vibrations and noise during construction. Except for Poplar Street access improvements and utilities, construction activities would occur over 650 feet from the nearest residence.

Because generation of ambient noise would be temporary during construction, would comply with the City's Noise Ordinance requirements for construction projects, and construction equipment noise from the Project is exempt from the Noise Ordinance thresholds, the Project would not result in ambient noise levels in excess of established standards set forth in the General Plan or Noise Ordinance.

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

***Less Than Significant Impact***

Vibration is described in terms of frequency and amplitude. Unlike sound, there is no standard way of measuring and reporting amplitude. Construction vibration is generally associated with pile driving and rock blasting. Occasionally, large bulldozers and loaded trucks can cause perceptible vibration levels at close proximity. Construction activities would result in intermittent groundborne vibration. However, this impact to the Project area would be temporary and would not occur adjacent to historic structures, which are the most susceptible to vibration damage.

The City's Local Coastal Land Use Plan Chapter 6, Natural Resources, requires that construction projects implement best management practices (e.g., pre-construction surveys, construction and/or tree removal timing restrictions, exclusionary fencing), and, as appropriate based on Project scope and site conditions, noise and vibration reduction measures and monitoring by a qualified biologist during construction. These measures would be designed to avoid construction noise impacts on sensitive bird or other animal species in on-site or nearby sensitive habitats, wetlands, or watercourses. The potential for construction impacts on sensitive habitats and species will be further addressed in the biological resources analysis in the PEIR. Because noise and vibration impacts would be temporary and would comply with

the City's Noise Ordinance and General Plan Noise policies, the impacts 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?**

***No Impact***

The nearest airport, Half Moon Bay Airport, is over 6 miles from the Project site. Therefore, the Project would not expose construction workers or Park visitors to excessive aircraft noise.

#### 4.14 POPULATION AND HOUSING

##### 4.14.1 Environmental Setting

As of 2019, the City had an estimated population of 12,834 residents and an estimated housing stock consisting of 5,315 dwelling units (California Department of Finance 2015-2019). There is no residential zoning or housing in the Project area. The undeveloped land immediately east of the Park boundary is zoned Planned Unit Development with potential for residential development, but the General Plan and Local Coastal Land Use Plan designation for this area, referred to as the West of Railroad PUD area, is Regional Public Recreation. The West of Railroad PUD area is not served by utilities and is prioritized for public acquisition in the City's Local Coastal Land Use Plan.

##### 4.14.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
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)?	Less Than Significant Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

##### 4.14.3 Answers to CEQA Checklist Questions

**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)?**

###### ***Less Than Significant Impact***

The proposed Project would construct capital improvements within the Park boundaries. This includes limited-capacity water and sewer lines to service the proposed restrooms, which would not be sufficiently sized to accommodate potential residential uses in the West of Railroad PUD area. The Project does not construct housing or provide infrastructure that would facilitate housing; therefore, the Project would not induce substantial unplanned population growth in the area.

**b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*****No Impact***

Implementing the proposed Project would not influence population growth, either directly or indirectly. The Project does not propose any removal or construction of features that would result in displacement of persons and would therefore not require construction or replacement housing elsewhere. There would be no impact.

## 4.15 PUBLIC SERVICES

### 4.15.1 Environmental Setting

#### Fire Protection

The Coastside Fire Protection District serves the planning area, neighboring communities, and surrounding unincorporated areas (50 square miles along the San Mateo County Coast) (Half Moon Bay 2018). The District maintains one headquarters and three stations; the closest stations to the Project site are:

- Coastside Fire Protection Headquarters, located approximately 1.1 miles to the southeast
- Station 40, located approximately 1.1 miles to the southeast

#### Police Protection

The San Mateo Sheriff's Office substation serves the Project site and is located approximately 1.4 miles northeast. Services range from patrol, dispatch response to emergency calls, investigations, and community policing, to coordinating emergency preparedness efforts and enforcing traffic laws.

### 4.15.2 CEQA Checklist Summary

Would the project result in:

CEQA Question	Impact Determination
a) Would the project result in substantial adverse physical impacts associated with the need and/or provision of new or physically altered governmental services and/or facilities in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services? i) Fire protection? ii) Police protection? iii) Schools? iv) Parks? v) Other public facilities?	Less Than Significant Impact

#### **4.15.3 Answers to CEQA Checklist Questions**

**a) Would the project result in substantial adverse physical impacts associated with the need and/or provision of new or physically altered governmental services and/or facilities in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services?**

**i) Fire protection?**

**ii) Police protection?**

**iii) Schools?**

**iv) Parks?**

**v) Other public facilities?**

***Less Than Significant Impact***

The proposed Project would construct capital improvements intended to stabilize the Park and reduce safety concerns and enhance the Park for visitors. Currently, bluff erosion near the trail is fenced off on an as-needed emergency basis in order to warn visitors of the danger of falling when near the bluff. Signage is also in place to direct visitors away from the bluff edge.

The Project would not increase dwelling units or road capacity at the Park, and thus involves no increase in demand for public services such as schools, libraries, or parks. During construction, the Project may have a negligible increase in demand for emergency services to protect construction equipment or personnel. There are adequate fire and police services to protect the temporary construction sites and construction workers without affecting emergency services ratios, response times, or other performance objectives (Half Moon Bay 2014). Therefore, the proposed Project would have a less than significant impact on public services.



## 4.16 RECREATION

### 4.16.1 Environmental Setting

Poplar Beach Park is the primary beach owned and managed by the City. The 45-acre park provides a variety of recreational activities for the community and visitors. The Park consists primarily of open space with limited infrastructure, including a segment of the Coastal Trail, a parking area, dirt equestrian trails, informal access to the beach, a few benches, picnic tables, and portable restrooms.

The Coastal Trail was built within the Park as a segment of the larger California Coastal Trail network. The Coastal Trail is heavily used by the community and visitors to commute to work, school, and for recreational enjoyment. The Coastal Trail needs maintenance and is threatened by bluff recession in several locations. Parking and circulation, waste collection, site amenities, and equestrian management is considered inadequate to serve the existing visitor demand (City of Half Moon Bay 2018).

### 4.16.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Potentially Significant Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Potentially Significant Impact

### 4.16.3 Answers to CEQA Checklist Questions

#### *Potentially Significant Impact*

The proposed Project plans to enhance recreation opportunities and experiences at the existing Poplar Beach Park. The improvements necessary to protect the Coastal Trail and provide public access may result in adverse physical effects that will be addressed in the PEIR. Potential impacts are short-term and related to construction activities that will occur in a phased approach and over many years.

## **4.17 TRANSPORTATION**

### **4.17.1 Environmental Setting**

There are three primary ways to access the Project area: Poplar Street, Kelly Avenue, and the Poplar Parallel Trail. Individuals also reach the Park by using informal paths through the undeveloped land off Railroad Avenue.

Poplar Street is a 20-foot-wide access road west of Railroad Avenue and ends in a parking lot for cars and horse trailers. Kelly Avenue is the official entrance to the Half Moon Bay State Beach and Francis Beach Campground. The Poplar Parallel Trail is an approximately 7-foot-wide, multiuse, asphalt access trail running parallel to Poplar Street along its northern edge between Railroad Avenue and the Coastal Trail. This trail is in poor condition but is being reconstructed in 2021 under a separate project.

Beach access is currently provided near the parking area at the south end of the Park near Poplar Street, at the north end of the Park at Kelly Avenue, and at “the slot” located about 850 feet south of the Kelly Avenue access. The primary beach access near the Poplar Street parking area was improved in 2020. These improvements were designed and intended to serve a 10-to-15-year horizon based upon erosion estimates. The Project envisions additional access improvements to either address the next 10-to-15-year horizon or a longer term based upon future conditions. The Project also hopes to enhance accessibility for all in future designs.

The Coastal Trail meanders through the Park from Poplar Street to Kelly Avenue, stretching roughly 3,800 feet. For the majority of the Coastal Trail length, the structural condition of the paved trail can be considered in fair-to-poor condition.

Transportation and circulation are governed by the City’s Local Coastal Land Use Plan Chapter 5: Coastal Access and Recreation (City of Half Moon Bay 2020b), the Half Moon Bay Circulation Element (City of Half Moon Bay 2013) and the 2019 Bicycle and Pedestrian Master Plan (City of Half Moon Bay 2019a). The Land Use Plan addresses coastal access for people of all abilities and modalities, parking and vehicle circulation, wayfinding and signage, and establishes Poplar Street as a key east-west bike and pedestrian access. The Bicycle and Pedestrian Master Plan addresses trails, and similarly establishes wayfinding and signage and Poplar Street as a key east-west bike and pedestrian access. The City’s Local Coastal Program contains a number of transportation-related policies and implementing actions. The Circulation Element is consistent with those policies and implementing actions, as currently written.

**4.17.2 CEQA Checklist Summary**

Would the project:

<b>CEQA Question</b>	<b>Impact Determination</b>
a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less Than Significant Impact
b) Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	Less Than Significant Impact
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)?	Less Than Significant Impact
d) Would the project result in inadequate emergency access?	Less Than Significant Impact

**4.17.3 Answers to CEQA Checklist Questions**

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

***Less Than Significant Impact***

The Project proposes to shift and reconstruct the Coastal Trail and improve access, circulation, drainage, and public safety for the Park. Residents and visitors are currently accessing the Park through the parking area at the south end of the Park at Poplar Street, at the north end of the Park at Kelly Avenue, and at a location between these points that is primarily used by equestrians. The Project does not propose new transportation facilities. The proposed Project is consistent with goals outlined in the Circulation Element (City of Half Moon Bay 2013), the Coastal Access and Recreation chapter (City of Half Moon Bay 2020b), and the Bicycle and Pedestrian Master Plan (City of Half Moon Bay 2019a).

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

***Less Than Significant Impact***

CEQA Guidelines § 15064.3, subdivision (b), pertains to the use of VMT to analyze transportation impacts. The Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018) provides technical recommendations regarding the assessment of VMT, non-binding thresholds of significance, potential exemptions or presumptions of less-than-

significant CEQA impacts, and mitigation measures. Section F of the Technical Advisory notes that maintenance activities and the installation of operational features such as upgrading traffic control devices, adding turn pockets, or installing traffic calming measures are “unlikely to lead to a substantial or measurable increase in vehicle travel.” As noted in CEQA Guidelines Section 15064.3(b)(2), transportation projects “that reduce, or have no impact on, vehicle-miles traveled should be presumed to cause a less than significant transportation impact.”

The proposed Project would not increase the number of travel lanes over the existing conditions and would improve circulation within the Park. The Project would add additional paved parking spaces, and may move equestrian parking away from auto parking and construct a shuttle turn-around north of the parking lot; adding parking and providing for shuttle and trolley access would reduce parking in local neighborhoods.

Construction equipment and worker vehicles would generate vehicle trips during construction, which would be temporary and a minor addition to existing VMT. Therefore, the Project is unlikely to induce vehicle travel, and thus the Project would have a less than significant impact on VMT.

**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)?**

***Less Than Significant Impact***

The primary purpose of the Project is to provide improved access, circulation, drainage, and public safety for the Park. The proposed Project provides for managed retreat of the Coastal Trail away from the bluffs to maintain safe coastal access as the bluff erodes over time. The Project also proposes to improve the existing parking lot located at the end of Poplar Street. The improvements would include the addition of parking spaces and may include the shifting of equestrian parking to the north and improved vehicular circulation. The proposed shuttle turnaround and passenger drop-off would help reduce parking in local neighborhoods on busy days and provide ADA access. Commercial tour buses would continue to be prohibited, but local transit shuttles and/or trolleys could be accommodated. There are no proposed sharp curves or intersections, and no incompatible uses proposed.

**d) Would the project result in inadequate emergency access?**

***Less Than Significant Impact***

The proposed Project would reconstruct the Coastal Trail and provide improved access, circulation, drainage, and public safety at the Park. Currently residents, visitors, and emergency services use the existing parking lot and vertical beach access to reach the Coastal Trail and beach. Once the Project is complete, vertical

stair access to the beach would be enhanced and the Coastal Trail would be reconstructed away from the eroding coastal bluffs. The Project could improve emergency response capabilities by creating the shuttle turnaround and by improving access to the beach.

Access to the Park would be provided during construction at all times. The phasing provides for continued use of the existing trail until the new trail is complete. The bicycle trail will remain of sufficient width to accommodate emergency vehicles. Improvements to the Park would be constructed in phases in order to keep access to the Park open for visitors, residents, and emergency services. During construction, the contractor must provide and submit a construction staging and traffic control plan to show that access would be provided throughout construction.

## 4.18 TRIBAL CULTURAL RESOURCES

### 4.18.1 Environmental Setting

Ethnographic literature indicates that the region surrounding the Project area was historically occupied by the Ohlone people. Their territory ranged from the San Francisco Peninsula in the north to Big Sur in the south and from the Pacific Ocean in the west to the Diablo Range in the east. Their vast region included the San Francisco Peninsula, Santa Clara Valley, Santa Cruz Mountains, Monterey Bay area, as well as present-day Alameda County, Contra Costa County, and the Salinas Valley.

The Chiguan Village Site is located in Half Moon Bay State Beach, to the north of the Park. The San Mateo Parks Department is collaborating with county, State, and federal agencies, as well as tribal representatives, to develop a trail system that will recognize 10,000 years of the Ohlone peoples in San Mateo County. The trail would also follow the footsteps of the Portolá expedition into Alta California and document the discovery of the San Francisco Bay by the Spanish. The Coastal Trail within the Park is part of Segment #16 of this planned Ohlone-Portolá Heritage Trail.

A search of the Native American Heritage Commission's Sacred Lands File was positive for Native American resources in the Project area.

### 4.18.2 CEQA Checklist Summary

Would the project:

CEQA Question	Impact Determination
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC § 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:	Potentially Significant Impact
i. Listed or eligible for listing in CRHR, or in a local register of historical resources as defined in PRC § 5020.1(k), or	
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC § 5024.1. In applying the criteria set forth in subdivision (c) of PRC § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Potentially Significant Impact

**4.18.3 Answers to CEQA Checklist Questions*****Potentially Significant Impact***

A Cultural Resources Report is being prepared for the Project and will include information on Native American outreach for this Project. Potential impacts to Tribal Cultural Resources from the proposed Project will be further addressed in the PEIR.

**4.19 UTILITIES AND SERVICE SYSTEMS****4.19.1 Environmental Setting**

The Project site is zoned as Open Space-Passive. Currently, there is only electricity serving the Park, and no water or sewer facilities.

**4.19.2 CEQA Checklist Summary**

Would the project:

<b>CEQA Question</b>	<b>Impact Determination</b>
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Potentially Significant Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Potentially Significant Impact
c) Result in a determination by 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?	Potentially Significant Impact
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?	Potentially Significant Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Potentially Significant Impact

**4.19.3 Answers to CEQA Checklist Questions*****Potentially Significant Impact***

The City has determined that impacts to Utilities and Service System from the proposed Project may be potentially significant and will be analyzed in the PEIR.



**4.20 WILDFIRE**

The California Department of Forestry and Fire Protection (CAL FIRE) designates fire hazard severity zones for areas under State jurisdiction. For areas under local jurisdiction, CAL FIRE identifies areas that the Department considers to be Very High Fire Hazard Severity Zones (VHFHSZs); the local jurisdiction must choose whether to adopt the CAL FIRE recommendations.

**4.20.1 Environmental Setting**

The Project area is not within a State-designated VHFHSZ or local-designated VHFHSZ (**Figure 9**).

**4.20.2 CEQA Checklist Summary**

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones:

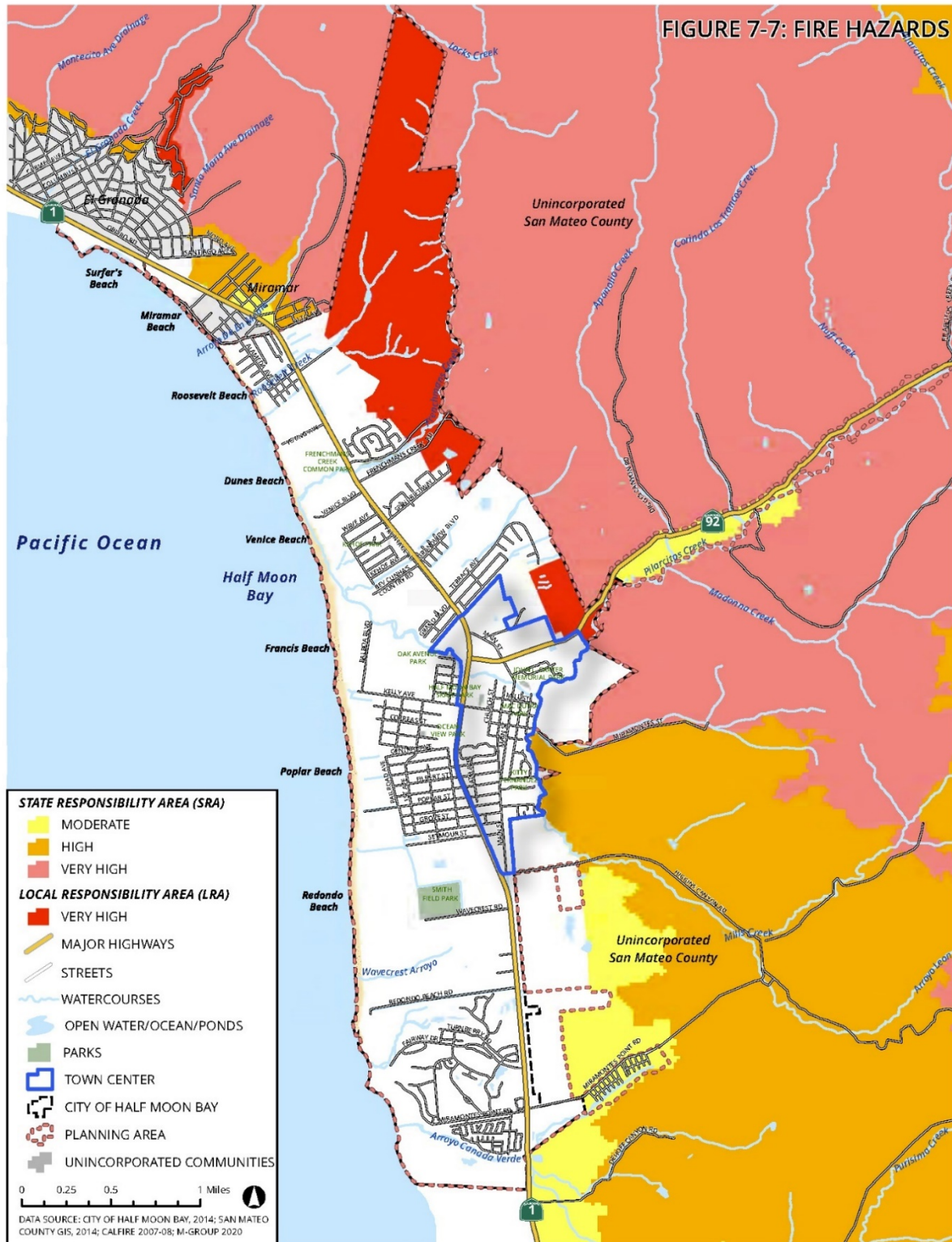
<b>CEQA Question</b>	<b>Impact Determination</b>
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less Than Significant Impact
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?	Less Than Significant Impact
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?	No Impact

**4.20.3 Answers to CEQA Checklist Questions**

**a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?**

***No Impact***

The Project area is not located within a State responsibility area or lands classified as very high fire hazard severity zones. Although the City does not have an adopted emergency plan for the Project area, the Project should improve fire response capabilities by improving the street and parking lot, providing a vehicle turnaround loop, and improving beach access.



**Figure 9. Map of Fire Hazard Severity Zones**

Source: Half Moon Bay LCLUP (City of Half Moon Bay 2020), Chapter 7, Environmental Hazards

**b) 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?**

***Less Than Significant Impact***

The Project would construct park improvements such as trails, overlooks, restrooms, and habitat enhancements. Slope changes would involve minor grading to direct surface flows away from the bluff edge, which would have no effect on wildfires. The Project does not propose to construct habitable structures within the Project area that could exacerbate wildfire risks and expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

**c) 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?**

***Less Than Significant Impact***

The Project would enhance the trails, roadways, restrooms, and amenities already in the Park. Construction of a potable water line from the main line of Railroad Avenue would provide a fire hydrant in the park, which currently does not exist. None of these improvements would exacerbate fire risk and a new fire hydrant would minimize existing risks. Construction activities would not close off access at any time.

**d) 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?**

***No Impact***

The Project does not propose any improvements or structures intended to attract more people to the Park and proposes no changes that would alter fire risk in the Park. Improvements would increase protection of the Coastal Trail from bluff recession and move people off the bluff edge. The proposed drainage improvements would result in better management of potential post-fire runoff.

**4.21 MANDATORY FINDINGS OF SIGNIFICANCE****4.21.1 CEQA Checklist Summary**

<b>CEQA Question</b>	<b>Impact Determination</b>
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?	Potentially Significant 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, or the effects of probable future projects.)	Potentially Significant Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Potentially Significant Impact

**4.21.2 Answers to CEQA Mandatory Findings of Significance Questions*****Potentially Significant Impact***

The Lead Agency has determined that the proposed Project could have potentially significant impacts on the following environmental factors:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems

The PEIR will analyze potential adverse impacts and potential cumulative impacts of the Project related to these issues.

***Less Than Significant Impact***

This initial study has determined that the proposed Project would have a less than significant impact on the following and the analysis in this Initial Study is complete:

- Agricultural and Forestry Resources
- Energy
- Hazards and Hazardous Materials
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Transportation
- Wildfire

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