# DRAFT
# Initial Study/Mitigated Negative Declaration
# Wilcox Single-Family Residence Project
# Gypsy Hill (APN 016-421-080)
# City of Pacifica, San Mateo County, California

Prepared for:


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November 5, 2008

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# SECTION 1: INTRODUCTION

## 1.1 - Purpose

The purpose of this Initial Study and Mitigated Negative Declaration (IS/MND) is to identify any potential environmental impacts from implementation of the Wilcox Single-Family Residence Project (Assessor's Parcel Number [APN] 016-421-080). Pursuant to CEQA Guidelines Section 15367, the City of Pacifica (City) is the Lead Agency in the preparation of this IS/MND and any additional environmental documentation required for the project. The City has primary responsibility for approval or denial of the project. The intended use of this document is to determine the level of environmental analysis required to adequately prepare the project IS/MND and to provide the basis for input from public agencies, organizations, and interested members of the public.

The remainder of this section provides a brief description of the project and its location, General Plan designation, and zoning classification. Section 2 includes an environmental checklist giving an overview of the potential impacts that may result from project implementation. Section 3 elaborates on the information contained in the environmental checklist, along with justification for the responses provided in the environmental checklist.

A Mitigation Monitoring and Report Program will be prepared following the public review period of this Draft IS/MND.

## 1.2 - Project Description

The proposed project analyzed in this Draft IS/MND consists of two components: the construction of a two-story, single-family home (Wilcox Residence) and the improvement of a 0.75-mile segment of Gypsy Hill Road. The term "project" is used throughout this document to refer to both components. Each project component is discussed below.

### 1.2.1 - General Plan Designation and Zoning Classification:

The Wilcox Residence site has an Open Space Residential General Plan designation and is zoned R-1/B-10/HPD, Single-Family Residential. The zoning designations correspond to the General Plan land use designation of "Open Space Residential," which allows residential development at an average density of more than 5 acres. The property is also within the Hillside Preservation District. The Hillside Preservation District designation requires properties proposed for development to be rezoned to a Planned Development District and have a Development Plan and Specific Plan approved. While typically the B-10 overlay requires a lot size of more than 5 acres and larger than typical setbacks for the R-1 District, the 5 acre minimum standard for the Planned Development District does not apply to the Hillside Preservation District.

### 1.2.2 - Wilcox Single-Family Residence

The single-family residence would be developed on the northwestern corner of the 3.76-acre lot, adjacent to Gypsy Hill Road in the East Sharp Park neighborhood. The site plan is provided in Exhibit 3. The proposed five-bedroom residence would consist of two levels. The residence would have approximately 5,594 square feet of living area, an 864-square-foot attached, three-car garage, 874 square feet of patios and decks, and a 2,087-square-foot driveway and forecourt area. The 2,067-square-foot first floor would feature three bedrooms, a family/game room, three bathrooms, unfinished space, and two patio areas. The 3,527-square-foot main floor (second level) would accommodate a great room, kitchen/dining area, two bedrooms, entry way, two and a half bathrooms, laundry facilities, two deck areas, and the 864-square-foot three-car garage. The total building footprint would be 7,352 square feet (4.48 percent of the property). The proposed residence would reach approximately 35 feet in height. The materials proposed include composition shingle roofing, horizontal wood siding, veneer cultured stone, cedar shingles, and vinyl windows. The site would be accessed using Gypsy Hill Road. Elevations of the proposed residence are provided in Exhibits 5a and 5b.

The residence would employ a solar hot water system and a photovoltaic system to generate energy. The solar hot water system is anticipated to reduce natural gas consumption by at least 50 percent. The residence's photovoltaic system is estimated to reduce the residence's electricity consumption by at least 80 percent, because the structure would have substantial south-facing exposure to the sun.

The project includes a drainage system designed to prevent water ponding onsite and to ensure that erosion and sedimentation are minimized. The Geotechnical Site Investigation and the discussion of hydrology impacts, below, describe the drainage improvements.

### 1.2.3 - Gypsy Hill Road Improvements

As a proposed condition of approval of the construction of the proposed residence, the project includes improvements to an approximately 2,300-linear-foot stretch of Gypsy Hill Road. The segment begins at Sharp Park Road and ends at the single-family residence boundary. The road, which is heavily rutted, would be paved with asphalt to improve access and decrease dust. The road section would be 20 feet and would feature dissipaters spaced at various points along the roadway to channel and slow stormwater runoff. Street lighting would not be installed.

## 1.3 - Project Location

The project site is located in the City of Pacifica, San Mateo County, California (Exhibit 1). The project site consists of two parts: a 3.76-acre undeveloped site (APN 016-421-080) and a 0.75-mile segment of Gypsy Hill Road in the East Sharp Park area of Pacifica. Four residential sites built on large lots between 30 and 50 years ago currently exist on Gypsy Hill. Gypsy Hill is bounded on the west by Francis Avenue, to the south by the Sharp Park Golf Course, to the east by Sharp Park Road, and to the north by Clarendon Road. The proposed project site is bounded by vacant and developed

single-family residential properties that share the same zoning as the project site. The property located east just beyond the land uses adjacent to the project site is zoned C-2, Community Commercial." The property to the south is Sharp Park, which is zoned "Public Facilities."

A North Coast County Water District water tank, and cellular antennas and associated equipment are also located on Gypsy Hill Road between the proposed single-family residence site and Sharp Park Road. Open space in the vicinity includes Milagra Ridge to the north, Sweeny Ridge to the southeast, and Sharp Park to the south. Milagra Ridge and Sweeny Ridge are part of the Golden Gate National Recreation Area.

The project site is located on the Pacifica, California, United States Geologic Survey 7.5-minute topographic quadrangle map, Range 6 West, Township 3 South, Unsectioned (Latitude 37° 37' 35" North; Longitude 122° 29' 00" West).

## 1.4 - Environmental Setting

The project site is a vacant parcel located at the northwestern portion of Gypsy Hill in the East Sharp Park neighborhood of the City of Pacifica. The project site is generally surrounded by developed and undeveloped, large-parcel residential uses. A North Coast County Water District water tank and several cellular phone towers are located east of the project site. Sharp Park Golf Course is located to the south. Open space in the vicinity includes Milagra Ridge to the north, Sweeny Ridge to the southeast, and Sharp Park to the south. Milagra Ridge and Sweeny Ridge are part of the Golden Gate National Recreation Area. The Pacific Ocean lies approximately 0.7 mile west.

The Wilcox Residence project site consists of undeveloped land with a fairly steep, south-facing slope with native coastal scrub vegetation, Monterey Pine and eucalyptus trees, and some patches of non-native grassland. The project site's lowest elevation, at approximately 225 feet above mean sea level, is situated in the southwestern corner of the property with a wet, scrubby swale. From the southern boundary, the property steadily climbs to the north until it meets Gypsy Hill Road, which lies along the ridge of the hill at an elevation of approximately 370 feet above mean sea level. A relatively flat area is present in the northeastern corner of the property. Gypsy Hill Road, a rutted, partially paved road extending from Sharp Park Road, provides access to the site. Photographs of the Wilcox Residence project site are provided in Exhibit 4a, and photographs of Gypsy Hill Road are provided in Exhibit 4b.

## 1.5 - Required Discretionary Approvals

The proposed project would require the following discretionary approvals

- Zone Change
- Variance
- Development Plan
- Specific Plan

## 1.6 - Intended Uses of this Document

This IS/MND has been prepared to determine the appropriate scope and level of detail required in completing the environmental analysis for the proposed project. This document will also serve as a basis for soliciting comments and input from members of the public and public agencies regarding the proposed project. The Draft IS/MND will be circulated for 30 days, during which period comments concerning the analysis contained in the IS/MND should be sent to:

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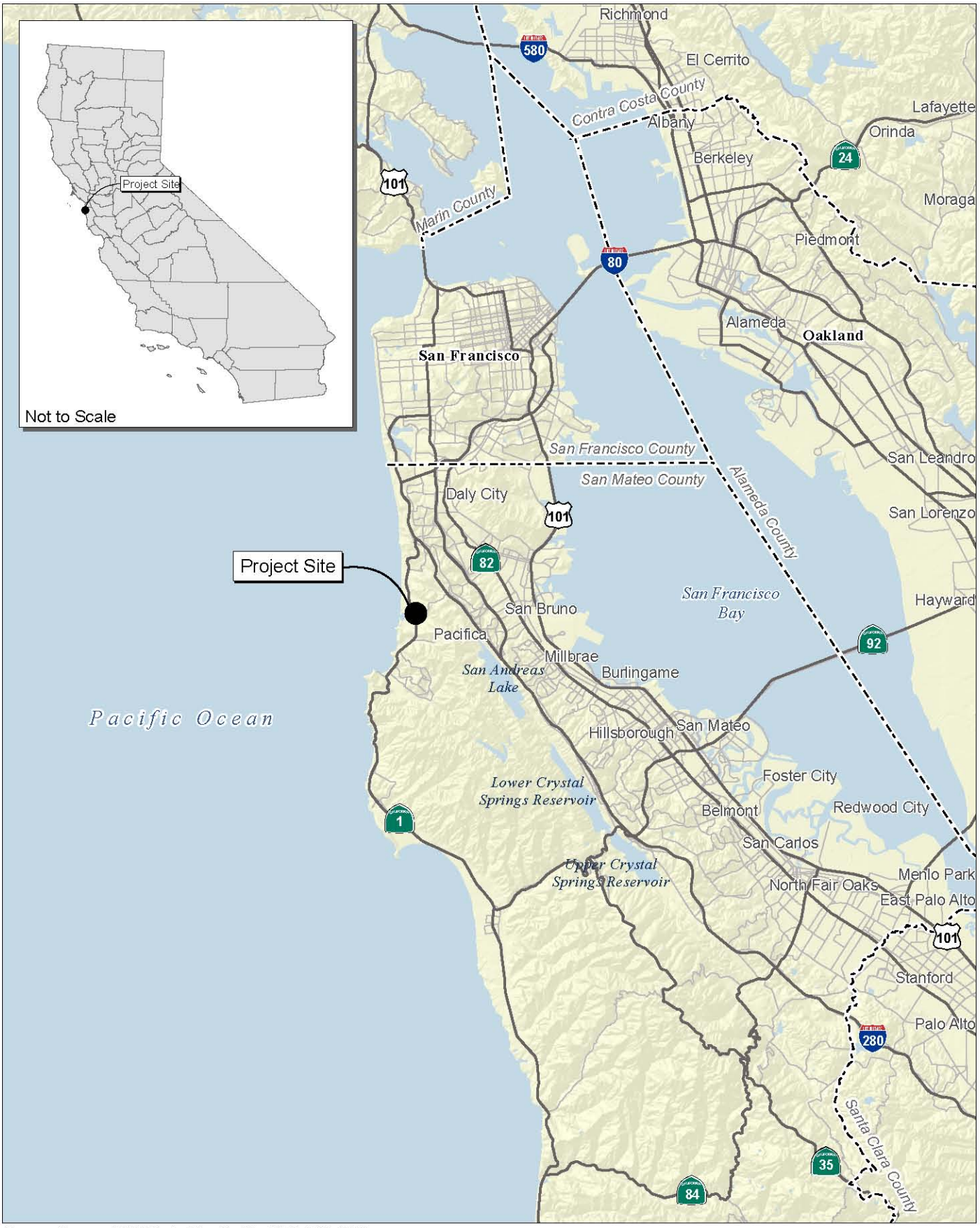



Source: Census 2000 Data, The CaSIL, MBA GIS 2008.

NORTH

5 2.5 0 5 Miles

Michael Brandman Associates

32570001 • 10/2008 | 1_regional.mxd

# Exhibit 1
## Regional Location Map

CITY OF PACIFICA • WILCOX RESIDENCE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Source: NAIP for San Mateo County (2005), MBA GIS (2008).

Michael Brandman Associates

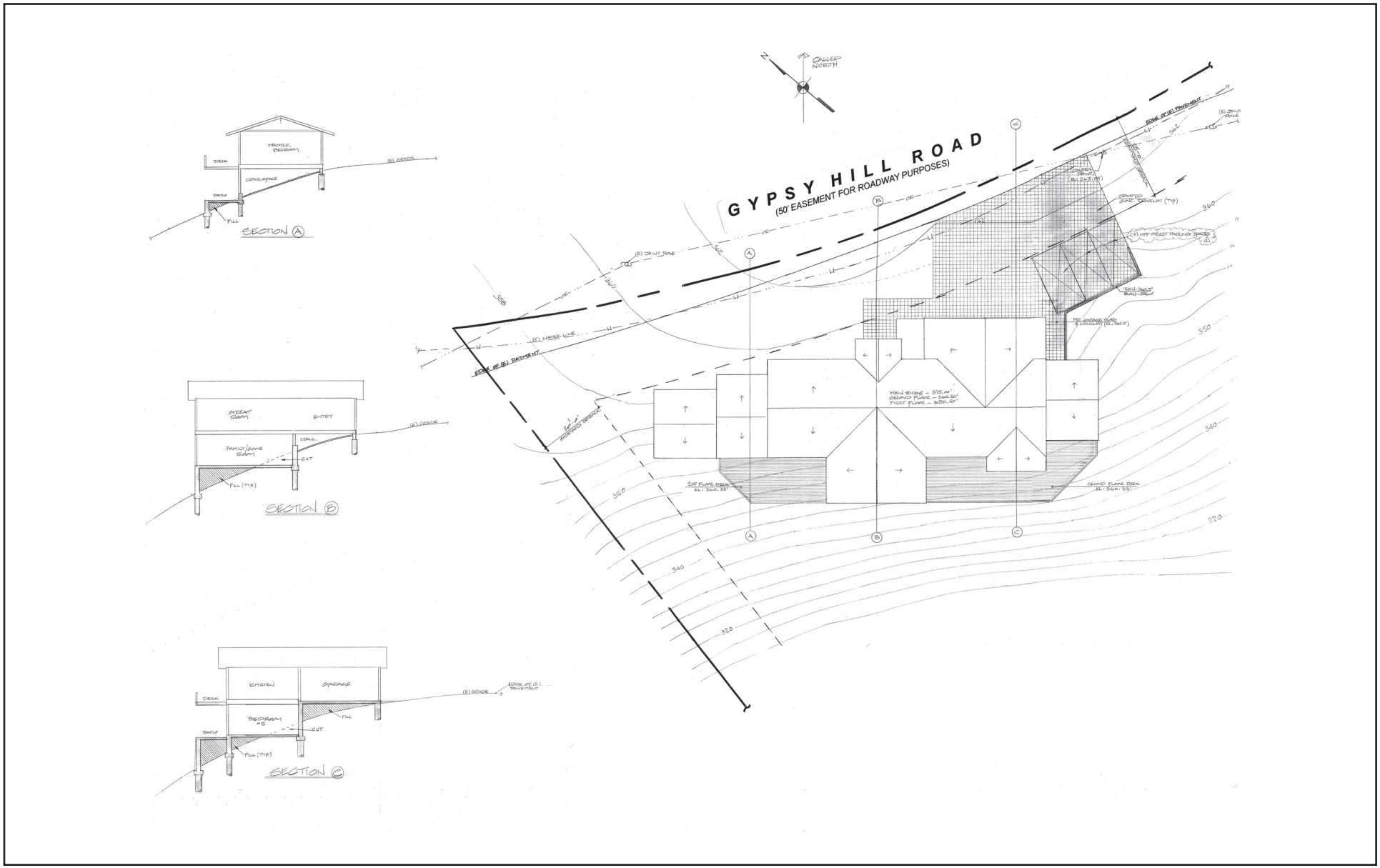
NORTH

500 250 0 500 Feet

# Exhibit 2
# Local Vicinity Aerial Map

35270001 • 10/2008 | 2_local_aerial.mxd

CITY OF PACIFICA • WILCOX RESIDENCE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION




Source: Robert J. DeLouche (May 28, 2008).

40 20 0 40 Feet

Michael Brandman Associates

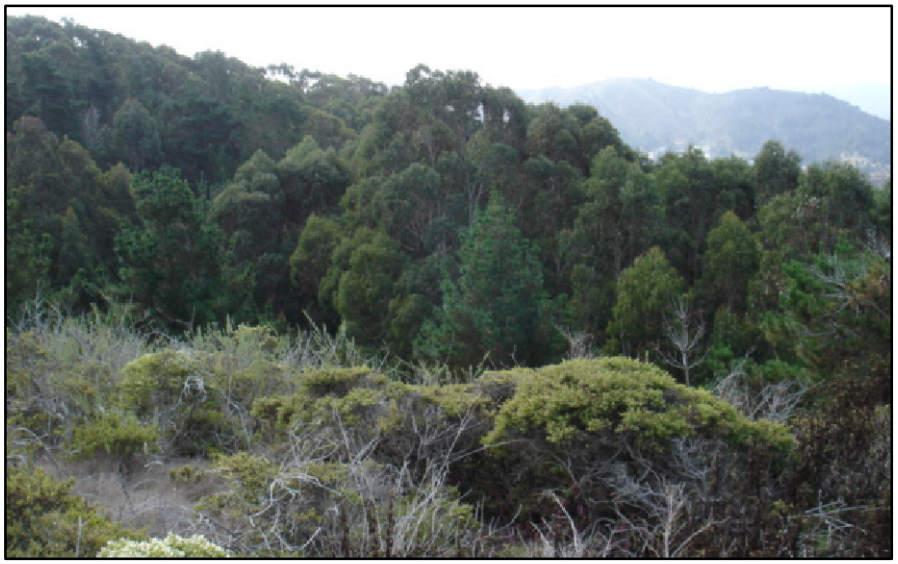
35270001 • 10/2008 | 3_Site_Plan.ai

# Exhibit 3
# Site Plan

Photograph 1: View of the project site looking southwest, with the Pacific Ocean in the background.

Photograph 2: View of the western portion of the Wilcox Residence site.

Photograph 3: View of the central portion of the Wilcox Residence site.



Photograph 4: View of the eastern portion of the Wilcox Residence site.

Source: Micheal Brandman Associates (2008)

NORTH

Michael Brandman Associates

# Exhibit 4a
# Wilcox Residence Site Photographs

35270001 • 10/2008 | 4a_Wilcox_Site_Photos.mxd

Photograph 1: View of Gypsy Hill Road adjacent to the Wilcox Residence site.

Photograph 2: View of Gypsy Hill Road east of the Wilcox Residence site.

Photograph 3: View of Gypsy Hill Road west of the water tank turnoff.

Photograph 4: View of Gypsy Hill Road, with Sharp Park Road in the background.

Source: Micheal Brandman Associates (2008)

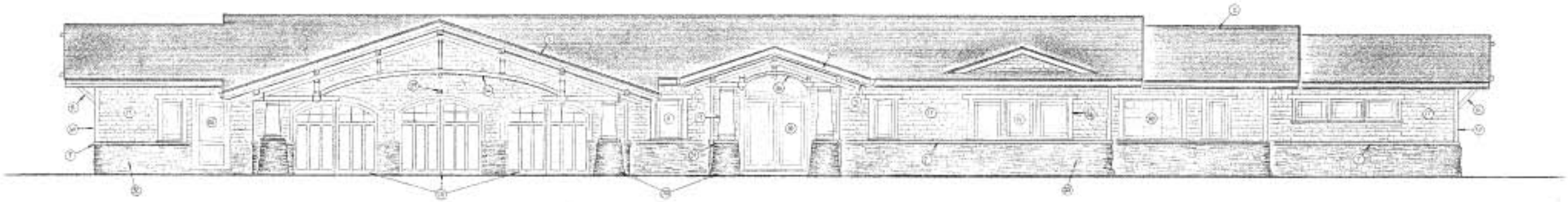
NORTH

Michael Brandman Associates

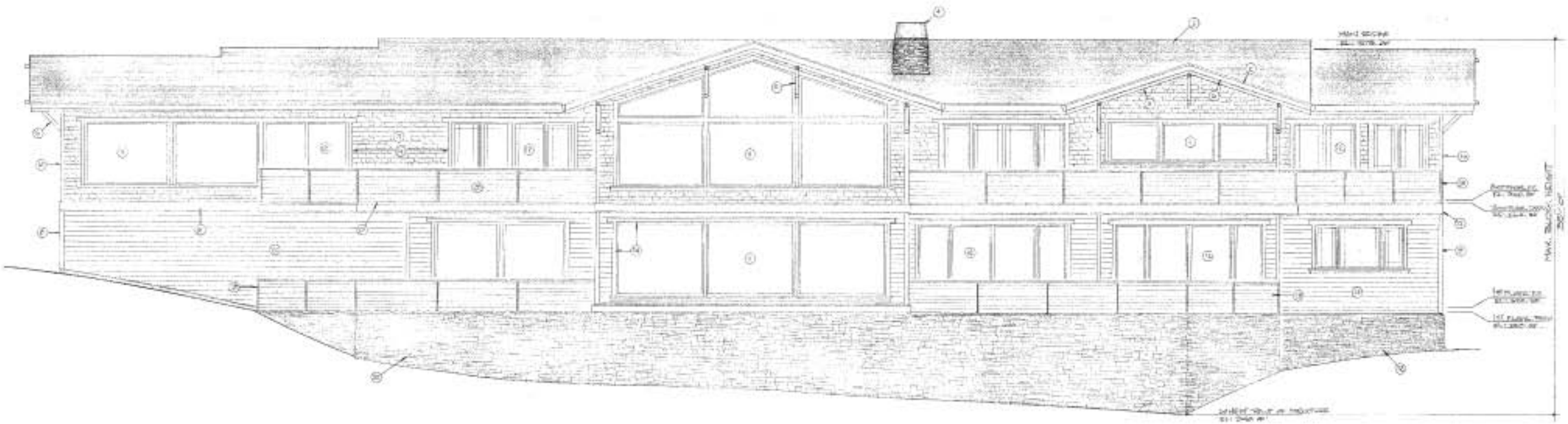
# Exhibit 4b
# Gypsy Hill Road Site Photographs

35270001 • 10/2008 | 4b_Gypsy_Site_Photos.mxd

CITY OF PACIFICA • WILCOX RESIDENCE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION



NORTH ELEVATION



SOUTH ELEVATION

Source: Robert J. DeLouche (March 15, 2008).

Michael Brandman Associates

35270001 • 10/2008 | 5a_Wilcox_N_S.ai

Exhibit 5a
Wilcox Residence Elevations - North and South

1 / A4 **EAST ELEVATION**

2 / A4 **WEST ELEVATION**

Source: Robert J. DeLouche (March 15, 2008).

Michael Brandman Associates

Exhibit 5b
Wilcox Residence Elevations - East and West

## SECTION 2: ENVIRONMENTAL CHECKLIST

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **1. Aesthetics, Light, and Glare**<br>*Would the project:* | | | | |
| a) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | ☐ | ☐ | ☒ | ☐ |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☒ | ☐ |
| **2. Agriculture Resources**<br>*In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.*<br>*Would the project:* | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| **3. Air Quality**<br>*Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.*<br>*Would the project:* | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ☐ | ☒ | ☐ | ☐ |

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? | ☐ | ☐ | ☒ | ☐ |
| d) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ |
| e) Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |
| **4. Biological Resources** *Would the project:* | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☒ | ☐ | ☐ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ☒ |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites? | ☐ | ☒ | ☐ | ☐ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☒ | ☐ | ☐ |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ☐ | ☒ |

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **5. Cultural Resources**<br>*Would the project:* | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | ☐ | ☒ | ☐ | ☐ |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☒ | ☐ | ☐ |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☒ | ☐ | ☐ |
| **6. Geology, Soils, and Seismicity**<br>*Would the project:* | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:<br>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☐ | ☒ |
| ii) Strong seismic ground shaking? | ☐ | ☒ | ☐ | ☐ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☒ | ☐ |
| iv) Landslides? | ☐ | ☐ | ☒ | ☐ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☒ | ☐ | ☐ |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☒ | ☐ | ☐ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☐ | ☒ |

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **7. Hazards and Hazardous Materials** *Would the project:* | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment? | ☐ | ☐ | ☒ | ☐ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ☒ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working the project area? | ☐ | ☐ | ☐ | ☒ |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | ☐ | ☐ | ☒ | ☐ |

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **8. Hydrology and Water Quality**<br>*Would the project:* | | | | |
| a) Violate any water quality standards or waste discharge requirements? | ☐ | ☒ | ☐ | ☐ |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | ☐ | ☒ | ☐ | ☐ |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? | ☐ | ☒ | ☐ | ☐ |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | ☐ | ☐ | ☒ | ☐ |
| f) Otherwise substantially degrade water quality? | ☐ | ☐ | ☒ | ☐ |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | ☐ | ☐ | ☐ | ☒ |
| h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows? | ☐ | ☐ | ☐ | ☒ |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | ☐ | ☐ | ☐ | ☒ |
| j) Inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | ☒ |

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **9. Land Use**<br>*Would the project:* | | | | |
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☒ | ☐ |
| c) Conflict with any applicable habitat conservation plan or natural communities conservation plan? | ☐ | ☐ | ☐ | ☒ |
| **10. Mineral Resources**<br>*Would the project:* | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ☐ | ☒ |
| **11. Noise**<br>*Would the project result in:* | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ☒ | ☐ |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☒ | ☐ | ☐ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **12. Population and Housing**<br>*Would the project:* | | | | |
| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? | ☐ | ☐ | ☒ | ☐ |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |
| c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |
| **13. Public Services**<br>*Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:* | | | | |
| a) Fire Protection? | ☐ | ☐ | ☒ | ☐ |
| b) Police Protection? | ☐ | ☐ | ☒ | ☐ |
| c) Schools? | ☐ | ☐ | ☒ | ☐ |
| d) Parks? | ☐ | ☐ | ☒ | ☐ |
| e) Other public facilities? | ☐ | ☐ | ☒ | ☐ |
| **14. Recreation** | | | | |
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☒ | ☐ |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |
| **15. Transportation**<br>*Would the project:* | | | | |
| a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | ☐ | ☐ | ☒ | ☐ |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | ☐ | ☐ | ☒ | ☐ |

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | ☐ | ☐ | ☐ | ☒ |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☒ | ☐ |
| e) Result in inadequate emergency access? | ☐ | ☐ | ☒ | ☐ |
| f) Result in inadequate parking capacity? | ☐ | ☐ | ☒ | ☐ |
| g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | ☐ | ☐ | ☒ | ☐ |
| **16. Utilities and Service Systems** *Would the project:* | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | ☐ | ☐ | ☒ | ☐ |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☒ | ☐ | ☐ |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | ☐ | ☐ | ☒ | ☐ |
| e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ☒ | ☐ |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | ☐ | ☐ | ☒ | ☐ |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐ |

| Environmental Issues | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **17. Mandatory Findings of Significance** | | | | |
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☒ | ☐ | ☐ |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | ☐ | ☐ | ☒ | ☐ |
| c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ☒ | ☐ |

| Environmental Factors Potentially Affected | | | | | |
|---|---|---|---|---|---|
| The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. | | | | | |
| ☐ | Aesthetics, Light, and Glare | ☐ | Agriculture Resources | ☐ | Air Quality |
| ☐ | Biological Resources | ☐ | Cultural Resources | ☐ | Geology, Soils, and Seismicity |
| ☐ | Hazards and Hazardous Materials | ☐ | Hydrology and Water Quality | ☐ | Land Use |
| ☐ | Mineral Resources | ☐ | Noise | ☐ | Population and Housing |
| ☐ | Public Services | ☐ | Recreation | ☐ | Transportation |
| ☐ | Utilities and Services Systems | ☐ | Mandatory Findings of Significance | | |

## Environmental 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 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 measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Signed _____ Date November 5, 2008

Grant Gruber, Project Manager

# SECTION 3: DISCUSSION OF ENVIRONMENTAL EVALUATION

## 1. Aesthetics, Light, and Glare

Would the project:

*a) Have a substantial adverse effect on a scenic vista?*

**Less Than Significant Impact.** The proposed project consists of the construction of a two-story single-family residence and improvements to Gypsy Hill Road. The maximum height of the proposed family home would be 35 feet. Views of the upper portion of the proposed home from the south, such as from (State Route 1) SR-1, would be extremely limited or non-existent, due to distance and intervening topography and vegetation. Views of the proposed home from the west, in the direction of the beach and Sharp Park Golf Course, would be screened by the existing trees on the project site. The proposed home would not be visible from viewing locations due north or east of the project site because of intervening topography and vegetation. Although the scenic vista located off Sharp Park Road is located approximately 0.5 mile northeast of the project site, the residence would be only faintly visible from the scenic vista because of the distance between the vista and the project site, as well as surrounding vegetation and intervening topography. Furthermore, improvements to Gypsy Hill Road consist of paving the roadway, which does not have the potential to adversely affect scenic vistas. Therefore, impacts from both the home and the road would be less than significant.

*b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

**Less Than Significant Impact.** SR-1 does not have a State Scenic Highway designation within the City of Pacifica. However, the City considers views from SR-1 to be important. As discussed previously, the proposed residence would be barely visible from SR-1. Therefore, the proposed project would not substantially damage scenic resources. Impacts would be less than significant.

*c) Substantially degrade the existing visual character or quality of the site and its surroundings?*

**Less Than Significant Impact.** The proposed project would develop a new, single-family residence on a currently undeveloped site; however, the development would be confined to a small portion of the site. The proposed project would comply with all applicable city policies and design guidelines, including those related to building

height and materials. Views of the proposed single-family residence from the south, north, east, and west (SR-1) would be extremely limited or non-existent, due to the distance and intervening topography and vegetation. The proposed project would retain much of the project site's natural vegetation and would replant disturbed areas following the completion of construction. Gypsy Hill Road would be paved as part of the proposed project. Aside from the removal of minimal amounts of vegetation, this improvement would not alter the visual character of the project vicinity. Temporary aesthetic impacts would occur during construction of the proposed project; however, these are temporary, and the project area would be restored after construction is completed. Given the limited portion of the site that would be developed and the incorporation of design guidelines to ensure the project is compatible with the surrounding neighborhood, the project's impacts on visual character would be less than significant.

*d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

**Less Than Significant Impact.** The proposed residence would introduce new nighttime lighting sources to an undeveloped site; however, these new sources are limited to the proposed single-family home, as Gypsy Hill Road would not be improved with streetlights. The new lighting sources include interior lighting, exterior security lighting, and headlights associated with motor vehicles driven along Gypsy Hill Road by project residents. Some of the project building materials (e.g., solar panels on the roof, finish metal windows and doors) as well as automobile windshields represent new daytime glare sources to the vacant site. Because the sources of light and glare originate only from the single-family residence, and because the lot size is much larger than the building footprint, the amount of light and glare that can be expected to cause effects outside the property line is relatively small. Thus, light and glare impacts would be less than significant.

## 2. Agricultural Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

*a)* *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

**No Impact.** The project site does not contain any agricultural land uses and, therefore, would not be eligible for an Important Farmland designation. Therefore, the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impacts would occur.

*b)* *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**No Impact.** The project site is zoned Single Family Residential with a B-Lot Size located within the Hillside Preservation District (R-1/B-10/HPD), which is a non-agricultural zoning designation. The proposed project would re-zone the site to Planned Development (P-D), which is also a non-agricultural zoning designation. The project site does not contain any agricultural land uses and, therefore, would not be eligible for a Williamson Act contract. Therefore, the proposed project would not conflict with existing zoning for agricultural use or with a Williamson Act Contract. No impacts would occur.

*c)* *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

**No Impact.** The project site does not contain any agricultural land uses; therefore, it would not be eligible for an Important Farmland designation and would not be eligible for a Williamson Act contract. In addition, the project site is not located in the vicinity of agricultural land uses. Therefore, changes in the existing environment at the project site would not create pressures to convert Farmland to a non-agricultural use. No impacts would occur.

## 3. Air Quality

Michael Brandman Associates performed air quality modeling for the proposed project. The air quality modeling output is provided in Appendix A. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

*a) Conflict with or obstruct implementation of the applicable air quality plan?*

**Less Than Significant Impact.** The City of Pacifica is located along the western edge of the San Francisco Bay Area air basin and is affected by persistent and frequent strong winds from the Pacific Ocean. The City is also within the Bay Area Air Quality Management District (BAAQMD). The BAAQMD 2005 Ozone Strategy is the regional air quality management plan for the San Francisco Bay Area. The 2005 Ozone Strategy accounts for projections of population growth provided by the Association of Bay Area Governments and vehicle miles traveled provided by the Metropolitan Transportation Commission, and it identifies strategies to bring regional emissions into compliance with federal and state air quality standards.

As discussed in Impacts 3b and 3d, the proposed project would not exceed the BAAQMD thresholds for construction and operational emissions; therefore, it would not contribute to an air quality violation. As discussed in Impact 9b, the proposed project would be consistent with the City of Pacifica General Plan's projections about future land use changes within the city limit. Because the General Plan is consistent with the 2005 Ozone Strategy, the proposed project would be consistent with the 2005 Ozone Strategy. Therefore, no conflicts with the 2005 Ozone Strategy would occur. Impacts would be less than significant.

*b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

**Less Than Significant Impact With Mitigation.** This impact assesses the proposed project's emissions of criteria pollutants, as well as greenhouse gas emissions, during construction and operations.

#### Criteria Pollutant Construction Emissions

Construction activities associated with construction of the residence and paving of Gypsy Hill Road would emit criteria pollutant emissions, most notably fine particulate matter ($PM_{10}$). $PM_{10}$ emissions can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on paved and

unpaved surfaces, and vehicle and equipment exhaust. BAAQMD is concerned that construction activities can cause substantial increases in localized concentrations of $PM_{10}$ and $PM_{2.5}$, and that construction equipment can emit carbon monoxide and ozone precursors, potentially leading to adverse health effects as well as nuisance concerns when there are nearby receptors.

Because BAAQMD has not yet officially set specific thresholds of significance for construction activities but has indicated its preference for air quality analyses to assign it greater importance, this analysis will use the threshold established by the BAAQMD for operational emissions. Therefore, an air quality impact is considered significant if implementation of the proposed project or alternatives under consideration would generate construction-related emissions that exceed 80 pounds per day for reactive organic gases (ROG), oxides of nitrogen ($NO_x$), or $PM_{10}$.

Construction emissions were modeled using URBEMIS2007 version 9.2.4. The default construction phases, phase length, and construction equipment were used. Results of the emissions analysis are provided in Table 1. As shown in the table, unmitigated construction emissions would be below BAAQMD daily thresholds.

**Table 1: Construction Emissions - Unmitigated**

| Phase | Activity | Emissions (Pounds per Day) | | | |
|---|---|---|---|---|---|
| | | ROG | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| Wilcox Residence | Fine Grading | 3.22 | 26.52 | 20.14 | 5.16 |
| | Asphalt | 2.42 | 13.42 | 1.13 | 1.03 |
| | Building | 1.30 | 9.82 | 0.64 | 0.58 |
| | Architectural Coating | 2.48 | 0.00 | 0.00 | 0.00 |
| | Subtotal | 6.94 | 49.76 | 21.91 | 6.78 |
| Road Paving | Subtotal | 3.40 | 16.60 | 1.50 | 1.30 |
| **Combined Construction Activities** | **Total** | **10.34** | **66.36** | **23.41** | **8.08** |
| BAAQMD Threshold | | 80 | 80 | 80 | N/A |
| Potentially Significant Impact? | | No | No | No | No |
| Source: Michael Brandman Associates, 2008. | | | | | |

To ensure that project emissions from construction do not exceed BAAQMD thresholds, mitigation is proposed requiring the proposed project to implement dust control measures. With the implementation of this mitigation, construction emissions would be less than significant.

**MM AIR-1** During construction of the residence and paving of Gypsy Hill Road, the project applicant shall implement applicable basic dust control measures. These measures consist of the following:

- Water all active construction areas at least twice a day.
- Cover all trucks hauling soil, sand, and other loose materials or require trucks to maintain at least 2 feet of freeboard.
- Pave, apply water threes times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep streets daily if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more)
- Limit traffic speeds on unpaved roads to 15 miles per hour.
- Install sandbags or other erosion control measures to prevent silt runoff onto public roadways.
- Replant vegetation in disturbed areas as quickly as possible.
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour.

### Operational Emissions

Operational emissions for the proposed project would be caused primarily by vehicle trip associated with the single-family residence. The project is expected to result in an additional 10 daily trips. In addition, the single-family residence would emit “area source” emissions; i.e., emissions associated with natural gas consumption, landscaping equipment, and consumer products such as aerosols.

The single-family residence’s operational emissions were estimated using the URBEMIS program. The residence’s solar water heater is expected to reduce natural gas consumption by at least 50 percent; therefore, this reduction was factored into the area source emissions estimate. Daily operational emissions are presented in Table 2 and annual operational emissions are presented in Table 3. As shown in the tables, operational emissions would not exceed BAAQMD daily or annual thresholds. Impacts would be less than significant.

**Table 2: Daily Operational Emissions - Unmitigated**

| Source | Emissions (Pounds per day) | | | |
|---|---|---|---|---|
| | ROG | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| Mobile Sources | 0.08 | 0.08 | 0.15 | 0.03 |
| Area Sources | 0.07 | 0.01 | 0.00 | 0.00 |
| **Total** | **0.15** | **0.09** | **0.15** | **0.03** |
| BAAQMD Threshold | 80 | 80 | 80 | N/A |
| Potentially Significant Impact? | No | No | No | No |
| Source: Michael Brandman Associates, 2008. | | | | |

**Table 3: Annual Operational Emissions - Unmitigated**

| Source | Emissions (Tons per Year) | | | |
|---|---|---|---|---|
| | ROG | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| Mobile Sources | 0.01 | 0.02 | 0.03 | 0.01 |
| Area Sources | 0.02 | 0.00 | 0.00 | 0.00 |
| **Total** | **0.03** | **0.02** | **0.03** | **0.01** |
| BAAQMD Threshold | 15 | 15 | 15 | N/A |
| Potentially Significant Impact? | No | No | No | No |
| Source: Michael Brandman Associates, 2008. | | | | |

### Greenhouse Gas Emissions

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases, play a critical role in the Earth's radiation budget by trapping infrared radiation emitted from the Earth's surface, which would otherwise have escaped into space. This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Prominent greenhouse gases contributing to this process include carbon dioxide ($CO_2$), methane ($CH_4$), and nitrous oxide ($N_2O$), among others.

Global warming is a planet-wide effect, and greenhouse gases are global pollutants, unlike criteria air pollutants, which are pollutants of regional and local concern. Worldwide, California is the 12$^{th}$ to 16$^{th}$ largest emitter of $CO_2$ and is responsible for approximately 2 percent of the world's $CO_2$ emissions. In 2004, California produced 492 million metric tons of carbon dioxide-equivalent.

The methodology to establish an appropriate baseline, to develop a project-level inventory, or to evaluate the significance of greenhouse gas emission changes has not

yet been formalized, which would allow for an appropriate analysis of the impact of the project on climate change. The BAAQMD has not developed any significance thresholds for greenhouse gases. This is because greenhouse gases, especially $CO_2$, do not pose any health risks at ambient concentrations. The impacts associated with greenhouse gases are long-term climatic changes, which are beyond the regulatory purview of BAAQMD. However, automobiles are a major source of greenhouse gas emissions, and the quantity of emissions from automobiles is directly correlated with the vehicular activity.

The project would generate emissions of (1) $CO_2$, primarily in the form of vehicle exhaust and in the consumption of natural gas for heating; (2) some methane gas from vehicle emissions and a negligible amount from natural gas combustion; and (3) small amounts of nitrous oxide from vehicular emissions and a negligible amount from natural gas combustion.

The proposed project's greenhouse gas emissions would be associated with vehicle trips, natural gas usage, electricity usage, hearth (fireplace), and landscaping equipment. As previously mentioned, the residence's solar hot water system is anticipated to reduce natural gas consumption by at least 50 percent. The residence's photovoltaic system is estimated to reduce the residence's electricity consumption by at least 80 percent because the structure would have substantial south-facing exposure to the sun. The greenhouse gas emissions estimate factored in both reductions. The proposed residence's greenhouse gas emissions are provided in Table 4. As shown in the table, the residence is estimated to emit 15.880 metric tons of $CO_2$ equivalent emissions annually. For contextual purposes, this would represent 0.00000003 percent of California's 2004 greenhouse gas emissions total of 492 million metric tons of $CO_2$ equivalent.

**Table 4: Estimated Annual Greenhouse Gas Emissions - Wilcox Residence**

| Source | Emissions (Tons per year) | | | Combined Emissions (Metric Tons - $CO_2$ equivalent) |
|---|---|---|---|---|
| | Carbon Dioxide ($CO_2$) | Nitrous Oxide ($N_20$) | Methane ($CH_4$) | |
| Motor vehicles | 14.250 | 0.002 | 0.005 | 13.640 |
| Natural gas | 1.460 | 0.000 | 0.000 | 1.340 |
| Electricity | 0.450 | 0.000 | 0.000 | 0.410 |
| Hearth | 0.530 | — | — | 0.480 |
| Landscaping | 0.010 | — | — | 0.010 |
| **Total** | **16.700** | **0.002** | **0.005** | **15.880** |
| Source: Michael Brandman Associates, 2008. | | | | |

As shown in Table 4, most greenhouse gas emissions are associated with motor vehicles. Given the location of the project site and the single-family residential characteristics of the Wilcox Residence, it is not possible to reduce vehicular emissions further. However, the proposed residence would partially offset these emissions by employing a photovoltaic solar system and solar hot water heating system, which, as shown in Table 4, would result in negligible emissions associated with natural gas and electricity usage. Therefore, greenhouse gas emissions associated with the residence would be less than significant.

The Gypsy Hill Road improvements would not result in any new sources of greenhouse gas emissions. No streetlights would be constructed at part of the Gypsy Hill Road repaving and operational activities associated with Gypsy Hill Road would be limited to minor, as-needed maintenance activities. Therefore, greenhouse gas emissions associated with the road improvements would be less than significant.

*c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

**Less Than Significant Impact.** The BAAQMD CEQA Guidelines establish that a project's cumulative air quality impacts should be evaluated based on three criteria: (1) project-level emissions, (2) consistency of the project with the local general plan or land use plan, and (3) consistency with the 2005 Ozone Strategy.

As discussed in Impact 3b, project emissions would not exceed BAAQMD emissions thresholds; therefore, no significant project-level air quality impacts would occur. As discussed in Impacts 3a and 9b, the proposed project is consistent with both the City of Pacifica General Plan and the BAAQMD 2005 Ozone Strategy. Therefore, the proposed project would not have a cumulatively considerable impact on air quality. Impacts would be less than significant.

*d) Expose sensitive receptors to substantial pollutant concentrations?*

**Less Than Significant Impact.** The proposed project consists of the development of a single-family residence and improvements to Gypsy Hill Road. The proposed residence would be a considered sensitive receptor; however, it would not be exposed to substantial pollutant concentrations because no such sources exist in the project vicinity. As discussed in Impact 3b), the proposed project's construction and operational emissions would not exceed BAAQMD thresholds. In addition, the proposed project would not involve regular truck deliveries; consequently,

surrounding sensitive receptors would not be exposed to diesel particulate matter. Therefore, sensitive receptors would not be exposed for substantial pollutant concentration. Impacts would be less than significant.

*e) Create objectionable odors affecting a substantial number of people?*

**Less Than Significant Impact.** The proposed project would develop a single-family residence and repave Gypsy Hill Road. Activities associated with the project would not emit objectionable odors. Moreover, any odors that are emitted would not affect a substantial number of people because there are not a substantial number of people living in the project vicinity, nor would a substantial number of receptors otherwise be exposed to any project odors. Given the nature and location of the project , impacts would be less than significant.

## 4. Biological Resources

Thomas Reid Associates Environmental Sciences, Inc. prepared a Biological Resources Assessment, dated January 2008, that evaluated potential biological resources impacts. The assessment is contained in its entirety in Appendix B. Mayne Tree Expert Company, Inc. prepared an arborist report for the proposed project in January 2008 that evaluated the potential for tree removal. The report is contained in its entirety in Appendix C. The findings of both technical reports are summarized below.

Would the project:

*a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

**Less Than Significant Impact With Mitigation.** The Wilcox Residence project site consists of northern coastal scrub vegetation, a eucalyptus grove, and non-native grassland. In addition, Monterey pine (*pinus radiata*) trees appear to have been planted throughout the site. Habitats found within the project footprint include roughly 4,700 square feet of grassland, roughly 800 square feet of Monterey pine trees, and roughly 800 square feet of coastal scrub. Vegetation along Gypsy Hill Road consists of non-native grassland species, coastal scrub species, and some planted Monterey pines. One small patch of less than 40 silver lupine (*Lupinus albifrons*) plants was found along the road.

Many common wildlife species are expected to occur among the various plan communities throughout the property, including the project footprint and surrounding

lands. Seven special-status animal species were determined to have some potential to occur onsite. These are the California red-legged frog, San Francisco garter snake, monarch butterfly, San Francisco dusky-footed woodrat, saltmarsh common yellowthroat, Mission Blue butterfly, and fringed myotis bat. The California red-legged frog, San Francisco garter snake, and Mission Blue butterfly are subject to the federal Endangered Species Act and have low potential to occur onsite. Three of the species with potential to occur on the site—the California red-legged frog, San Francisco dusky-footed woodrat, and saltmarsh common yellowthroat—are Species of Special Concern. The San Francisco garter snake is a State Fully Protected species.

California red-legged frog was recorded in Sharp Park near Laguna Salada, approximately 0.4 mile from the project site. Because California red-legged frog has been documented so close to the project site and because dispersing juvenile California red-legged frogs could potentially travel through the Gypsy Hill area to reach open space to the north or south, Mitigation Measure BIO-1 would be implemented in order to avoid any potential impacts to the California red-legged frog that may be present in the project vicinity.

Laguna Salada supports a known population of San Francisco garter snake, and three construction ponds east of the project site provide potential habitat for this species. Additionally, the site does contain upland habitat, and there is a low potential for San Francisco garter snake to use the site. Mitigation Measure BIO-1 would be implemented to avoid impacts to San Francisco garter snake.

Additionally, Mitigation Measure HYD-1 minimizes project impacts to water quality from erosion, thereby protecting the California red-legged frog, the San Francisco garter snake, and other species dependent on water quality.

One San Francisco dusky-footed woodrat house was found on the project site during the site visit but did not appear to be active. The woodrat house is located at the base of a eucalyptus tree downslope of the project footprint. Because much of the scrub onsite was too dense to walk through, it is likely that more woodrat houses are present on the property, but they were not found during the site visit. Therefore, Mitigation Measure BIO-2 would be implemented to avoid impacting this species.

If present in the vicinity of the project, the fringed myotis bat may forage over the project site. However, project activities would not impact roosting habitat for this species because it is known to roost in caves, rock crevices, and old buildings and these are not present onsite. Therefore, only a small amount of potential foraging habitat would be lost because of project implementation.

The project site, including areas along Gypsy Hill Road, does not contain suitable habitat for any rare plant species. The project site supports trees such as eucalyptus and Monterey pine that provide nesting habitat for birds. Some of the mature eucalyptus trees on the site have thick branches with dense canopies that appear strong enough to support a raptor nest. However, the Monterey pines are unlikely to support nesting raptors because they are all relatively young trees no taller than 35 feet and have small canopies with small-diameter branches. Implementation of Mitigation Measures BIO-3 and BIO4 would ensure that potential impacts to raptors are less than significant. Nesting passerines, if present, would most likely be found within some of the denser shrub area in the southeastern corner of the property that contain coyote bush, poison oak, and California blackberry. Although the saltmarsh common yellowthroat may forage and/or nest on the project site, particularly within the densely vegetated swale, it is unlikely that individuals would nest within the project footprint because grassland is not their preferred nesting habitat. However, as a precautionary measure, Mitigation Measure BIO-4 would ensure that impacts to nesting birds, including the saltmarsh common yellowthroat, are less than significant.

Monarch butterflies have the potential to use eucalyptus trees onsite as a winter roost. If trees are removed during the winter while monarchs are roosting, Mitigation Measure BIO-5 would be implemented to ensure that impacts to monarch butterflies are less than significant.

The small patch of silver lupine found on the south side of Gypsy Hill Road is located near the driveway of the residence located at #3 Gypsy Hill Road. Silver lupine is one of the three required host plants of the Mission Blue butterfly, a federally listed endangered species. Because of a known population of Mission Blue butterflies within 0.25 mile of the silver lupine occurrence and because of a lack of significant barriers, it is possible for Mission Blue butterflies to travel to and use the silver lupine plants along Gypsy Hill Road. Therefore, to protect Mission Blue butterflies, all silver lupine plants along Gypsy Hill Road will be avoided during construction. To avoid impact to Mission Blue butterflies and their habitat, the proposed alignment for paving Gypsy Hill Road has been modified to completely avoid all lupine plants. Measures such as placement of safety fencing should be implemented to protect silver lupine plants from being crushed by heavy equipment. Mitigation Measure BIO-6 would reduce potential impacts to the Mission Blue butterfly to a level of less than significant.

The project could result in significant impacts to special-status species without the implementation of mitigation. Implementation of Mitigation Measures BIO-1

through BIO-6 would ensure that potential impacts to the special-status species discussed here are reduced to a less than significant level.

The following mitigation measures are proposed in the Biological Assessment and would reduce impacts to a level of less than significant:

**MM BIO-1** To avoid impacts to California red-legged frog and San Francisco garter snake during construction activities, the following measures shall be completed:

- Onsite California red-legged frog and San Francisco garter snake training (including California red-legged frog and San Francisco garter snake education and reporting requirements) for construction personnel by a United States Fish and Wildlife Service (USFWS)-approved California red-legged frog/San Francisco garter snake biologist.
- Preconstruction survey for California red-legged frog and San Francisco garter snake within 48 hours prior to construction. If any California red-legged frog/San Francisco garter snake are found, work shall not start until the USFWS has been contacted and has given its approval for work to continue.
- A USFWS-approved California red-legged frog and San Francisco garter snake biologist must be available on call to visit the site in the event a California red-legged frog or San Francisco garter snake is found.
- A 4–foot-high California red-legged frog and San Francisco garter snake exclusionary fence shall be installed around the construction site prior to construction.
- The applicant shall obtain all appropriate permits and any other required approvals from the USACE and RWQCB prior to building permit issuance.
- The applicant shall consult with and obtain any necessary authorizations from USFWS and CDFG prior to building permit issuance.

**MM BIO-2** To avoid impacts to San Francisco dusky-footed woodrat, a preconstruction survey to search for woodrat houses shall be completed within and just outside the project footprint within 1 week of the start of project activities. If during this survey a woodrat house is detected, the measures specified in the Biological Site and Impact Assessment performed for this project by Thomas Reid Associates Environmental

Sciences, Inc., shall be implemented in the order of priority listed in the report.

**MM BIO-3** The project applicant shall protect and preserve raptor habitat that may nest in eucalyptus trees on the project site by retaining a qualified biologist to survey the area before construction begins. If raptor nests are found on or near the project site, "no-construction areas" shall be designated to indicate where construction equipment and materials are to avoid. It is suggested that the biologist be retained to inspect and monitor activities during construction.

**MM BIO-4** To avoid or minimize impacts to nesting birds, all tree trimming and ground-disturbing activities shall be scheduled to take place outside of the breeding season (February 15 to August 31), unless such activities are unavoidable. However, if construction is unavoidable during the breeding season, a qualified biologist shall conduct a survey of the site for nesting birds. If active nests are not present, project activities can take place as scheduled. However, if active nests are detected, the California Department of Fish and Game (CDFG) shall be contacted on how to proceed, and the project activities shall be modified according to CDFG recommendations to provide adequate buffers to ensure no significant impact. Typically, a buffer will be established around the nest. The CDFG usually accepts a 50-foot radius buffer around passerine and non-passerine nests, and up to a 250-foot radius for raptors. If raptor nests are found on or near the project site, "no-construction areas" shall be designated that prohibit construction equipment and materials near the nests. A biologist shall be retained to inspect and monitor activities during construction to ensure no significant impact.

**MM BIO-5** If trees are to be removed for the proposed project during the monarch winter roosting season (October to February of any given year), a preconstruction survey for winter roosting monarch butterflies shall be completed. Since timing of monarch migration on the coast side varies year to year, the survey shall be conducted at a time to coincide with monarch roosting activity on the coast side for that particular year. Information on monarch roosting activity must be verified with local experts prior to conducting the survey. If a roosting colony is not detected, tree removal may commence and no further surveys are warranted. However, if a roosting colony is detected, trees shall not be removed until the winter roosting season has concluded (i.e., no more monarchs have been observed in the general area or using the trees). If

trees have already been removed prior to the onset of the winter roosting season, no surveys are warranted.

**MM BIO-6** A qualified biologist shall assist construction crews in placing safety fencing around all silver lupine plants adjacent to Gypsy Hill Road prior to the onset of construction activities to prevent silver lupine plants from being crushed by heavy equipment. In addition, the project applicant shall protect and preserve the population of silver lupine by implementing the following actions:

- The roadway widening shall avoid the silver lupine population and any of the cut bank on which the plants are located. The roadway shall be expanded to the north of this area.
- The plans and cut bank shall be fenced off with a brightly colored fencing material (e.g., plastic snow fencing) before beginning grading or construction.
- All construction crew members shall be notified that this area is to be avoided and told that they are not to drive, store materials, or conduct any construction-related activities in the area.
- The project applicant shall retain a qualified biologist to help design the final road widening plans by mapping the population of silver lupine and the native grasslands along the road and designating "no-construction areas" where construction equipment and materials are to avoid. The biologist shall be retained to inspect and monitor activities during construction as well.

*b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

**No Impact.** The Biological Resources Assessment indicates that northern coastal scrub vegetation, a eucalyptus grove, and non-native grassland are present onsite. None of these plant communities are classified as a sensitive natural community. In addition, there is no riparian habitat on the project site. This condition precludes the possibility of impacts; therefore, no impacts would occur.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

**No Impact.** The Biological Resources Assessment indicated that no wetlands or jurisdictional features are present on the project site. This condition precludes the possibility of impacts; therefore, no impacts would occur.

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?*

**Less Than Significant Impact With Mitigation.** The project site is located on Gypsy Hill, which is between open space on Milagra Ridge and open space on Sweeney Ridge. Both Milagra Ridge and Sweeney Ridge are owned and operated by the Golden Gate National Recreation Area. While Gypsy Hill is not directly adjacent to these open space lands, a portion of Sharp Park Golf Course and some sparsely developed parcels lie between Gypsy Hill and Sweeny Ridge. A strip of undeveloped land between Sharp Park Road and the Sharp Park Residential area links Gypsy Hill to Milagra Ridge.

Wildlife traveling from Milagra Ridge to Sweeney Ridge, or vice versa, would likely pass through at least a portion of land on Gypsy Hill. Therefore, the subject property could potentially be used as a travel corridor for wildlife. Any wildlife traveling through the project site would not likely be affected by the proposed project, because the majority of the property would not be developed and because no placement of fences is proposed. A corridor of habitat would still be available on the project site and would not hinder Gypsy Hill's connection to Milagra Ridge and Sweeney Ridge. In order to further preserve the property's function as a movement corridor for wildlife, Mitigation Measure BIO-7 will be implemented to ensure that fences will not be erected, or if fences are needed, wildlife-friendly fences will be used. Therefore, impacts would be less than significant.

**MM BIO-7** If permanent fences are necessary, wildlife-friendly fences shall be used. Generally, these fences are not more than 40 inches high and at least 16 inches off the ground. The top of the fence is constructed from a wooden rail, mesh, or chain link instead of wire, while smooth (not barbed) wire is used for the lower sections of the fence.

*e) Conflict with any local applicable policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**Less Than Significant Impact With Mitigation.** The City of Pacifica defines a heritage tree as any tree, exclusive of eucalyptus, which has a trunk with a circumference of 50 inches or more, approximately 16 inches in diameter or more, when measured 2 feet above natural grade. In addition, the City Council may designate any tree or grove of trees of special historical, environmental, or aesthetic value as a Heritage Tree. Removal, substantial trimming, and new construction within the drip-line of a Heritage Tree require review and approval by the City. Because of their value to the City of Pacifica, Heritage Trees may not be removed, destroyed, or damaged beyond repair without a Heritage Tree Permit. Further, in some circumstances, a Tree Protection Plan prepared by a qualified arborist, horticulturist, or landscape architect may be required prior to project approval.

Because the City of Pacifica Heritage Tree Ordinance specifically states that all eucalyptus trees are excluded from any protection, up to 19 eucalyptus trees can be removed from the project site without obtaining a permit from the City of Pacifica. If more than 19 eucalyptus trees need to be removed from the site, then the proposed project would be considered a logging project and would require permitting and consultation with the City of Pacifica.

An arborist report was prepared for the road improvement component of the proposed project by Mayne Tree Expert Company, Inc., in January 2008. The report is contained in its entirety in Appendix C. The proposed project would require that two to three eucalyptus trees, two small Monterey pine trees (approximately 8 inches in diameter), and a small Monterey cypress (approximately 13.5 inches in diameter) be removed. The Monterey pine trees and the Monterey cypress are not considered heritage trees and would also not require a tree removal permit. The conceptual roadway plans also shows that very few trees, if any, would have to be removed for the improvement of Gypsy Hill Road.

Although 16 heritage trees are located near the road, the project would not require the removal of any of them. The Monterey pines that would be removed are infected with pine pitch canker disease and are recommended for removal. To protect healthy remaining trees from construction impacts, Mitigation Measure BIO-8 is proposed.

The project's removal of the trees would not have a significant bearing on the impacts of the project, because the removal would neither significantly alter the aesthetics of the site nor significantly impact any wildlife. The implementation of

Mitigation Measure BIO-8 would ensure that impacts related to trees on the project site would be less than significant.

**MM BIO-8** To protect the trees on the project site during construction, temporary fencing shall be installed along the edge of the road-widening project. This fencing must be installed prior to demolition and maintained throughout the project. Low tree branches may limit fence height, so 4 feet would be acceptable.

*f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

**No Impact.** The project site is not located in any adopted Habitat Conservation Plan, Natural Community Plan or any or other approved local, regional, or state habitat conservation plan. This condition precludes the possibility of impacts; therefore, no impacts would occur.

## 5. Cultural Resources

Would the project:

*a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

**No Impact.** There are no known National Register or California State Historic Resources properties, California Historical landmarks, or California Points of Historic interest on the proposed project site. Therefore, the proposed project would not result in an adverse change in the significant of a historical resource. No impacts would occur.

*b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

**Less Than Significant Impact With Mitigation.** No known prehistoric archaeological resources exist on the project site and thus no archaeological resources would be expected to be encountered during construction activities associated with the proposed project. However, it is possible that subsurface earthwork activities may encounter previously undiscovered archaeological resources. The implementation of standard cultural resource construction mitigation (Mitigation Measure CUL-1) would ensure that this impact is less than significant.

**MM CUL-1** If a potentially significant cultural resource is encountered during subsurface earthwork activities, all construction activities within a 50-foot radius of the find shall cease until a qualified archaeologist determines whether the resource requires further study. All recommendations of the archaeologist shall be followed to ensure that there are no adverse impacts associated with cultural resources on the site. Any previously undiscovered resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria. Potentially significant cultural resources consist of, but are not limited to, stone, bone, wood, and shell artifacts; fossils; and features including hearths, structural remains, and historic dumpsites.

*c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**Less Than Significant Impact With Mitigation.** No known paleontological resources or unique geologic features exist on the site. However, it is possible that subsurface earthwork activities may encounter previously undiscovered paleontological resources. The implementation of Mitigation Measure CUL-1 would ensure that this impact is less than significant.

*d) Disturb any human remains, including those interred outside of formal cemeteries?*

**Less Than Significant Impact With Mitigation.** No known human remains are interred on the site. However, it is possible that subsurface earthwork activities may encounter previously undiscovered human remains or burial sites. The implementation of standard human remains construction mitigation (Mitigation Measure CUL-2) would ensure that this impact is less than significant.

**MM CUL-2** If human remains are encountered during earth-disturbing activities within the project area, all work in the adjacent area shall stop immediately and the San Mateo County Coroner's office shall be notified. If the remains are determined to be Native American in origin, both the Native American Heritage Commission (NAHC) and any identified descendants shall be notified by the coroner and recommendations for treatment solicited (CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Sections 5097.94 and 5097.98).

## 6. Geology, Soils, and Seismicity

The analysis in this section is based on the Geotechnical Site Investigation prepared by J. Yang and Associates, dated April 2007. The report is provided in its entirety in Appendix D. All conclusions and recommendations are hereby incorporated into this document by reference and summarized below.

Would the project:

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

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

**No Impact.** The Geotechnical Site Investigation indicated that there are no active faults located on the project site, which precludes the possibility of fault rupture impacts. No impacts would occur.

*ii) Strong seismic ground shaking?*

**Less Than Significant Impact With Mitigation.** The proposed project could be exposed to strong seismic ground shaking associated with an earthquake on one of three active fault systems that are known to exist within the vicinity of the project site. High accelerations can be expected during a moderate to major earthquake on the San Andreas Fault or a major earthquake on the San Gregorio Fault. Any of these events could cause strong ground shaking at the project site. Structures would be designed to accommodate earthquake vibrations. Quality design and construction criteria would be met as set forth in the latest edition of the California Building Standards Code; therefore the potential for structural damage to the wood-frame residential building would be substantially reduced. Compliance with California Building Standards Code seismic design requirements is incorporated as a mitigation measure. Additionally, the recommendations of the Geotechnical Site Investigation are incorporated as a mitigation measure. With the implementation of mitigation, impacts would be reduced to a level of less than significant.

**MM GEO-1** Prior to issuance of a building permit for the residence, the project applicant shall submit plans to the City of Pacifica for review and approval demonstrating project compliance with the

2007 California Building Standards Code seismic requirements. The approved plans shall be incorporated into the proposed project.

**MM GEO-2** All conclusions and recommendations made in the Geotechnical Site Investigation shall be followed.

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

**Less Than Significant Impact.** Liquefaction is a mode of ground failure that results from the generation of high pore water pressures during earthquake ground shaking causing loss of shear strength. The subsurface soils at the project site consist generally of well-consolidated brown silty sand, siltstone bedrock layer. These materials generally grade from dense in relative density near the ground surface to greater depths. In addition, shallow groundwater is not present under the project site. These sub-surface soil characteristics indicate that the project site would not be susceptible to liquefaction. Therefore, impacts would be less than significant.

*iv) Landslides?*

**Less Than Significant Impact.** The natural slopes on and near the project site are relatively moderate to steep slope and show generally good slope stability. The development of the single-family residence would involve the creation of a building pad for the residence on the upper part of the slope. The lower portions of the slope would be graded and terraced in a manner to support the building pad. Following construction, the slope would be replanted to minimize the potential for erosion and slope failure. Therefore, landslides are not expected to occur as a result of the proposed project. Impacts would be less than significant.

*b) Result in substantial soil erosion or the loss of topsoil?*

**Less Than Significant Impact With Mitigation.** Construction activities associated with the site would include removal of vegetation, excavation, and grading. Because the proposed project would result in ground disturbance of at least a 1-acre area, it would be required to file a Notice of Intent with the State Water Resources Control Board to obtain stormwater discharge permit coverage under the State of California General Permit for Construction Activities. To obtain coverage under the General Permit, the proposed project would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP), which must identify potential sources of erosion that may be reasonably expected to affect the quality of stormwater discharges as well as identify and implement Best Management Practices (BMPs) intended to prevent soil erosion, such as sand bags, detention basins, silt fencing, landscaping, hydroseeding,

storm drain inlet protection, street sweeping, and monitoring of water bodies. Mitigation Measures HYD-1 and HYD-2 address drainage and soil erosion.. With the implementation of mitigation, impacts would be reduced to a level of less than significant.

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?*

**Less Than Significant Impact With Mitigation.** The Geotechnical Site Investigation conducted for the proposed project concluded that the project site is considered suitable for the proposed single-family residence. The soils underlying the project site are considered suitable to support the proposed project and are not subject to liquefaction or liquefaction-related phenomena (i.e., lateral spreading, subsidence). As previously mentioned, the upper portion of the slope would be graded and terrace to provide support for the building pad and the slope would be replanted following the completion of construction. Finally, the proposed project would implement Mitigation Measures GEO-1 and GEO-2, which would require compliance with the applicable California Building Standards Code regulations and implementation of the Geotechnical Site Investigation's recommendations. With the implementation of these mitigation measures, impacts would be less than significant.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

**Less Than Significant Impact.** The Geotechnical Site Investigation indicated that the soils underlying the project site consist of generally well-consolidated brown silty sand and siltstone bedrock layer. These soils do not possess significant shrink-swell potential; therefore, the proposed project would not be subject to hazards associated with expansive soils. Impacts would be less than significant.

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.** The proposed project would be served by sewer and thus would not include the use of a septic tank or alternative wastewater disposal system. No impacts would occur.

## 7. Hazards and Hazardous Materials

Would the project:

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

**Less Than Significant Impact.** The proposed project consists of the development of a single-family residence and the paving of Gypsy Hill Road. These activities would not require the use, storage, transport, or disposal of significant amounts of hazardous materials. Impacts would be less than significant.

*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.** The project site is undeveloped and has not supported land uses that could have resulted in onsite contamination. The proposed project consists of the development of a single-family residence and the paving of Gypsy Hill Road. These activities do not have the potential to create a significant hazard to human health or the environment form the accidental release of hazardous materials. Impacts would be less than significant.

*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.** There are no existing or proposed schools located within 0.25 mile of the proposed project. The closest school to the project site is Oceana High School at 401 Paloma Avenue, which is 0.6 mile from the project site. This distance precludes the proposed project exposing schools located within 0.25 mile of the project site to hazardous materials. Therefore, no impacts would occur.

*d) Be located on a site which is included on a list of hazardous materials lists compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

**No Impact.** The project site is undeveloped and has not supported land uses that could have resulted in onsite contamination. Therefore, no impacts would occur.

*e)* *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

**No Impact.** The nearest airport to the project site, San Francisco International Airport (SFO), is located approximately 5 miles to the east. The project site is not within the boundaries of SFO's airport land use plan or influence area. This condition precludes the possibility of the proposed project creating a safety hazard for people residing or working in the project area. No impacts would occur.

*f)* *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working the project area?*

**No Impact.** There are no private airstrips within the vicinity of the proposed project. This condition precludes the possibility of the project resulting in a safety hazard for people residing or working in the project area. No impacts would occur.

*g)* *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**No Impact.** The proposed project would not interfere with any emergency response or evacuation plans and in fact will improve emergency access for the neighborhood. As part of the proposed project, approximately 2,300 linear feet of Gypsy Hill Road beginning at Sharp Park Road and ending at the subject property will be paved to improve the road and provide access to and from the site in the event of an emergency. The road would be expanded to a width no less than 20 feet, and a hammerhead-shaped turnaround area for emergency vehicles would be constructed, which would increase the access capability of emergency and evacuation vehicles. No impacts would occur.

*h)* *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

**Less Than Significant Impact.** The Cal Fire Fire Hazard Severity Zone Map for San Mateo County indicates that the project site is not located in an area designated as "Moderate," "High," or "Very High" susceptibility to wildland fires. Furthermore, urban development is present close to the project site, and the proposed project would be located within the service area of the North County Fire Authority, an urban fire protection agency. Therefore, the proposed project would not expose persons or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, the impact would be less than significant.

## 8. Hydrology and Water Quality

Would the project:

*a) Violate any water quality standards or waste discharge requirements?*

**Less Than Significant Impact With Mitigation.** Development of the proposed project would involve ground-disturbing activities that could potentially result in erosion on- or offsite. The proposed project would be required to comply with the erosion control requirements stipulated in the National Pollutant Discharge Elimination System (NPDES) Permit issued to the San Francisco Bay Regional Water Quality Control Board. These requirements include the preparation and implementation of an SWPPP that contains BMPs designed to control erosion from construction sites. Typical BMPs include sand bags, detention basins, silt fencing, landscaping, hydroseeding, storm drain inlet protection, street sweeping, and monitoring of water bodies. This has been incorporated into the proposed project as mitigation. With the implementation of mitigation, impacts would be reduced to a level of less than significant.

**MM HYD-1** Prior to the issuance of grading permits, the project applicant shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Pacifica that identifies specific actions and Best Management Practices (BMPs) that will ensure that construction-related pollutants are mitigated to a level of insignificance. The SWPPP shall identify a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The SWPPP shall include, but not be limited to, the following elements:

- Temporary erosion control measures shall be employed for disturbed areas.
- No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.
- Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures.
- BMPs shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with stormwater. The SWPPP shall specify properly designed, centralized storage areas that keep these materials out of the rain.
- BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal

sediment release) or by actual water sampling in cases where verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the San Francisco Bay Regional Water Quality Control Board to determine adequacy of the measure.

- In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.
- To educate onsite personnel and maintain awareness of the importance of stormwater quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP. The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and must include both dry and wet weather inspections.
- In accordance with State Water Resources Control Board Resolution No. 2001-046, monitoring shall be required during the construction period for pollutants that may be present in the runoff that are "not visually detectable in runoff." The project applicant shall retain an independent monitor to conduct weekly inspections and provide written monthly reports to the City of Pacifica to ensure compliance with the SWPPP.
- Ensure that there is no net increase in total peak runoff rates for the project site relative to pre-development conditions;
- Ensure that runoff associated with 100-year storm events will not adversely impacts downstream waterways by providing hydrology calculations signed and stamped by a registered engineer; and
- Ensure that all swales have structural integrity.

**MM HYD-2** Upon submittal of plans for a building permit, the applicant shall submit a Drainage Plan to include all existing/natural and proposed drainage improvements at the Wilcox residence site and road alignment. Drainage improvements shall be carried out to the satisfaction of the Director of Public Works or City Engineer. The Drainage Plan shall include a drainage system maintenance program. The applicant shall also enter into an Operations and Maintenance Agreement with the City, as required by the countywide NPDES permit, that commits to maintenance of drainage improvements required by the Drainage Plan. The Drainage Plan shall be

prepared by a licensed professional engineer and must demonstrate that implementation of the plan will:

**MM HYD-3** To ensure that post-construction stormwater impacts are less than significant, the applicant shall comply with Provision C-3 of the San Mateo Countywide Water Pollution Prevention Program.

*b)* *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

**Less Than Significant Impact.** The project would be served with potable water from the North County Coastside Water District and would not pump groundwater from wells. The project site is not a recharge basin; therefore, the development of the proposed project would not interfere with groundwater recharge. Impacts would be less than significant.

*c)* *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

**Less Than Significant Impact With Mitigation.** Development of the project would result in an increase in the amount of impervious surface on the site that would consequently change the absorption rates and drainage patterns on the site. However, this change is consistent with the surrounding neighborhood and is not expected to create a significant hydrology impact.

The proposed project would provide an onsite drainage system. Two dry drainages run from Gypsy Hill Road downslope across the property to a larger drainage swale just outside the southern boundary that runs from east to west. The drainage swale near the southern boundary drains water from the southern half of Gypsy Hill. The project has been designed so that all grading at the site would be completed in a manner that would prevent ponding of water during or after construction. Areas adjacent to tops of slopes would be graded to direct runoff away from the slope and into the established drainage patterns. In general, the soils at the site are cohesionless and are prone to erosion. Erodible surface materials may be exposed locally. Mitigation Measure HYD-1 requires the establishment of slope vegetation before the next rainy season after grading. The project includes valleys or swales behind the open retaining walls, which would be filled, and includes subdrains to collect and discharge the subsurface seepage flow. Subdrains would be perforated plastic pipe

surrounded by select import filter gravel wrapped with filter fabric. The subdrains would be connected at their low points to a storm drainage system or to other approved discharge points. Subdrain outlets would be protected from erosion and siltation and be noted as "as-build" plans by the project civil engineer for future reference. The proposed building structures would be founded on firm native soil on the project site. All ground surfaces, including pavements and sidewalks, would slope away from the structures as defined in the Geotechnical Site Investigation prepared for the proposed project. Surface runoff would be controlled by a system of swales and catch basins, and then conveyed off the property to an existing discharge facility. As stated previously, surface water would not be allowed to pond on the site. In addition, roof downspouts would be connected to closed collector pipes that would discharge into the stormwater system, onto paved parking areas, or through a lined ditch. In summary, the drainage system would capture runoff and pipe it to a dissipater, which would slow it down and minimize the potential for downstream erosion and sedimentation. Therefore, impacts would be less than significant.

*d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

**Less Than Significant Impact With Mitigation.** Two dry drainages run from Gypsy Hill Road downslope across the property to a larger drainage swale just outside the southern boundary that runs from east to west. The drainage swale near the southern boundary drains water from the southern half of Gypsy Hill. The proposed project would not alter the course of a stream or river. As discussed in c) above, the proposed project would provide an onsite drainage system that would dissipate runoff and eliminate the potential for downstream flooding. Furthermore, the Drainage Plan required by Mitigation Measure HYD-2 will ensure that runoff is minimized. Impacts would be less than significant.

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

**Less Than Significant Impact.** The proposed project consists of the development of a single-family residence and the paving of Gypsy Hill Road. The single-family residence would not be considered a substantial source of polluted runoff because of its low intensity. The road improvements would maintain the existing alignment of the road and provide a 20-foot section of pavement for approximately 2,300 feet. This improvement would not change the potential for stormwater pollution because no new sources of pollution would be added. Moreover, the Drainage Plan required

by MM HYD-2 will ensure that the quantity of runoff water is minimized, thereby eliminating any possibility of exceeding the capacity of stormwater drainage systems. Impacts would be less than significant.

*f) Otherwise substantially degrade water quality?*

**Less Than Significant Impact.** The proposed project does not possess any characteristics that would otherwise substantially degrade water quality beyond what was discussed previously. Impacts would be less than significant.

*g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

**No Impact.** The project is not located within a 100-year flood zone. No impacts would occur.

*h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?*

**No Impact.** The project is not located within a 100-year flood zone. No impacts would occur.

*i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

**No Impact.** The proposed project would not be located downstream of any impounded water bodies. This condition precludes the possibility of inundation of the project site by a levee or dam failure. No impacts would occur.

*j) Inundation by seiche, tsunami, or mudflow?*

**No Impact.** The proposed project is not within an inundation zone for seiche, tsunami, or mudflow. This condition precludes the possibility of tsunamis, seiches, or mudflows. No impacts would occur.

## 9. Land Use

Would the project:

*a) Physically divide an established community?*

**No Impact.** The project site is surrounded by four existing, single-family residential structures—two to the west, one to the northwest, and one to the east. The zoning designation of the site is R-1/B-10/HPD (Single-Family Residential with a B-Lot Size overlay and within the Hillside Preservation District), which permits single-family residential construction. The proposed single-family residence on a 3.67-acre vacant parcel is consistent with the existing surrounding land uses and will not alter the land use patterns in the areas. Thus, the proposed project would not physically divide an established community. No impacts would occur.

*b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

**Less Than Significant Impact.** The proposed Wilcox Residence project is consistent with the General Plan, which allows residential development on the site. As part of the proposed project, the project site would be re-zoned to Planned Development (PD). This is a residential zoning designation, and the proposed project would be consistent with its requirements. The project site is within the Hillside Preservation District (HPD), which regulates lot coverage, including buildings, paving, and grading through the use of "allowable coverage" calculations based on the average slope of the site. The project site has an existing average slope of 55.3 percent. Under the HPD, the maximum allowable coverage would be 0 square feet. The proposed lot coverage would be approximately 4.48 percent of the entire site. The applicant's request for a variance to exceed the lot coverage requirement for the site is not anticipated to create significant land use impacts, because the lot coverage remains small and the project would be consistent with the purpose and provisions of the HPD. Impacts would be less than significant.

*c) Conflict with any applicable habitat conservation plan or natural community conservation plan?*

**No Impact.** The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan because no such plans exist on properties zoned for residential development. No impacts would occur.

## 10. Mineral Resources

Would the project:

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

**No Impact.** No known economic mineral resources exist beneath the project site. In addition, no classified or designated mineral deposits of statewide or regional significance are known to occur in the vicinity of the project. The project site is not within a known sources area for aggregate or other mineral resources. Therefore, the proposed project would not 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 impacts would occur.

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

**No Impact.** The project site is not delineated as a locally important mineral resource recovery site on any county plans. Therefore, implementation of the proposed project would not result in the loss of availability of a locally important mineral resource recovery site. No impacts would occur.

## 11. Noise

Would the project result in:

*a) Exposure of persons to or generation of noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies?*

**Less Than Significant Impact.** Noise is measured in a logarithmic scale of sound pressure level known as the decibel (dB). Because the human ear is not equally sensitive to given sound levels at all frequencies, a special frequency range-dependent rating scale has been devised to relate noise perceptible to the human ear known as the A-weighted decibel scale (dBA). The Community Noise Equivalent Level (CNEL) is a 24-hour average dBA noise level that accounts for the greater sensitivity to noise people have during the evening and nighttime by adding 5 dBA to noise occurring in the evening hours (7:00 p.m. to 10:00 p.m.) and 10 dBA to noise occurring in the nighttime hours (10:00 p.m. to 7:00 a.m.).

The proposed project includes the construction of one single-family residence and improvements along Gypsy Hill Road. The primary source of noise from the residence would be vehicle trips associated with the residence, which are estimated to be no more than 10 per day. Given the low number of vehicle trips, the proposed project would not cause a substantial increase in ambient noise levels such that it would exceed the City's noise standards. Therefore, impacts would be less than significant.

*b) Exposure of persons to, or generation of, excessive ground borne vibration or ground borne noise levels?*

**Less Than Significant Impact.** The proposed project includes the construction of one single-family residence and improvements along Gypsy Hill Road. Construction of the proposed project would not require pile driving or other construction techniques likely to cause perceptible, offsite groundborne noise or vibration. Activities associated with earthmoving equipment and similar construction equipment would occur on a temporary basis. Operation of the project would not involve any activity that would produce perceptible groundborne noise or vibration. Impacts would be less than significant.

*c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less Than Significant Impact.** The proposed project includes the construction of one single-family residence and improvements along Gypsy Hill Road. The primary source of noise from the residence would be vehicle trips associated with the residence, which are estimated to be no more than 10 per day. Given the low number of vehicle trips, the proposed project would not cause a substantial increase in ambient noise levels. Therefore, impacts would be less than significant.

*d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less Than Significant Impact With Mitigation.** Noise levels associated with construction activities for the proposed project would be higher than ambient noise levels; however, noise levels would subside once construction of the proposed project is completed.

Adjacent residences within the residential area would be subject to elevated noise levels from the operation of onsite construction equipment. The nearest existing residence is approximately 250 feet from the Wilcox Residence project site. Additionally, several residences are within 100 feet of Gypsy Hill Road.

Construction activities are carried out in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These sequential phases would change the character of the noise levels surrounding the construction site as work progresses.

Noise generated by construction equipment, including trucks, graders, asphalt pavers, and portable equipment, can reach significant levels ranging from 70 dBA to 105 dBA. Impacts from construction are considered short-term impacts, since noise will cease upon completion of construction activity. Noise-sensitive land uses that could be affected by construction activities are existing single-family residences on parcels adjacent to the project site. To avoid significant construction noise impacts on the sensitive receptors, mitigation is proposed that would require noise attenuation measures. With implementation of these mitigation measures, impacts would be reduced to a level of less than significant.

**MM NOI-1** During construction activities for the proposed project, the following noise attenuation measures shall be implemented:

- Construction activities shall be limited to between the hours of 7 a.m. to 7 p.m. during weekdays and 9 a.m. to 5 p.m. on weekends.
- All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
- A noise protection barrier shall be erected around stationary combustion equipment such as pumps or generators operating with 100 feet of adjacent residences.
- All equipment shall be turned off if not in use for more than 5 minutes.
- A sign shall be posted at the entrance to the construction site that identifies the permitted construction hours and provides a telephone number to call and receive project information or to report complaints regarding excessive noise levels.

*e)* *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** SFO is located approximately 5 miles to the east. The project site is not within the boundaries of SFO's airport land use plan or influence area. This

condition precludes the possibility of the proposed project exposing people residing or working the project vicinity to excessive aviation noise levels. No impacts would occur.

*f)* *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** There are no private airstrips within the vicinity of the proposed project. This condition precludes the possibility of the project site being exposed to adverse aviation noise. No impacts would occur.

## 12. Population and Housing

Would the project:

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

**Less Than Significant Impact.** The proposed project includes the development of a single-family residence on a 3.76-acre site and paving of Gypsy Hill Road. The population growth associated with the development of the single-family residence would be negligible, as the residence would be expected to house one family. The improvements to Gypsy Hill Road would not induce any direct population growth and would not induce indirect population growth, because it consists of paving an existing road, which would not remove a barrier to population growth. Impacts would be less than significant.

*b)* *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** The development of the proposed project would not include the demolition of any existing structures; thus, it would not displace any existing housing and would not necessitate the construction of replacement housing elsewhere. No impacts would occur.

*c)* *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

**No Impact.** The development of the proposed project would not include the demolition of any existing structures; thus, it would not displace any people and

would not necessitate the construction of replacement housing elsewhere. No impacts would occur.

## 13. Public Services

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

*a) Fire Protection?*

**Less Than Significant Impact.** The proposed project would be located within the service area of the North County Fire Authority. The development of a single-family residence and improvements to Gypsy Hill Road would not significantly increase demand for fire protection services. Moreover, the improvements to Gypsy Hill Road would improve accessibility for large emergency vehicles such as fire engines. Therefore, the proposed project would not require additional fire protection services or extend response times for fire protection services. Impacts would be less than significant.

*b) Police Protection?*

**Less Than Significant Impact.** The proposed project would be located within the service area of the Pacifica Police Department. A single-family home and improvements along Gypsy Hill Road would not significantly increase demand for police protection services. Therefore, the proposed project would not require additional police protection services or extend response times for police protection services. Impacts would be less than significant.

*c) Schools?*

**Less Than Significant Impact.** The proposed project would develop a new single-family residence, which would house one family. The proposed project would not create substantial additional student enrollment in local public schools. Impacts would be less than significant.

*d) Parks?*

**Less Than Significant Impact.** Use of local parks as a result of the proposed project, if any, would be minimal. A single-family home and improvements along

Gypsy Hill Road would not significantly increase demand on park facilities. Impacts would be less than significant.

*e) Other pubic facilities?*

**Less Than Significant Impact.** A single-family home and improvements along Gypsy Hill Road would not significantly increase demand on public facilities such as libraries. Impacts would be less than significant.

## 14. Recreation

*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?*

**Less Than Significant Impact.** Use of local parks or recreation facilities as a result of the proposed project, if any, would be minimal and would not result in any substantial deterioration of such parks or facilities. Impacts would be less than significant.

*b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

**No Impact.** The project would neither generate nor create any need for additional opportunities or facilities within the City. The project does not include the construction or expansion of recreational facilities. No impacts would occur.

## 15. Transportation

Would the project:

*a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?*

**Less Than Significant Impact.** Implementation of the proposed project would generate additional vehicle trips on local roadways. The proposed single-family structure would serve as the private residence for a family. Thus, the increase in traffic would be minimal and generally consistent with single-family residential development. The estimated project trip generation for the proposed project, shown in Table 5, indicates that the project is expected to result in an additional 10 daily

trips, with one weekday morning peak-hour trip and one weekday afternoon peak-hour trip. Therefore, impacts would be less than significant.

**Table 5: Wilcox Residence Project Weekday Trip Generation**

| Land Use | Daily | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|
| | Rate | Trips | Rate | Trips | Rate | Trips |
| Single-Family Residence (ITE Code 210) | 9.57/unit | 10 | 0.75/unit | 1 | 1.01/unit | 1 |
| Notes:<br>Trip values rounded to nearest whole number.<br>Source: Institute of Transportation Engineers, 2003. | | | | | | |

As part of the proposed project, the project applicant would improve the roadway (Gypsy Hill Road) between Sharp Park Road and the proposed single-family residence with an all weather surface, at a 20-foot minimum width. As such, the improved roadway and existing transportation infrastructure in the area would adequately accommodate the minimal increase in traffic generated by the proposed project. Impacts would be less than significant.

*b)* *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

**Less Than Significant Impact.** As discussed in a) above, the proposed project would generate only one additional morning and afternoon peak-hour vehicle trip on local roadways. A single additional trip to local roadways during the morning and afternoon peak hours would not constitute a substantial increase in traffic; therefore, project-level and cumulative impacts to level of service would be less than significant.

*c)* *Result in change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks?*

**No Impact.** SFO is located approximately 5 miles to the east. The proposed residential structure would be a maximum of 35 feet in height, which is not tall enough to affect air traffic patterns. These conditions preclude the possibility that the proposed project would alter air traffic patterns or create an aviation hazard. No impacts would occur.

*d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**Less Than Significant Impact.** Under existing conditions, Gypsy Hill Road is a rutted, partially paved road that difficult to traverse. The proposed project would abate these conditions by paving the road to a 20-foot-wide section, which would improve access and safety. This is considered a benefit of the proposed project. Impacts would be less than significant.

*e) Result in inadequate emergency access?*

**Less Than Significant Impact.** Under existing conditions, Gypsy Hill Road is a rutted, partially paved road that is difficult to traverse, particularly for large vehicles. The proposed project would abate these conditions by paving the road to a 20-foot-wide section, which would improve emergency access and safety. This is considered a benefit of the proposed project. Impacts would be less than significant.

*f) Result in inadequate parking capacity?*

**Less Than Significant Impact.** The proposed single-family residence includes a three-car garage and three guest spaces, which exceeds the parking requirements (i.e., two-car garage and two guest parking spaces) for the site. Therefore, adequate parking would be provided. Impacts would be less than significant.

*g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

**Less Than Significant Impact.** The proposed project consists of the construction of a single-family residence and the paving of Gypsy Hill Road. Given the characteristics of the proposed project, it would not be necessary to provide public transit facilities or public bicycle storage facilities. Sidewalks are not proposed on Gypsy Hill Road because of the lack of sufficient right-of-way and also because no such facilities exist on Sharp Park Road. Note that paving Gypsy Hill Road would enhance its accessibility to bicycles, which is a benefit of the proposed project. Therefore, impacts would be less than significant.

## 16. Utilities and Service Systems

Would the project:

*a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

**Less Than Significant Impact.** The proposed single-family residence would be connected to the City's municipal sewer system, with wastewater conveyed to the new treatment plant located on the west side of SR-1 at Reina Del Mar. The new wastewater treatment plant was designed to accommodate flows from buildout of the City's General Plan. As previously stated, the project is consistent with the City's General Plan. The increase in wastewater flows from the project would be minimal and similar to wastewater flow from surrounding residential uses. The project would require the construction of onsite stormwater drainage facilities to collect all runoff from the development. All drainage improvements would be based on a 100-year storm event. Drainage and erosion control measures are discussed in detail in the Project Description. Impacts would be less than significant.

*b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

**Less Than Significant Impact.** As discussed in a) above, the proposed single-family residence would be connected to the City's municipal sewer system, with wastewater conveyed to the new treatment plant located on the west side of SR-1 at Reina Del Mar. In addition, adequate water supply and pressure would be available to serve the proposed project. The increase in demand for potable water supplies for the proposed project would be minimal. Therefore, the proposed project would not require construction of new water or wastewater treatment facilities or expansion of existing facilities. Impacts would be less than significant.

*c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?*

**Less Than Significant Impact With Mitigation.** Two dry drainages run from Gypsy Hill Road down slope across the property to a larger drainage swale just outside the southern boundary that runs from east to west. The drainage swale near the southern boundary drains water from the southern half of Gypsy Hill. Surface runoff would be controlled by a system of swales and catch basins, and then

conveyed off the property to an existing discharge facility. All drainage improvements implemented as part of the proposed project would be based on a 100-year storm event. No offsite facilities would be required as a result of the proposed project. The Drainage Plan required by Mitigation Measure HYD-2 would mitigate against the need to construct or expand stormwater drainage facilities. Impacts would be less than significant.

*d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

**Less Than Significant Impact.** The North Coast County Water District prepared an Urban Water Management Plan in December 2005 that projects and plans for water demands until 2010. This plan indicates that there is sufficient water to service the project. The plan analyzes the District's available sources of water supply, existing and estimated demand for water, and whether sufficient water supplies exist for planned development in the District's service area under normal- and dry-year conditions. On page 24 of the plan, the District concludes that sufficient water supplies exist for project growth and existing used under normal years, using growth projections from the City's General Plan and the U.S. Census. Since the project is consistent with the City's General Plan, the Urban Water Management Plan effectively included this project in its analysis of anticipated growth in water demand and would be able to provide service. Impacts would be less than significant.

*e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve?*

**Less Than Significant Impact.** The proposed single-family residence would be connected to the City's municipal sewer system, with wastewater conveyed to the new treatment plant located on the west side of SR-1 at Reina Del Mar. The new wastewater treatment plant was designed to accommodate flows from buildout of the City's General Plan and would have adequate capacity to serve the proposed project. Impacts would be less than significant.

*f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

**Less Than Significant Impact.** Ox Mountain Sanitary Landfill would serve the proposed project. The solid waste generated by the project would be minimal. Ox Mountain Sanitary Landfill has sufficient permitted capacity to accommodate the proposed project's solid waste disposal needs. Impacts would be less than significant.

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

**Less Than Significant Impact.** The proposed project consists of the development of a single-family residence. There are no special solid waste requirements that would apply to this type of project. As stated in f), above, the solid waste generated by the proposed project would be minimal. Impacts would be less than significant.

## 17. Mandatory Findings of Significance

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

**Less Than Significant Impact With Mitigation.** The proposed project site is in undeveloped and does contain natural habitat. Seven special-status animal species were determined to have some potential to occur onsite: California red-legged frog, San Francisco garter snake, monarch butterfly, San Francisco dusky-footed woodrat, saltmarsh common yellowthroat, Mission Blue butterfly, and fringed myotis bat. Mitigation is proposed that would protect the special-status animal species from project-related construction activities and would reduce potential impacts to a level of less than significant. Nesting passerines may be present on the project site. Mitigation would be implemented to ensure that impacts to nesting birds, including the saltmarsh common yellowthroat, are less than significant. Monarch butterflies have potential to use eucalyptus trees onsite as a winter roost. If trees were to be removed during the winter while they are roosting, mitigation would be implemented to ensure that impacts to monarch butterflies are less than significant. Some of the mature eucalyptus trees on the site have thick branches with dense canopies that appear strong enough to support a raptor nest. A small patch of silver lupine, one of the three required host plants of the Mission blue butterfly—a federally listed endangered species—is located on the south side of Gypsy Hill Road. Measures such as placement of safety fencing would be implemented to protect lupine plants. With the implementation of the proposed mitigation measures, impact to biological resources would be less than significant.

None of the three sites contains any known cultural resources. However, subsurface earthwork activities may expose previously undiscovered buried resources. Standard

construction cultural resource mitigation is incorporated into the project. This would ensure that impacts on cultural resources are less than significant.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

**Less Than Significant Impact.** All cumulative impacts related to air quality, noise, and traffic are either less than significant after mitigation or less than significant and do not require mitigation. Given the size of the project and its impacts and mitigation measures, the incremental effects of this single-family home are not considerable when considered in connection with the effects of past, current, and probable future projects. As discussed above, the project does not have a significant cumulative traffic impact. Therefore, the proposed project would not result in a cumulatively considerable impact on these areas. Impacts are less than significant.

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

**Less Than Significant Impact.** All impacts identified in this IS/MND are either less than significant after mitigation or less than significant and do not require mitigation. Therefore, the proposed project would not result in environmental effects that cause substantial adverse effects on human beings either directly or indirectly. Impacts are less than significant.

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