

## 4. CEQA Considerations

This section of the EIR discusses long-term implications of the proposed project as required by CEQA. The topics discussed include significant irreversible commitment of resources, growth-inducing impacts, significant and unavoidable environmental effects, and effects found not to be significant. Cumulative impacts and alternatives to the proposed project are also discussed herein.

### 4.1. Significant and Unavoidable Environmental Effects

Unavoidable adverse impacts are those effects of the proposed project that would significantly affect either natural systems or other community resources, and cannot be mitigated to a less-than-significant level as identified in the previous analyses. The proposed project, if implemented, would not result in any significant and unavoidable project impacts.

### 4.2. Significant Irreversible Changes

Section 15126.2(c) of the State CEQA Guidelines requires an EIR to discuss the significant irreversible environmental changes that would be involved if the proposed project would be implemented. Examples include the following: uses of nonrenewable resources during the initial and continued phases of the project, since a large commitment of such resources makes removal or nonuse thereafter unlikely; primary and secondary impacts of a project that would generally commit future generations to similar uses (e.g., highway improvements that provide access to a previously inaccessible area); and/or irreversible damage that could result from any potential environmental accidents associated with the proposed project.

### Analysis

The proposed project is comprised of a mixed-use development that would include an approximately 36,500 square-foot library with internal café, up to 84 attached residential units, a boutique hotel of up to 75 rooms, and a waterfront restaurant of up to 4,500 square feet. The library will have a large meeting space which will also function as the City Council chambers and multipurpose meeting room for the community.

A variety of nonrenewable and limited resources would be irretrievably committed for construction and operation of the proposed project, including but not limited to: oil, natural gas, gasoline, lumber, sand and gravel, asphalt, steel, water, land, energy, and construction materials. With respect to operational activities, compliance with all applicable building codes, as well as project mitigation measures or project requirements, would ensure that all natural resources are conserved or recycled to the maximum extent feasible.

The proposed project would result slight increase in demand on public services and utilities. For example, an increase in the intensity of land uses within the project site would result in an increase in regional electric energy consumption to satisfy additional electricity demands from the proposed project. These energy resource demands relate to initial project construction, transport of goods and people, and lighting, heating, and cooling of buildings.

However, the proposed project would not involve a wasteful or unjustifiable use of energy or other resources, and energy conservation efforts would occur with new construction. The proposed project would be constructed and operated in accordance with specifications contained in Title 24 of the California Code of Regulations and the *City of Pacifica Municipal Code*.

The project site was previously developed and increased development within the project site to support urban uses may be regarded as a permanent and irreversible change. The proposed project would generally commit future generations to similar urban uses within the project site.

### **4.3. Growth Inducement**

CEQA requires that any growth-inducing aspect of a project be discussed in an EIR. According to CEQA, it must not be assumed that growth in any area is necessarily beneficial, detrimental or of little significance to the environment. A project would have growth-inducing effects if it would:

- Foster economic or population growth, or the construction of additional housing (either directly or indirectly) in the surrounding environment;
- Remove obstacles to population growth;
- Tax existing community services or facilities, requiring the construction of new facilities that could cause significant environmental effects; or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

If a project meets any one of these criteria, it may be considered growth inducing. Generally, growth inducing projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure such as sewer and water facilities or roadways, or encourage premature or unplanned growth.

To comply with CEQA, an EIR must discuss the ways in which the proposed project could promote economic or population growth in the vicinity of the project and how that growth will, in turn, affect the surrounding environment [CEQA Guidelines Section 15126.2(d)].

#### **Economic Effects**

The proposed project would result in the construction of a restaurant and a boutique hotel, as well as a slight increase in population growth through the construction of additional housing units on the project site. This slight increase in population would also slightly increase retail sales and personal service activities within the City, as well as enhance the economic viability of the regional area. Although the project would induce some growth to the area, the economic effects would be imperceptible.

## **Remove Obstacles to and/or Foster Population Growth**

Growth can be induced in a number of ways, including the direct construction of new homes and businesses, the elimination of obstacles to growth, or through the stimulation of economic activity within the region. The discussion of the removal of obstacles to growth relates directly to the removal of infrastructure limitations (typically through the provision of additional capacity or supply), or the reduction or elimination of regulatory constraints on growth that could result in growth unforeseen at the time of project approval.

The elimination of either physical or regulatory obstacles to growth is considered to be a growth-inducing effect. A physical obstacle to growth typically involves the lack of public service infrastructure. The extension of public service infrastructure, including roadways, water mains, and sewer lines, into areas that are not currently provided with these services would be expected to support new development. Similarly, the elimination or change to a regulatory obstacle, including existing growth and development policies, could result in new growth.

Based on the slight increase in population anticipated by the proposed project, substantial population growth would not be induced in the area beyond that already forecasted for the City. In addition, the proposed project would be generally consistent with the nature of existing and surrounding single-family development. Therefore, the proposed project would not be growth inducing as a result of removing an obstacle to growth.

## **Tax Existing Community Services or Facilities**

The proposed project would not require significant regional public infrastructure upgrades for any utility or service. The proposed project would be required to fund their fair share allocation of any necessary public infrastructure, as well as community services (e.g. schools). Therefore, the proposed project would not tax existing community services or facilities.

## **4.4. Effects Found Not to Be Significant**

### **Agricultural and Forestry Resources**

The project site is designated as “Urban and Built-Up Land” on the most recent *San Mateo County Important Farmlands Map* that is published by the California Department of Conservation (DOC), a department of the Farmland Mapping and Monitoring Program (FMMP), which produces maps and statistical data used for analyzing impacts on California’s agricultural resources, which are updated every two years with the most recent map prepared in 2008.

The project site has been previously disturbed and is surrounded by urban uses. Therefore the proposed project would not result in the loss of forest land.

## **Biological Resources**

The project site has been completely disturbed and is completely encircled by the paved area across the back of the lot and the sidewalk across the entire frontage of the property. Based on a site reconnaissance, there is no evidence that wildlife habitat exists there are no riparian habitats, wetlands or other sensitive natural communities. Development of the proposed project will not interfere with the movement of any native resident or wildlife species and will not impede established wildlife corridors as the project site is surrounded by urban uses, which is not conducive to animal migration.

The Heritage Tree Ordinance does not apply because there are no trees located on the project site nor does the proposed project conflict with any other local policies to protect biological resources. The proposed project would not conflict with the provisions of any Habitat Conservation Plan, Natural Community Conservation Plan or any other state habitat conservation plan because the site is not within any habitat conservation areas. No impact would result and no further analysis of this issue is required.

## **Cultural Resources**

The project site has been previously disturbed and is not expected to contain undiscovered cultural resources. Although no human remains are known to have been found on the project site, it is possible that unknown human remains could be encountered during project construction, particularly during ground disturbing activities such as excavation and grading. In the event that human remains are discovered, work in the vicinity of the find shall be suspended and the procedures and requirements set forth in the California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 shall be followed. These code provisions require notification of the County Coroner and the Native American Heritage Commission. If the remains are determined to be Native American, NAHC guidelines shall be adhered to in the treatment and disposition of the remains. Excavation or disturbance may continue in other areas of the project site outside the area affected by such discovery. With adherence to the code requirements, the proposed project would have a less-than-significant impact on unknown human remains.

## **Mineral Resources**

According to the California Department of Mines and Geology (DMG), there are no mapped mineral deposits located in the project vicinity and there is no evidence that significant mineral deposits are present within the project site. Therefore, the proposed project would have no impact on mineral resources.

## **Population and Housing**

The proposed project includes 84 attached residential units, which would generate additional population in the City. However, the proposed project is not anticipated to induce substantial population growth in the area. There are no existing residential homes on the project site. Therefore, the proposed project would not displace substantial numbers of existing housing either directly or indirectly.

## Recreation

The proposed project would not require the construction of new recreation facilities and would be required to comply with the City of Pacifica Municipal Code requirements for recreation. Therefore, the proposed project would have no impact on recreation.

## 4.5. Cumulative Impacts

### CEQA Requirements

CEQA defines cumulative impacts as two or more individual effects which, when considered together, are substantial or which compound or increase other environmental impacts. An evaluation of cumulative impacts is required by CEQA when they are significant, but need not be as detailed as the discussion of project impacts. Cumulative conditions are defined as conditions in the foreseeable future with all approved, pending, and known planned development in place. The CEQA Guidelines require that an EIR discuss the cumulative impacts of a project where the project's incremental effect is cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The criteria for determining significance of cumulative impacts are the same as those that apply to the project-level analysis unless otherwise noted in the section, where other agency standards regarding cumulative analyses may apply. Where the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR indicates why the cumulative impact is not significant and is not discussed in further detail in the EIR. Where the EIR identifies a significant cumulative impact, but finds that the project's contribution to that impact would be less than considerable, an explanation for that conclusion is provided.

According to the California State CEQA Guidelines section 15130 (a)(1), there is no need to evaluate cumulative impacts to which the project does not contribute. Relevant potential cumulative impacts to which the proposed project could contribute include: aesthetics and visual resources; air quality; geology, soils and seismicity; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; public services and utilities; and transportation and circulation. Each of these topics is addressed herein.

### Cumulative Impacts Analysis and Assumptions

Impacts associated with cumulative development were analyzed based on the proposed project's effects in combination with a cumulative projects list provided by City staff as shown in [Table 4-1: Cumulative Project List](#). The City's cumulative project list, which includes an approved mixed use project, includes approximately 1,235 square feet of commercial/retail and 60 residential units in the City.

**Table 4-1: Cumulative Project List**

<b>Project Name and Location</b>	<b>Land Use</b>	<b># of Units / Size</b>
Harmony @ 1, Fassler Ave & Roberts Rd	Single Family Homes	13 Units / 65+ Acres
"The Bowl", N. end of Palmetto	Condominiums	43 Units / 4.2 Acres
Hillside Meadows, Adobe @ Higgins Way	Single Family Homes	11 Units / 10,061 - 22,760 SF
Vistamar Development	Townhomes	8 Units / 1 Acres
1567 Beach Boulevard	Condominiums	9 Units / 30,698 SF
The Prospects	Condominiums	29 Units / 11 Acres
Gypsy Hill	Single Family Homes	8 Units / 13.9 Acres
1335 Adobe	Condominiums	7 Units / 18.75 Acres
Holiday Inn Express	Hotel Rooms	44 New Rooms / 19,030 SF

## **Aesthetics and Visual Resources**

The proposed project is located within an already urbanized area of the City. Although implementation of the proposed project would allow for the intensification of development in the vicinity of the proposed project, compliance with the *City of Pacifica Municipal Code* and *City of Pacifica General Plan* would ensure that the proposed project does not introduce substantial light and glare, which would pose a hazard or nuisance. Future development in the City would be required to undergo design review, thereby ensuring that cumulative development would result in a less than significant cumulative impact.

**Conclusion:** The proposed project and future development within the City would be required to comply with the *City of Pacifica Municipal Code* and *City of Pacifica General Plan*, which would ensure that the proposed project does not contribute to cumulative light and glare in the City and surrounding areas. The proposed project includes features, which would ensure that it would result in a less than significant effect to the visual character of the project site and area. The proposed project would minimize the project's cumulative contribution to aesthetics and visual quality, resulting in a **less than significant cumulative impact**.

## **Air Quality**

### **Cumulative Construction Impacts**

The project's construction-related emissions would not exceed any of the BAAQMD thresholds of significance with implementation of [Mitigation Measures 3.2-1a](#) and [3.2-1b](#). The BAAQMD has not established a significance threshold for cumulative construction emissions. However, due to the temporary nature of construction emissions, if the project's emissions would be less than significant based on the project-level thresholds of significance, it can be expected that the project would not be a cumulatively considerable contributor to a significant cumulative impact. Therefore, construction emissions associated

with the proposed project would not result in a cumulatively considerable contribution to cumulative air quality impacts.

**Conclusion:** As stated in the short-term construction impacts discussion, with implementation of BAAQMD control measures, construction-related air quality impacts would be less than significant. Therefore, construction of the proposed project would result in a **less than significant cumulative impact**.

### **Cumulative Operational Impacts**

The BAAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The BAAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the BAAQMD operational thresholds would also be a cumulatively considerable contributor to a significant cumulative impact. As described above, the proposed project's operational emissions would not exceed BAAQMD thresholds for ROG, NO<sub>x</sub>, and PM. Therefore, the impact of the proposed project, in conjunction with related cumulative projects would not be cumulatively considerable. Impacts in this regard would be less than significant.

With regards to cumulative health risks and hazards, no other sources of air toxics are located within the 1,000-foot screening distance of the project site and the proposed project not propose any uses that would be considered a significant source of air toxics. Therefore, the project would not be cumulatively considerable and a less than significant impact would occur.

**Conclusions:** The proposed project would not result in a significant air quality impact and is generally consistent with the *City of Pacifica General Plan*. Therefore, the proposed project is consistent with the applicable air quality plan, and a **less than significant cumulative impact** would result.

### **Geology & Soils**

The geographic context for the analysis of impacts resulting from geologic hazards generally is site-specific, rather than cumulative in nature, because each construction project site has unique geologic considerations that would be subject to uniform site development and construction standards. As such, the potential for cumulative impacts to occur is limited. Impacts associated with potential geologic hazards related to soil or other conditions occur at individual building sites. These effects are site-specific, and impacts would not be compounded by additional development. Development at the project site would be required to be sited and designed in accordance with the City's Building Code, General

Plan, and findings from a design level geotechnical study prepared for the proposed project pursuant to [Mitigation Measure MM 3.3-1](#).

Development of cumulative projects in the vicinity of the proposed project could expose soil surfaces and further alter soil conditions, subjecting soils to erosional processes during construction. To minimize the potential for cumulative impacts that could cause erosion, all proposed construction projects are required to be developed in conformance with the provisions of applicable federal, state, county, and city laws and ordinances, including the City's Grading Ordinance. Adequate control of sedimentation and erosion must be incorporated into individual projects to address current legal requirements for control of erosion caused by stormwater discharges. The proposed project would be required to comply with the provisions of the NPDES permitting process and local implementation strategies, which would minimize the potential for erosion during construction and operation of the facilities. Compliance with this permit process, in addition to the City's Building Code and other legal requirements related to erosion control practices, would minimize cumulative effects from erosion.

**Conclusion:** Adherence to all relevant plans, codes, and regulations with respect to project design and construction would provide adequate levels of safety regarding geologic and seismic hazards. Adherence to all relevant plans, codes, and regulations would ensure the proposed project would not result in a cumulatively considerable contribution to cumulative impacts regarding soil erosion. As potential geologic impacts are evaluated on a site-specific basis during the environmental review process, the proposed project would have a **less than significant cumulative impact** in regards to geology and soils.

### Greenhouse Gas Emissions and Climate Change

Cumulative development has the potential to result in an increase of greenhouse gas emissions in the region. The proposed project would result in 5,182.44 MT CO<sub>2</sub>eq/year of operational-related emissions.

The City's greenhouse gas emission inventory estimate in the Climate Action Plan was 183,090 metric tons CO<sub>2</sub>e (MTCO<sub>2</sub>e). Because of the broad context and setting of the potential impacts of contributing to global climate change, the assessment of project-level emissions could significantly affect the ability of the State to reach its AB 32 goals. However, the City's CAP considers the projected increase in emissions from new growth through the year 2020 and 2050. Therefore, as a development proposal consistent with the *City of Pacifica General Plan* land use projections, the proposed project would not cause a cumulatively considerable projected increase in emissions and would not hinder or delay the ability of the State to reach the goal-levels set forth in the Scoping Plan. Future development within the City would be required to comply with the CAP following its adoption.

**Conclusion:** The proposed project would have a less than significant impact with regards to GHG emissions and climate change. Therefore, the proposed project in

combination with cumulative projects would be consistent with, and not hinder, the reduction strategies for meeting the goals of AB 32. Impacts in this regard would be **less than significant cumulative impact**.

### **Hazards and Hazardous Materials**

Development within the project site is not anticipated to increase the total transport of hazardous materials within the City. The City as a whole would generate reasonably manageable quantities of waste, all of which would be regulated by federal, state and local statutes. The construction related hazardous waste disposal resulting from all development within the City could result in large amounts of lead, asbestos, and other hazardous materials. However, these hazardous materials would be disposed of in compliance with all pertinent regulations for the handling of such waste. The proposed project would not be a significant generator of hazardous materials. Therefore, cumulative impacts would be less than significant.

**Conclusion:** Hazardous materials and substances highly regulated at the federal, state, and local levels. Impacts related to hazardous materials and hazardous substances are considered site-specific and are generally mitigated to less than significant levels on a project-by-project basis. Compliance with all applicable local, state, and federal laws that regulate, control, or respond to hazardous waste, transport, disposal, or clean-up would ensure that development in the region, which includes the project area, does not result in significant impacts. Therefore, the proposed project would have a **less than significant cumulative impact** in regards to hazards and hazardous materials.

### **Hydrology and Water Quality**

Development of the proposed project would contribute to cumulative drainage flows and surface water quality impacts when combined with other growth and development in the area. However, the potential cumulative impact is mitigated through the project design, the relationship to City drainage master plans, and implementation of appropriate on-site and off-site drainage improvements. Therefore, the proposed project is not expected to contribute significantly to cumulative impacts on flooding and drainage system capacities that might arise because of continued development within the region.

**Conclusion:** The proposed project would be required to implement NPDES and BMP measures to reduce potential water quality impacts. In addition, projects may require drainage improvements to be in compliance with the *City of Pacifica General Plan*, *City of Pacifica Zoning Ordinance* and/or *Municipal Code* standards. Therefore, the proposed project would have a less than significant cumulative impact in regards to stormwater runoff and contamination impacts, with mitigation measures incorporated herein.

## Noise

The proposed project in combination with other related projects (combined effects) could result in a significant noise impact. However, it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project.

**Conclusion:** Future noise sources from the proposed project would not be significant and therefore, the proposed project would subsequently result in a **less than significant cumulative impact**.

## Transportation and Circulation

Cumulative traffic conditions include traffic volumes that are anticipated to occur as part of the year 2030 General Plan build-out conditions. Cumulative Year 2030 traffic volumes include projected Current Year 2012 traffic volumes plus traffic generated by approved projects. Cumulative Year 2030 traffic volumes were projected using a 0.5 percent per year growth rate for 18 years (from 2012 to 2030). This growth rate is consistent with the growth of population and housing projected by the *City of Pacifica's General Plan Update* (Dyett & Bhatia, 2012, Association of Bay Area Governments, 2007).

City staff provided a list of approved or pending "Future Development Projects" that are anticipated to be occupied after the project opening year. The City has identified eight projects that could be occupied subsequent to the development of the proposed project as identified in [Table 4-1: Cumulative Project List](#), above.

The trips generated by the future development projects were added to the 2030 baseline cumulative traffic volumes to determine Cumulative Conditions traffic volumes as shown in [Figure 4-1: Cumulative Peak Hour Intersection Volumes](#). Projections of trip generation traffic volumes for the Future Development Projects are provided in [Appendix E](#)

Cumulative plus Project traffic volumes were calculated by adding the Project trips to Cumulative traffic volumes and are shown in [Figure 4-2: Cumulative plus Project Peak Hour Intersection Volumes](#).

## Level of Service Analysis

To determine the impacts of the Project during the Cumulative Year 2030, the intersection analyses for the Cumulative Conditions and Cumulative plus Project are summarized in [Table 4-2: Cumulative and Cumulative Plus Project Intersection Level of Service](#).

As shown in this [Table 4-2](#), all of the study intersections would operate at an acceptable level of service during the AM and PM peak hours with the exception of the intersection of Oceana Boulevard and Paloma Avenue. During the PM peak hour this intersection would operate at an acceptable LOS B under Cumulative conditions and LOS C under Cumulative plus project conditions. However, during the AM peak hour under both Cumulative and Cumulative plus Project conditions, this intersection would operate at an

unacceptable LOS F and would satisfy the peak hour volumes traffic signal warrants adopted by Caltrans (see Appendix E). This impact is primarily associated with the residential portion of the proposed project due to residents who would be commuting north (likely to work) during the AM peak period. This is considered a **potentially significant cumulative impact**.

Mitigation Measure:

MM 4-1 Prior to any final residential occupancy permit for residential portion of the project, the project applicant shall implement restriping and bicycle facility improvements at the intersection as shown on [Figure 4-3: Proposed Intersection Mitigation: Oceana Boulevard & Paloma Avenue](#), and described as follows:

- Eastbound Approach (Paloma Avenue): Provide a 75 foot exclusive right-turn lane on the eastbound approach by removing on-street parking on the north side of Paloma Street. This distance will accommodate the anticipated right-turn lane 95th percentile queue, approximately 3 vehicles.
- Westbound Approach (Paloma Avenue): Restripe the westbound approach of Paloma Avenue to include an exclusive left-turn lane and a shared through / right-turn lane.
- Provide Class-III bicycle facility signage and pavement markings in both the eastbound and westbound directions on the Paloma Avenue bridge between Oceana Boulevard and Francisco Boulevard.

Implementation of this mitigation measure will improve traffic operations at the intersection of Oceana Boulevard and Paloma Avenue to an acceptable LOS D during the AM peak hour and maintain the existing acceptable LOS C during the PM peak hour. Therefore, the proposed project would result in a **less than significant cumulative impact** to level of service traffic standards.

**Table 4-2. Cumulative and Cumulative Plus Project Intersection Level of Service**

#	Intersection:	Ctrl. Type	LOS Std.	Overall / Worst Approach	Cumulative						Cumulative + Project					
					AM Pk. Hr.			PM Pk. Hr.			AM Pk. Hr.			PM Pk. Hr.		
					V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1	Oceana Blvd./ NB SR I On-Ramp	SSS	D	Overall	0.431	4.8	A	0.180	3.2	A	0.465	5.2	A	0.233	3.7	A
				Worst Approach		9.9	A		8.2	A		10.2	B		8.4	A
2	Oceana Blvd./ Paloma Ave.	AWS	D	Overall	<b>1.141</b>	<b>64.9</b>	<b>F*</b>	0.658	14.9	B	<b>1.228</b>	<b>78.6</b>	<b>F*</b>	0.754	18.4	C
				<b>MITIGATED</b>	<b>0.876</b>	<b>25.5</b>	<b>D</b>	0.607	13.7	B	<b>0.916</b>	<b>28.7</b>	<b>D</b>	0.726	18.1	C
3	Francisco Blvd./ Paloma Ave.	AWS	D	Overall	0.566	13.8	B	0.651	13.3	B	0.592	14.8	B	0.774	16.9	C
4	Palmetto Ave./ Paloma Ave.	AWS	D	Overall	0.567	12.8	B	0.318	9.3	A	0.588	13.4	B	0.361	10.3	B
5	Francisco Blvd./ Montecito Ave.	SSS	D	Overall	0.024	0.7	A	0.013	0.7	A	0.068	1.5	A	0.080	1.8	A
				Worst Approach		10.4	B		10.1	B		10.7	B		11.2	B
6	Palmetto Ave./ Montecito Ave.	AWS	D	Overall	0.231	8.2	A	0.242	8.3	A	0.272	8.6	A	0.405	9.6	A
7	Palmetto Ave./ Clarendon Ave.	SSS	D	Overall	0.179	9.4	A	0.163	9.3	B	0.222	9.7	A	0.274	10.2	C
				Worst Approach		13.6	B		13.1	B		14.8	B		16.9	C
8	Francisco Blvd./ Clarendon Ave.	AWS	D	Overall	0.581	11.8	B	0.526	11.3	B	0.615	12.4	B	0.631	13.3	B
9	Oceana Blvd./ Clarendon Ave.	AWS	D	Overall	0.528	10.7	B	0.450	10.2	B	0.555	11.1	B	0.545	11.6	B
10	Francisco Blvd./ SR I SB On-Ramp	SSS	D	Overall	0.226	9.9	A	0.363	10.9	B	0.240	10.0	A	0.427	11.5	B
				Worst Approach		10.0	A		11.3	B		10.1	A		12.0	B

Notes:

1. Analysis performed using HCM 2000 methodologies
  2. Delay indicated in seconds
  3. Overall level of service (LOS) standard for the City of Pacifica is LOS D
  4. Highlighted values indicate operations worse than Caltrans adopted minimum LOS standards.
- \* Oceana Boulevard and Paloma Avenue satisfies Caltrans peak hour signal warrants

**Conclusions:** The proposed project would not result in a significant transportation and circulation impact with implementation of Mitigation Measure 4-

I. Therefore, the proposed project would result in a **less than significant cumulative impact** to transportation and circulation.

### **Public Services, Utilities, and Service Systems**

Implementation of the proposed project in combination with reasonably foreseeable development would result in the increased demand for public services, which would result in the need for the provision of fire and law enforcement services, educational services, park and recreation facilities, and the provision of wastewater, water, and solid waste services.

**Conclusion:** The proposed project would contribute applicable development impact fees for the provision of public services and utilities, which would ensure that the proposed project does not contribute to a cumulative impact to public services, utilities and service systems.

### **4.6. Project Alternatives**

The alternatives discussion briefly identifies and describes a range of alternatives as developed by City staff that would feasibly attain most of the project objectives and would avoid or reduce significant environmental impacts of the proposed project including the following:

- Alternative #1 – No Project Alternative
- Alternative #2 - Civic and Residential Focus Alternative
- Alternative #3 – Civic and Commercial Focus Alternative

This section discusses the environmental impacts associated with each of these three alternatives as compared with the impacts resulting from the proposed project. The impact level of each of the alternatives (less, similar, greater) is noted in parentheses at the beginning of each comparison. [Table 4-3: Comparison of Project Alternatives to the Proposed Project](#) at the conclusion of this section provides a summary. This section also identifies the “environmentally superior” alternative.

### **Alternatives Analysis**

#### **Relationship to Project Objectives**

Consistent with the CEQA Guidelines Section 15124(b), a clear statement of objectives and the underlying purpose of the proposed project can help the City develop a reasonable range of alternatives. Each alternative would be evaluated as to how well it meets the objectives of the project, as currently proposed.

The objective of the proposed project is to reposition the project site to become a centerpiece of the redevelopment and revitalization of the Palmetto Avenue “main street” and the West Sharp Park Neighborhood, and to better connect the City’s designated main street to the promenade and beach. The City engaged a multidisciplinary planning team

led by Leland Consulting Group, urban strategists, to complete an assessment of the site, a public outreach program, and identify the preferred land uses and development program for the site to achieve the City's goals.

This planning process was conducted between June and November 2011. The outreach used to inform the plan included stakeholder interviews in small groups, two public open houses, a web site through which public comment could be submitted, and presentations to and discussions with the City Council. Stakeholders who participated in the process included residents from the West Sharp Park and other Pacifica neighborhoods, Palmetto Avenue business and property owners, and library staff and foundation members. The planning team's findings are summarized in the Beach Boulevard Property Redevelopment Strategy (April 2012).

The City's objectives of the proposed project site are as follows:

- Create a public-private development project that acts as a catalyst for the further revitalization of Palmetto Avenue, the City's designated main street, and a street intended to be a commercial center and community gathering place.
- Create an active and vibrant public-private development project that is readily recognized as a positive economic and social feature by the community of Pacifica.
- Improve connections between Palmetto Avenue and the waterfront—including the Beach Boulevard Promenade, Pier, beach, and open spaces to the south. This will connect Pacifica's commercial and cultural hub to the community's greatest natural asset – the ocean.
- Take advantage of the oceanfront views on the western edge of the property with uses that attract both local residents and visitors.
- Provide a location for a new city library that includes community rooms and meeting space that can also be used as the new City Council chambers.
- Create active retail corners, including retail space located within the library.
- Entitle a high-quality development project that provides long-term economic return to the city.
- Create high quality plazas, sidewalks and an interior pedestrian street.
- Ensure that the entitlements and regulations that apply to the site (General Plan, zoning, etc.) are appropriate and will allow the public and private development envisioned by the Beach Boulevard Property Redevelopment Strategy. Where necessary, modify regulations to fit the strategy.

## **Alternative #1 – No Project Alternative**

### Characteristics

CEQA Guidelines Section 15126.6(e)(3) requires that a no project alternative be evaluated as part of the EIR, proceeding under one of two scenarios: the project area remaining in its current state or development of the project site under its existing zoning designation.

Alternative #1 – No Project Alternative considers the environmental effects of not approving the proposed project and would include continuation of the existing permitted land uses and zoning into the future. Since the project site is designated Public Facilities (P-F) in the City General Plan/Local Coastal Plan and zoned P-F, the No Project Alternative assumes that the proposed project would include development of some public facility use in the future.

### Comparative Analysis

*Aesthetics and Visual Resources (greater).* Under the No Project Alternative, the existing conditions at the project site would remain and the proposed project would not be constructed. Therefore, the project site would remain undeveloped and partially disturbed, including variations in the existing topography from the removal of a significant volume of soil from the center of the project site. Therefore, the No Project Alternative would result in a greater range of impacts as the disturbed site would not be consistent with the surrounding development until the project site is redeveloped as a similar Public Facility use in the future.

*Air Quality (slightly less).* The No Project Alternative would not result in short-term construction emissions and long-term operational emissions. If the project site were developed as a Public Facilities use, it is anticipated to result in slightly less impacts in comparison to the proposed project for both short-term and long-term air quality impacts.

*Geology & Soils (similar).* Impacts under the No Project Alternative would be similar to the proposed project in that the project site could still be exposed to seismic ground shaking, and soil erosion.

*Greenhouse Gas and Climate Change (slightly less).* An increase in direct and indirect sources of greenhouse gas emissions associated with the proposed project would not occur under the No Project Alternative. However, construction of a Public Facilities use at the project site consistent with the existing General Plan and zoning designation would result in a slight reduction in emissions in comparison to the proposed project.

*Hazards and Hazardous Materials (similar).* The No Project Alternative would have similar impacts in comparison to the proposed project with respect to hazards and hazardous materials as the levels of detected chemicals of potential concern and the depth of these chemicals do not appear to represent a risk to the proposed future use of the site, including residents. Therefore, the No Project Alternative would result in similar impacts to the proposed project.

*Hydrology and Water Quality (similar).* Under the No Project Alternative, the potentially significant surface water runoff and water quality impacts due to construction activities and post-construction non-point source pollution associated with the proposed project would likely occur with development of a Public Facilities use consistent with the General Plan and zoning designation. Therefore, the No Project Alternative would continue to have untreated runoff and effects on hydrology, drainage and water quality impacts in comparison to the proposed project.

*Land Use and Planning (similar).* Under the No Project Alternative, impacts to land use and planning would be similar to the proposed project as this alternative would involve the eventual development of a Public Facility use within the project site, which would be consistent with the General Plan and zoning.

*Noise (similar).* Under the No Project Alternative, construction activities associated with the proposed project would be similar. Therefore, adjacent sensitive receptors would also be exposed to sporadic noise and vibration levels. There would also be a similar increase in noise levels along surrounding roadways from an increase in vehicle trips associated with development of the project site in a Public Facility use. Although, the proposed project would result in a less than significant impact to noise, the No Project Alternative is also anticipated to result in similar impacts in comparison to the proposed project, and therefore impacts would be considered less.

*Public Services, Utilities and Service Systems (similar).* Under the No Project Alternative, the project site would not add additional new residences and, therefore, would not increase demand for public services. However, with development of a Public Facility use at the project site consistent with the general plan and zoning designation, the proposed project would result in similar impacts to public services, utilities, and service systems.

*Transportation/Circulation (slightly less).* Under the No Project Alternative, vehicle trips to the project site would be slightly less for a Public Facility use. Therefore, the No Project Alternative would result in slightly less impacts in comparison to the proposed project.

#### Ability to Meet Project Objectives

This alternative would generally not be consistent with the project's objectives.

### **Alternative #2 – Civic and Residential Focus Alternative**

#### Characteristics

Alternative #2 - Civic and Residential Focus Alternative would consist of construction of a 36,500 square foot library and 4,500 square foot of commercial (restaurant) similar to the proposed project, but would eliminate construction of the boutique hotel and increase the number of residential units by 28 for a total of up to 112 residential units.

Given the proximity to the ocean, and the fact that the project site is located within the coastal zone (and therefore subject to the City's LCP), this alternative would limit the

maximum building height to 35 feet for the project site (as opposed to 45 feet as described for the proposed project), as is currently allowed under the City's existing Zoning Code and Local Coastal Plan.

### Comparative Analysis

*Aesthetics and Visual Resources (slightly less).* Alternative #2 would result in slightly less impacts as compared to the proposed project with elimination of the boutique hotel and construction of an additional 28 residential units.

Because building heights would be limited to 35 feet in height, the overall building scale and height would be less than that of proposed project. However, under this alternative, the building scale and density would still increase as compared to existing conditions..

*Air Quality (slightly less).* Alternative #2 would result in slightly less impacts to short-term and long-term air quality impacts with a reduction in the amount of vehicle trips to the project site.

*Geology & Soils (similar).* Impacts under Alternative #2 would be similar to the proposed project in that the project site could still be exposed to seismic ground shaking, and soil erosion.

*Greenhouse Gas and Climate Change (similar).* An increase in direct and indirect sources of greenhouse gas emissions associated with the proposed project would also occur under this alternative. Therefore, Alternative #2 would result in similar emissions in comparison to the proposed project.

*Hazards and Hazardous Materials (similar).* Alternative #2 would have similar impacts in comparison to the proposed project with respect to hazards and hazardous materials as the levels of detected chemicals of potential concern and the depth of these chemicals do not appear to represent a risk to the proposed future use of the site, including residents. Therefore, Alternative # would result in similar impacts to the proposed project.

*Hydrology and Water Quality (similar).* Under Alternative #2, the potentially significant surface water runoff and water quality impacts due to construction activities and post-construction non-point source pollution associated with the proposed project would also occur. Therefore Alternative #2 would continue to have untreated runoff and effects on hydrology, drainage and water quality impacts in comparison to the proposed project with respect to hydrology and water quality and therefore greater impacts.

*Land Use & Planning (similar).* Alternative #2 would result in similar impacts to land use and planning in comparison to the proposed project.

*Noise (slightly less).* Alternative #2 would result in a reduction of 450 trips to the project site, which would subsequently result in a decrease in long-term operational noise levels from increased vehicle trips on neighboring streets. This Alternative would however result

in similar short-term construction impacts. Therefore, this alternative would result in slightly less impacts in comparison to the proposed project.

*Public Services, Utilities and Service Systems (slightly greater).* Under Alternative #2 the population would be slightly greater than the proposed project and therefore would result in a slight increased demand for public services, utilities, and service systems in comparison to the proposed project.

*Transportation and Circulation (slightly less).* Under Alternative #2 the total trip generation would decrease by approximately 450 trips in comparison to the proposed project, which would slightly reduce cumulative impacts to the Oceana Boulevard and Paloma Avenue intersection.

#### Ability to Meet Project Objectives

This alternative would generally meet the project's objectives.

### **Alternative #3 – Civic & Commercial Focus Alternative**

#### Characteristics

Alternative #3 - Civic and Commercial Focus Alternative would include a reduction in the amount of residential units by 50 percent for a total of 42 units. This alternative would also include a boutique hotel with up to 125 rooms and 10,000 square feet of commercial uses (restaurant and retail convenience). The square footage of the proposed library would be 36,500 square feet, which is similar to the proposed project.

#### Comparative Analysis

*Aesthetics and Visual Resources (similar).* Alternative #3 would result in similar impacts to the proposed project. Similar to the proposed project, impacts would be considered less than significant under this alternative.

*Air Quality (slightly greater).* Alternative #3 would result in slightly greater impacts to short-term and long-term air quality impacts with an increase in transportation trips to the project site.

*Geology & Soils (similar).* Impacts under Alternative #3 would be similar to the proposed project in that the project site could still be exposed to seismic ground shaking, and soil erosion.

*Greenhouse Gas and Climate Change (slightly greater).* An increase in direct and indirect sources of greenhouse gas emissions would be slightly greater under this alternative with an increase in the number of vehicle trips. Therefore, Alternative #3 would result in slightly greater emissions in comparison to the proposed project.

*Hazards and Hazardous Materials (similar).* The Alternative #3 would have similar impacts in comparison to the proposed project with respect to hazards and hazardous materials as

the levels of detected chemicals of potential concern and the depth of these chemicals do not appear to represent a risk to the proposed future use of the site, including residents. Therefore, Alternative #3 would result in similar impacts to the proposed project.

*Hydrology and Water Quality (similar).* Under Alternative #3, the potentially significant surface water runoff and water quality impacts due to construction activities and post-construction non-point source pollution associated with the proposed project would also occur. Therefore, Alternative #3 would continue to have untreated runoff and effects on hydrology, drainage and water quality impacts in comparison to the proposed project with respect to hydrology and water quality and therefore greater impacts.

*Land Use & Planning (similar).* Alternative #3 would result in similar impacts in comparison to the proposed project.

*Noise (slightly greater).* Alternative #3 would result in a reduction of 450 trips to the project site, which would subsequently result in an increase in long-term operational noise levels from increased vehicle trips on neighboring streets. This Alternative would however result in similar short-term construction impacts. Therefore, this alternative would result in slightly greater impacts in comparison to the proposed project.

*Public Services, Utilities and Service Systems (slightly less).* Under Alternative #3, the population would be slightly reduced in comparison to the proposed project and therefore would result in a reduced demand for public services in comparison to the proposed project.

*Transportation and Circulation (greater).* Under Alternative #3 the amount of daily vehicle trips to the project site would increase substantially. Therefore, Alternative #3 would result in greater impacts to the Oceana Boulevard and Paloma Avenue intersection.

#### Ability to Meet Project Objectives

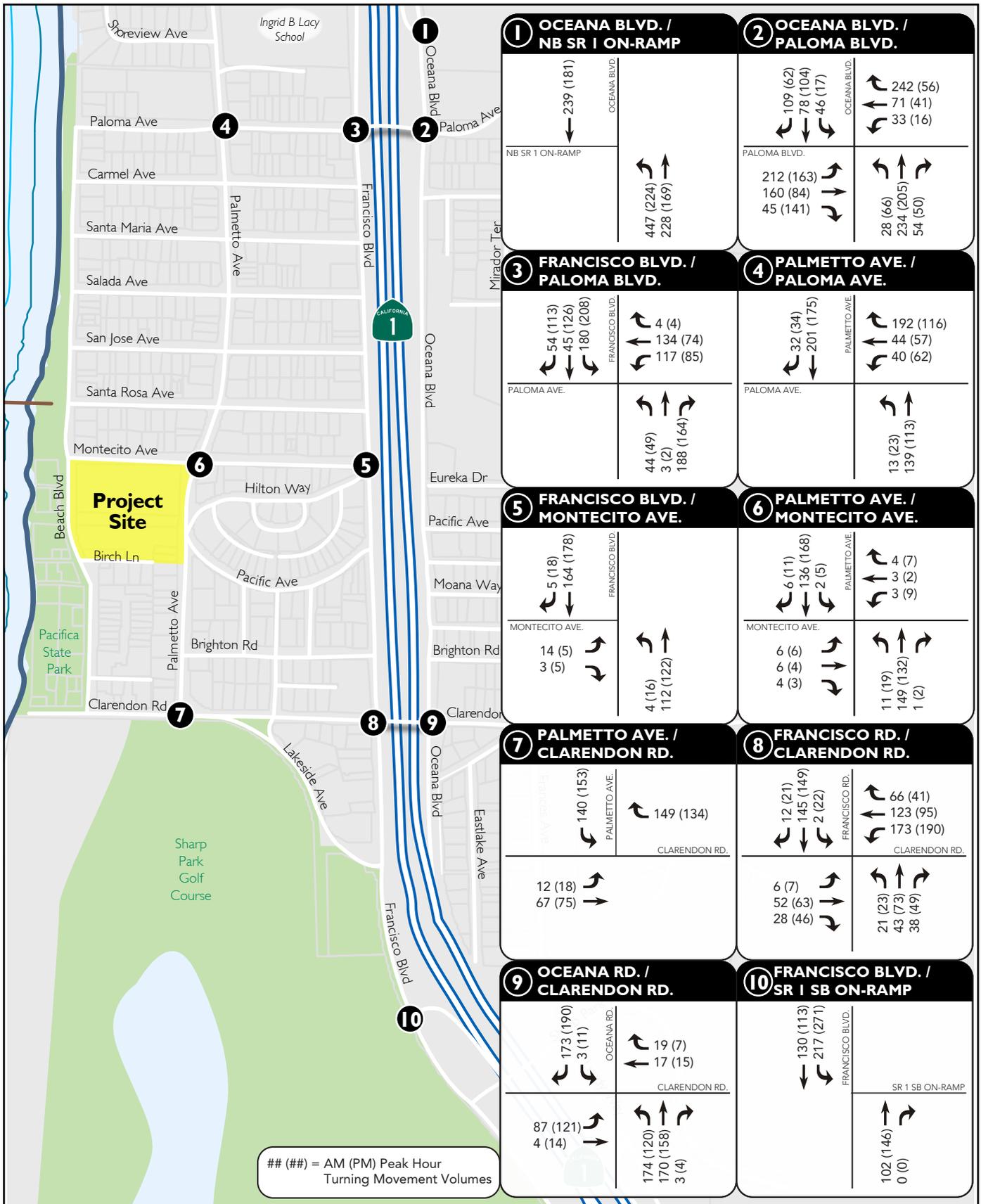
This alternative would generally meet the project objectives.

#### **Environmentally Superior Alternative**

CEQA Guidelines Section 15126.6(e)(2) requires that the environmentally superior alternative be identified. If the environmentally superior alternative is the No Project Alternative, the EIR must identify an environmentally superior alternative among the other alternatives. Alternative #2 – Civic and Residential Focus Alternative would be the environmentally superior alternative as it would reduce impacts to aesthetics, air quality, noise, and transportation due to a reduction in building heights and a reduction in the number of vehicle trips. [Table 5.1-1: Comparison of Project Alternatives to the Proposed Project](#) rates the impacts of the above alternatives compared to the impacts of the proposed project.

**Table 4-3: Comparison of Project Alternatives to the Proposed Project**

<b>Environmental Category</b>	<b>Alternative #1 - No Project Alternative</b>	<b>Alternative #2 – Civic and Residential Alternative</b>	<b>Alternative #3 – Civic &amp; Commercial Focus Alternative</b>
Aesthetics and Visual Character	Similar	Slightly Less	Similar
Air Quality	Slightly Less	Slightly Less	Slightly Greater
Geology and Soils	Similar	Similar	Similar
Greenhouse Gas and Climate Change	Slightly Less	Similar	Slightly Greater
Hazards and Hazardous Materials	Similar	Similar	Similar
Hydrology and Water Quality	Similar	Similar	Similar
Land Use and Planning	Similar	Similar	Similar
Noise	Similar	Slightly Less	Slightly Greater
Public Services, Utilities, and Service Systems	Similar	Slightly Greater	Slightly Less
Transportation and Circulation	Slightly Less	Slightly Less	Greater
Ability to Meet Project Objectives	Similar	Similar	Similar



Source: RBF Consulting (August 2012)

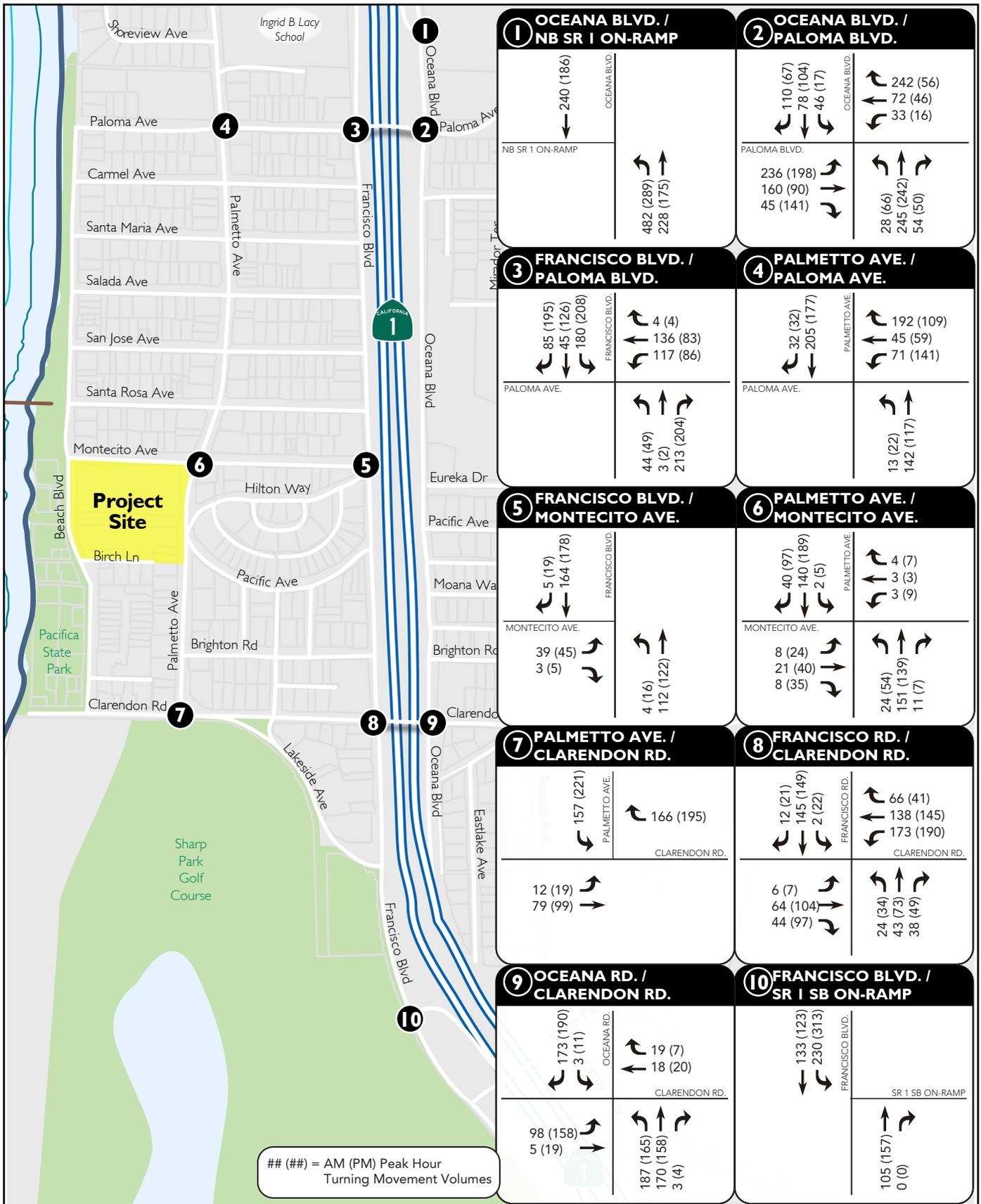


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## Cumulative Peak Hour Intersection Volumes

Redevelopment of the Beach Boulevard Property EIR

Figure 4-1



Source: RBF Consulting (August 2012)



## Cumulative plus Project Peak Hour Intersection Volumes

Redevelopment of the Beach Boulevard Property EIR



Source: RBF Consulting (August 2012)



## Proposed Intersection Mitigation: Oceana Boulevard & Paloma Avenue

Redevelopment of the Beach Boulevard Property EIR

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