Pacific Coast Bicycle Connectivity North Project IS/MND

Public Draft

March 2023

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1 INTRODUCTION

1.1 Project Overview

The project is located along the east side of State Highway 1 (Pacific Coast Highway) in the northern portion of the City of Half Moon Bay (Figure 1). The project is an approximately 0.3-mile long extension of the Naomi Patridge bicycle pathway, to be located with the State of California Department of Transportation (Caltrans) Highway 1 right-of-way. The proposed pathway extension is located from approximately Roosevelt Boulevard north to Mirada Road (Figure 2).

The project is construction of an 8-foot wide multi-use trail, with 2-foot shoulders. The project includes clearing and grubbing, excavation of the structurally unsuitable material, and constructing the 0.3mile long trail. The project includes a 44 ft long prefabricated bridge over a creek, and 53 linear feet of raised boardwalks through low-lying riparian scrub and over small roadside drainage ditches. The creek is not named on the U.S.G.S. maps but is known locally as either Roosevelt Ditch or Naples Creek. The City's Local Coastal Land Use Plan (LCLUP) refers to it as Roosevelt Creek, therefore it will be referred to as Roosevelt Creek throughout this report. The project also includes erosion control and revegetation after project construction. No project alternatives were evaluated.

Most of the project will be constructed within ruderal (weedy) herbaceous vegetation that is routinely maintained by Caltrans. The project will also occur in willow scrub near State Route 1 that is routinely trimmed by Caltrans. The project has been designed to avoid impacts to the creek and minimize impacts to the associated riparian vegetation. The plan includes a spanning bridge over Roosevelt Creek (abutments at top-of-bank) and two raised boardwalks in other low-lying areas. The trail construction will temporarily impact approximately 5,600 square feet of riparian scrub and permanently impact approximately 2,100 square feet of riparian scrub, an environmentally sensitive habitat area (ESHA). There will be no direct impact to the bed or bank of Roosevelt Creek or the areas of coastal freshwater marsh growing in adjacent roadside drainage ditches. Construction staging will be within the Caltrans right-of-way and in a nearby existing roadway pullout area. The work area encompasses approximately 1.2 acres.

This section of Caltrans right-of way includes underground and overhead utilities. Independent of this project, portions of the project area within the Caltrans ROW and have been disturbed due to previous projects and ongoing maintenance work performed by the Sewer Authority Mid-Coastside (SAM), other utilities, and Caltrans. Caltrans routinely trims the riparian scrub when it encroaches onto the roadway edge and seasonally mows the ruderal grassland.

The Bicycle and Pedestrian Master Plan and its associated environmental review documents (Mitigated Negative Declaration and Mitigation, Monitoring and Reporting Program) were presented to the Planning Commission on August 27, 2019. On September 17, 2019, the City Council adopted the Bicycle and Pedestrian Master Plan; Mitigated Negative Declaration; and Mitigation, Monitoring, and Reporting Program (as amended). The City Council also found that the Bicycle and Pedestrian Master Plan is consistent with the Local Coastal Program and the California Coastal Act.

1.2 Purpose and Need

The Pacific Coast Bicycle Connectivity North Project is identified in the City's Bicycle and Pedestrian Master Plan (September 2019) as the Naomi Patridge Trail Extension project. The master plan identifies needs and prioritizes improvements to the City's bicycle and pedestrian facilities and programs. The plan recommends improvements to address current and future demand based on current conditions and anticipated infill development. The master plan also provides the City with the necessary tools to apply for grant funding for implementation. A number of studies are included for potential future

improvements for cases where alignments or other details are not well defined. The Bicycle and Pedestrian Master Plan is further supported by a set of guidelines to provide options for how to implement plan components in different settings.

Purpose

- Regional trail gap closure and connectivity – the project will extend the current Class I path (North end of Naomi Patridge Trail) from Roosevelt Blvd north to the City limits at Mirada Road. It will close the gap between the existing Naomi Patridge Class I Trail and the proposed San Mateo County Class I trail coming from the north (El Granada). This trail, which is parallel to Highway 1, along with the County's Class I trail, will connect the North Coast community with El Granada Elementary School, HMB High School, Pilarcitos School, Cunha Middle School, Hatch Elementary School, HMB Library and businesses in Downtown HMB.
- Safety – the project will provide facilities for biking and walking that are separated from high speed traffic where none currently exist. The trail will provide an active transportation facility for all ages and abilities
- Congestion relief – the project will enhance the attractiveness of multimodal commute options along the Hwy 1Corridor, helping to relieve congestion by shifting trips away from single occupant driving.
- Environmental sustainability – the project will help to reduce greenhouse gas emissions and other forms of pollution from driving by supporting mode shift to active modes.

Need

- Safety – existing biking and walking facilities along Hwy 1 are discontinuous. Existing bike facilities generally consist of striped bike lanes which force bikes to interact with high-speed traffic.
- Congestion – This portion of Hwy 1 is a major regional commute connector during the week and a popular route for visitors to the area on weekends. There is recurrent congestion in both the northbound and southbound directions
- Network connectivity – This project with create a continuous Class I pathway between the communities of El Grenada and Half Moon Bay and provide safe access to five schools.

The Bicycle and Pedestrian Master Plan and its associated environmental review documents (Mitigated Negative Declaration and Mitigation, Monitoring and Reporting Program) were presented to the Planning Commission on August 27, 2019. On September 17, 2019, the City Council adopted the Bicycle and Pedestrian Master Plan; Mitigated Negative Declaration; and Mitigation, Monitoring, and Reporting Program (as amended). The City Council also found that the Bicycle and Pedestrian Master Plan is consistent with the Local Coastal Program and the California Coastal Act.

1.3 California Environmental Quality Act Compliance

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to evaluate the potential environmental effects of the proposed Pacific Coast Bicycle Connectivity North Project, located in Half Moon Bay, California. This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et. seq*., and the State CEQA Guidelines, California Code of Regulations (CCR) Section 15000 *et. seq*.

An Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment [CEQA Guidelines Section 15063 (a)]. If there is substantial evidence that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) must be prepared, in accordance with CEQA Guidelines Section 15064(a). However, if the lead agency determines that revisions in the project plans or proposals made by or agreed to by the applicant mitigate the potentially

significant effects to a less-than-significant level, a Mitigated Negative Declaration may be prepared instead of an EIR (CEQA Guidelines Section 15070(b)]. The lead agency prepares a written statement describing the reasons a proposed project will not have a significant effect on the environment and, therefore, why an EIR need not be prepared. This IS/MND conforms to the content requirements under CEQA Guidelines Section 15071.

The lead agency is the public agency with primary approval authority over the proposed project. The lead agency for the project is the City of Half Moon Bay.

1.4 Public Review Process

The Initial Study and Mitigated Negative Declaration will be published and circulated for review and comment by the public and other interested parties, agencies, and organizations for a 30-day public review period from March 29, 2023 through April 28, 2023. Written comments may be submitted to the City of Half Moon Bay at the address below or may be submitted by email to Dgarrison@hmbcity.com by 5:00 pm on April 28, 2023.

City of Half Moon Bay, Attn: Douglas Garrison
501 Main Street
Half Moon Bay, CA 94019

1.5 Report Organization

The purpose of this document is to evaluate the potential environmental effects of the proposed Pacific Coast Bicycle Connectivity North Project, located within the City of Half Moon Bay. Mitigation measures have been incorporated into the project as needed. This document is organized as follows:

Section I - Introduction
This chapter includes the objectives, location, description, and implementation of the project.

Section 2 – Summary of Findings
This section provides a summary of standard project requirements, impacts and environmental determination.

Section 3 – Environmental Checklist
This section includes a description of the setting and a discussion of the environmental issues (Aesthetics, Agriculture and Forestry, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Services Systems, and Wildfire). For each of these issues, the potential environmental impacts are identified. Mitigation measures are incorporated, where appropriate, to reduce the potential impacts to a less-than-significant level. This Chapter also includes the Mandatory Findings of Significance, which summarizes the overall significance of any potential impacts to natural and cultural resources, cumulative impacts, and impacts to human beings, as identified in the Initial Study.

Section 4 – References and Preparers
This section includes the references and sources used in the preparation of this IS/MND and a list of those involved in the preparation of this document.

Appendices

Appendix A – Special Status Species Tables. This appendix presents tables of special status species evaluated for the project area.

Appendix B - Mitigation and Monitoring Reporting Program. This appendix includes the program for monitoring and reporting the revisions required in the project and the measures imposed to mitigate or avoid significant environmental effects.

2 SUMMARY OF FINDINGS

This document includes the Initial Study (IS) Environmental Checklist (see Chapter 3). This checklist identifies the potential environmental impacts by issue and a discussion of each impact that could result from the proposed project. A summary of the evaluation is presented here.

2.1 Potentially Significant Impacts

Based on the IS and supporting environmental analysis provided in this document, the proposed project would result in significant or potentially significant impacts to biological resources. With implementation of the City Standard Procedures and Conditions of Approval from the City's adopted Bicycle and Pedestrian Master Plan (September 2019) and following mitigation measures, the proposed project would result in less-than-significant impacts.

Biological Resources

Mitigation Measure BIO-1: Half Moon Bay Zoning Code 18.35.035 requires that a qualified biologist prepare a biological report prior to any project within 100 feet of any sensitive habitat area, riparian corridor, bluffs, sea cliffs, or wetlands and that it be circulated to outside agencies for review, prior to preparation of the project CEQA evaluation . A BRE was prepared for the proposed project and circulated for comments from June 22, 2020 to August 7, 2020 (Biotic Resources Group, April 2020).

To supplement the requirements of Zoning Code 18.35.035, **Mitigation Measure BIO-1** requires that the following measures be implemented prior to and during construction when the biological report identifies that BP Master Plan projects are within or adjacent to suitable habitat for special-status animal species to avoid harming special-status wildlife species. For this project, measures pertaining to the California red- legged frog (CRLF) and San Francisco dusky-footed woodrat (SFDW) are applicable. The project biologist will have some discretion on determining if all the mitigation measures listed below are applicable to the project, based on field conditions, professional judgement, species presence/absence and other site features, and in coordination/approval by the City.

Mitigation Measure BIO-2: The Coastal Commission provides guidance on implementing compensatory mitigation. Recommended California Coastal Commission standards are 10:1 for native tree replacement, 4:1 for wetlands, and 3:1 for riparian habitats. Other regulatory agencies may establish other requirements including restoration (e.g., removing non- native plants and planting native vegetation) in similar habitat adjacent to the project (i.e., area of disturbance).

Riparian scrub temporarily impacted by construction (5,600 square feet) will be mitigated on-site at a 1:1 ratio by applying an erosion control seed mix to the disturbed area and allowing trimmed willows to re-grow and re-colonize the disturbed areas. Riparian scrub permanently impacted by construction (2,100 square feet) will be mitigated at a 3:1 ratio off-site along Pilarcitos Creek, on

an unused portion of 880 Stone Pine Road (City Corporation Yard property). Suitable locations for the mitigation have been identified in the Mitigation Opportunities Technical Memorandum (SWCA, March 6, 2023). Three locations adjacent to Pilarcitos Creek, provide cumulatively over 1 acre of degraded riparian areas that are suitable for and available for restoration. Additionally, approximately 0.2 acre, adjacent to an abandoned agricultural pond that has previously been identified as California red legged frog breeding habitat is available. It is estimated that the combined riparian scrub mitigation for this project and another City Project, Highway 1 Safety Improvements, will require a total of 0.32 acres, well below the available site acreage. Consistent with LCLUP Policy 6-71, the City has retained an environmental restoration expert to prepare a Restoration and Monitoring Plan for both the on-site and off-site restoration of riparian scrub, for both projects. Policy 6-71 requires that the Restoration and Monitoring Plan be made available to the public for review for a period of at least 30 days prior to Plan implementation. In this case, the City anticipates that the Plan will be available for public review at an earlier date that will be prior to adoption of the IS/MND at the project permit hearing. The Restoration and Monitoring Plan will also be used to support outside agency permitting requirements. The Plan will describe the methods and practices to be employed, and include, at a minimum, the following:

- A clear statement of the goals of the restoration for all habitat types;
- Designation of a qualified biologist as the Restoration or Mitigation Manager responsible for all phases of the restoration;
- Identification of the parties responsible for the Plan implementation;
- A specific grading plan, if the topography must be altered;
- A specific erosion control plan, if soil or other substrate will be disturbed during restoration;
- A plan to control invasive, non-native plant species for the 5-year maintenance period;
- A planting plan based on the natural habitat type;
- An irrigation plan that describes the method and timing of watering and ensures removal of watering infrastructure by the end of the monitoring period;
- A monitoring plan with performance goals/success criteria, assessment methods, and a schedule; and
- Feasible contingency measures if success criteria are not met within the established timeframe.

2.2 Environmental Determination

In accordance with Section 15064(f) of the CEQA Guidelines, a Mitigated Negative Declaration (MND) can be prepared if the proposed project would not have a significant impact on the environment after the inclusion of mitigation measures. Based on the available information and the environmental analysis presented in this document, there is no substantial evidence that, after incorporation of the mitigation measures, the proposed project would have a significant impact on the environment. Therefore, the City of Half Moon Bay as the lead agency finds that a Mitigated Negative Declaration can be prepared.

3 INITIAL STUDY CHECKLIST

3.1 Background and Project Description

1. **Project Title:** Pacific Coast Bicycle Connectivity North Project

2. **Lead Agency Name and Address:**
   City of Half Moon Bay
   501 Main Street
   Half Moon Bay, CA 94019

3. **Contact Person and Phone Number:**
Douglas Garrison
Community Development Department
City of Half Moon Bay
(650) 726-8270
dgarrison@hmbcity.com

4. **Project Location:** Area eastward of State Highway 1, from approximately Roosevelt Boulevard north to Mirada Road, Half Moon Bay, CA

5. **Project Sponsor's Name and Address:**
City of Half Moon Bay
501 Main Street
Half Moon Bay, CA 94019

6. **General Plan Designation:** Not Applicable (Caltrans Right-of-Way)

7. **Zoning:** Not Applicable (Caltrans Right-of-Way)

8. **Environmental Setting and Surrounding Land Uses:** The project site is located eastward of State Highway 1, within the State Department of Transportation (Caltrans) right-of-way (ROW). Inland of the ROW is a commercial agricultural development. Commercial properties are located across the highway (westward) and residential properties are located northwest and northeast of the project area. The existing Naomi Patridge Trail is located at the southern terminus of the project. There is no on-street parking along State Highway 1; however, parking for the commercial developments west of the Highway is provided. There is no designated bicycle lane along this section of State Highway 1.
The project area is characterized by ruderal (weedy) vegetation as well as riparian scrub that is associated with a creek. The area also supports drainage ditches that collect runoff from adjacent properties and transport this flow to the creek and to a culvert under State Highway 1.

9. **Description of Project:**

Project Need. This project addresses a 0.3-mile extension of an existing public multi-use trail (Naomi Patridge Trail) in the City of Half Moon Bay eastward of State Highway 1. The existing trail's northern terminus is at Roosevelt Boulevard. The proposed project would extend this trail northward for 0.3 mile toward Mirada Road. At the north end, the trail extension would join San Mateo County's Coastal Trail (currently under construction).

The proposed project will provide for Class 1 pedestrian and bicycle access eastward of State Highway 1. The project will infill the trail in this 0.3-mile long segment and improve pedestrian and bicyclist safety and enhance the user experience. The project is identified in the City of Half Moon Bay Bicycle and Pedestrian Master Plan (City of Half Moon Bay, 2019). The master plan identifies State Highway 1 as a barrier for pedestrians and bicyclists and recommends providing parallel bicycle and pedestrian trails on each side of Highway 1. The proposed project would provide a trail on the east side of the highway.

The trail alignment has been designed to avoid impacting the creek environment and most of its associated riparian scrub (ESHA), as well avoiding impacts to the drainage ditches that parallel the highway. Construction will be on the higher elevation shoulder of Highway 1 and will not

substantially affect the areas drainage ditch hydrology. The trail will maintain a minimum of 5 feet separation from the highway, per Caltrans standards.

Public Outreach. As part of the bicycle and pedestrian master plan project, the city of half moon bay established a bicycle and pedestrian advisory committee (bpac) to assist with the bicycle and pedestrian master plan and provide ongoing review and coordination on bicycle and pedestrian issues. The master plan project team met with four different stakeholder groups to understand their primary concerns and identify locations within the existing bicycle and pedestrian networks that need improvement. No additional public outreach for the pacific coast bicycle connectivity north project has been conducted to date.

Project Description. The proposed project is development of an 8-foot wide asphalt trail (with 2-foot wide decomposed granite (DG) shoulders) to connect from the existing trail to the south and travel northward approximately 0.3 mile. The northern end of the trail will join the San Mateo County Coastal Trail, which is currently under construction by San Mateo County. The trail route will include a single span bridge over the Roosevelt Creek and raised boardwalks where the trail crosses riparian scrub areas.

Project Implementation. The trail project would be constructed by the City and their designated contractors. The trail improvements would be constructed using mechanized equipment, hand tools, power tools, and gas-powered tools. The construction staging area(s) would be located within the Caltrans ROW, east of State Highway 1. The staging areas would be utilized for material delivery and support.

The proposed project is expected to be constructed over a 9-month period.

City Standard Conditions of Approval / Avoidance Measures. Standard Conditions of Approval / Avoidance Measures were approved as part of the Bicycle and Pedestrian Master Plan (Initial Study/Mitigated Negative Declaration, September 2019) and are incorporated into the planning, design, and construction of the proposed project to minimize the potential adverse effects of the projects on the environment. The measures, as presented in Table 1, are considered Standard Conditions of Approval that apply to all projects permitted in the City and are considered part of the project. The City will incorporate these BMPs into the project's Conditions of Approval and will include these measures on all construction documents.

Table 1. City of Half Moon Bay Standard Procedures and Conditions of Approval
Source: Bicycle and Pedestrian Master Plan (Initial Study/Mitigated Negative Declaration, September 2019)

Resource Area	Condition
Aesthetics	**Lighting.** All exterior lighting will be fully shielded so that no light source is visible from outside the project area, except as expressly approved in the project plans. NOTE: The proposed project has no lighting.
Air Quality	**Fugitive Dust.** To reduce potential fugitive dust that may be generated by project construction activities, the City of Half Moon Bay shall implement the following BAAQMD basic construction measures when ground disturbing activities have the potential to generate fugitive dust: • All active construction areas will be watered twice daily or more often if necessary. Increased watering frequency will be required whenever wind speeds exceed 15 miles-per-hour. • All active construction areas will be watered twice daily or more often if necessary. Increased watering frequency will be required whenever wind speeds exceed 15 miles-per-hour. • Cover stockpiles of debris, soil, sand, and any other materials that can be windblown. Trucks transporting these materials will be covered. • All visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day or as often as necessary to keep them free of dust and debris associated with site construction. The use of dry power sweeping is prohibited. • Subsequent to clearing, grading, or excavating, exposed portions of the site will be watered, landscaped, treated with soil stabilizers, or covered as soon as possible. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas and previously graded areas inactive for 10 days or more. • Installation of sandbags or other erosion control measures to prevent silt runoff to public roadways. • Replanting of vegetation in disturbed areas as soon as possible after completion of construction. • Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes. Clear signage will be provided for construction workers at all access points. • All construction equipment will be maintained and properly tuned in accordance with manufacturer's specifications. All equipment will be checked by a certified mechanic and determined to be running in proper condition prior to operation. • Post a publicly visible sign with the telephone number and person to contact at the City of Half Moon Bay regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD's phone number will also be visible to ensure compliance with applicable regulations.
Air Quality	**Consistency with BAAQMD Climate Action Plan.** The City shall screen all projects using the criteria listed below (BAAQMD Basic Construction Mitigation Measures) to determine whether the project has the potential to result in a significant air quality impact. A project not consistent with one or more of the construction-related screening criteria listed below shall have an air quality analysis prepared and shall be reviewed under CEQA: • Demolition activities (if there are any) are consistent with BAAQMD Regulation 11, Rule 2: Asbestos, Demolition, Renovation, and Manufacturing.

Table 1. City of Half Moon Bay Standard Procedures and Conditions of Approval
Source: Bicycle and Pedestrian Master Plan (Initial Study/Mitigated Negative Declaration, September 2019)

Resource Area	Condition
	• Construction does not include simultaneous occurrence of more than two construction phases (e.g., grading, paving, and building construction would not occur simultaneously). • Construction does not include simultaneous construction of more than one land use type (e.g., the project does not involve commercial and recreational land uses in the same project). • Construction does not require extensive site preparation (maximum daily grading would not exceed 0.6 acres). • Construction does not require extensive material transport and considerable haul truck activity (greater than 10,000 cubic yards). NOTE: Proposed project has no demolition activities, is one single project, and construction involves 640 cubic yards of grading.
Air Quality, Energy, and Greenhouse Gases	**Construction Emission Reduction/Energy Efficiency Best Management Practices** To reduce construction equipment related fuel consumption and emissions of criteria air pollutants, toxic air contaminants, and GHGs, the City shall implement the following best management practices: • Electric-powered and liquefied or compressed natural gas equipment shall be employed instead of diesel-powered equipment to the maximum extent feasible. Where possible, the electrical service shall be provided to construction work areas to avoid the need to power equipment with generators. • The design shall be energy efficient and incorporate renewable energy design elements including, but not limited to: • Exterior energy design elements; • Internal lighting service and climatic control systems; and • Building siting and landscape elements.
Biology	**Environmental Review.** Environmental assessments, in accordance with Zoning Code 18.35.035, will be completed by a qualified biologist for all appropriate projects. A biological report will be prepared that maps all sensitive habitat and/or special-status species and recommends avoidance and minimization measures to reduce impacts to sensitive biological resources. **Creek Setbacks.** Specific alignments for creekside trails including creek setbacks and on which side of the creek the trail should be located on, will require further study. Creekside trail alignments will provide adequate setbacks from riparian areas, wetlands, and other ESHA.1 **Nesting Birds.** Surveys for nesting birds as required by federal, state, and local regulations would be undertaken in areas where suitable habitat for such species is present to minimize potential adverse impacts to these species. When construction and construction-related activities (including but not limited to mobilization and staging, clearing, grubbing, tree removal, vegetation removal, fence installation, demolition, and grading) occur within the avian nesting season (from February 1 to September 15), all suitable habitat within the area of disturbance including staging and storage areas plus a 250-foot (passerines) and 1,000-foot (raptor nests) buffer around these areas shall be thoroughly surveyed, as feasible, for the presence of active nests by a qualified

1 The project includes a bridge that will span a creek, and associated riparian area. The trail will be in riparian buffer areas in some places, including within the vicinity of both sides of the bridge. No feasible alternative exists in this case. Trails and bridges are permitted uses in riparian corridors and buffer zones (18.38.075 trail and scenic overlooks on public land are permitted uses in both riparian corridors and buffers). Per the land Use Plan, these types of improvements must be carefully aligned and future creek meanders as well as mitigation for loss of riparian vegetation is required at a 3:1 ratio.

Table 1. City of Half Moon Bay Standard Procedures and Conditions of Approval
Source: Bicycle and Pedestrian Master Plan (Initial Study/Mitigated Negative Declaration, September 2019)

Resource Area	Condition
	biologist no more than five days before commencement of any site disturbance activities and equipment mobilization. If project activities are delayed by more than five days, an additional nesting bird survey shall be performed prior to start of work. Active nesting is defined as a bird building a nest, sitting in a nest, a nest with eggs or chicks in it, or adults observed carrying food to the nest. The results of the surveys shall be documented and provided to the City. If pre-construction nesting bird surveys result in the location of active nests, no site disturbance and mobilization of heavy equipment (including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, fence installation, demolition, and grading), shall take place within 250 feet of non-raptor nests and 1,000 feet of raptor nests, or as determined by a qualified biologist in consultation with the CDFW, until the chicks have fledged. Monitoring will be required to ensure compliance with relevant California Fish and Game Code requirements. Monitoring dates and findings shall be documented. **Roosting Bats.** In areas where suitable bat habitat is present, surveys for roosting bats as required by state and local regulations would be undertaken to minimize potential adverse impacts to these species. No more than five days before the start of construction-related activities (including but not limited to mobilization and staging, clearing, grubbing, tree removal, vegetation removal, fence installation, demolition, and grading), a survey of suitable roosting bat habitat shall be conducted within the project site, including a 50-foot buffer. If evidence of bat roosting (e.g., guano accumulation, acoustic or visual detections) is found, CDFW shall be consulted to determine appropriate measures, such as bat exclusion methods, if the roost cannot be avoided. The results of the surveys shall be documented. **Tree Protection.** The following tree protection measures will be implemented during construction: a) Pursuant to Municipal Code Section 7.40.040, any grading, excavation, demolition or construction activity performed within the drip line of a heritage tree (as defined in Municipal Code Section 7.40.020) shall require submittal of a tree protection plan for review and approval by the city manager, or his or her designee, prior to issuance of any permit for grading or construction. The tree protection plan shall be prepared by a certified arborist and shall address issues related to protective fencing and protective techniques to minimize impacts associated with grading, excavation, demolition and construction. b) Prior to commencement of construction, construction fencing will be placed around the drip line of all trees proposed for preservation. c) No grading or other construction will occur within the drip line of any tree proposed for preservation except in conformance with a Tree Protection Plan approved by the Community Development Director. d) No vehicle, equipment or materials will be parked or stored within the drip line of any tree proposed for preservation. NOTE: Biological Resources Report (BRE) has been prepared (March 2020). Due to the specific layout of this project, item b) above, is revised to state that prior to commencement of construction, construction fencing will be placed at the limit of work. This will protect all trees proposed for preservation.
Cultural Resources	**Archaeological / Historic Resource Reports.** Archaeological and Historic Resource reports shall be prepared for projects with subsurface earthwork in areas that are archaeologically sensitive, such as along creeks or adjacent to known resources according to the requirements of Half Moon Bay Municipal Code, Chapter 18.38 Coastal Resources Protection and Chapter 18.39 Historic Resources Preservation.

Table 1. City of Half Moon Bay Standard Procedures and Conditions of Approval
Source: Bicycle and Pedestrian Master Plan (Initial Study/Mitigated Negative Declaration, September 2019)

Resource Area	Condition
	For all projects the following measures shall be Standard Conditions of Approval: **Discovery of Human Remains.** Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California, in the event of the discovery of human remains during construction, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The County Coroner will be notified and will determine whether the remains are Native American. If the Coroner determines the remains are Native American and are not subject to his authority, he will notify the California Native American Heritage Commission who will attempt to identify descendants of the deceased Native American(s). If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the permittee shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. **Discovery of Archaeological Resources.** If subsurface historic or archaeological resources are uncovered during construction, all work will stop, the applicant will notify the Community Development Director and retain a qualified archaeologist to perform an archaeological reconnaissance and identify any mitigation measures required to protect archaeological resources. NOTE: Cultural resource report has been prepared and is on file with City Community Development Department.
Geology	**CBC Compliance.** All structures will be constructed in compliance with the standards of the current California Codes of Regulations Title 24, including Building Code, Residential Code, Administrative Code, Mechanical Code, Plumbing Code, Electrical Code, Energy Code, Fire Code and Green Building Code to the satisfaction of the Building Official.
Hazardous Materials	**Hazardous Materials.** During the design phase of a project the City will conduct screening research to ensure the proposed project would not be located on or immediately adjacent to unremediated contaminated soils. The City of Half Moon Bay will conduct a search of the three relevant lists of hazardous materials sites, which include List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database, *List of Leaking Underground Storage Tank Sites by County and Fiscal Year from* *Water Board GeoTracker database,* and List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC, during the design phase of recommended projects in order to identify any active remediation sites. The design will consider the findings of this search. are listed on the Cortese List pursuant to Government Code Section 65962.5 by the Department of Toxic Substances Control (DTSC 2018). • The City shall investigate whether the project would be located in areas of past agricultural use and perform soil sampling consistent with state and County regulations. NOTE: Search of EnviroStor database was conducted; there are no recorded hazardous resources in the project area
Hydrology and Water Quality	**Erosion and Sediment Control Plan.** An erosion and sediment control plan will be submitted that shows effective Best Management Practices (BMP) and erosion and sediment control measures for the project both during construction and full operation. Construction plans will also include the "construction best management practices" plan sheet. **Hazardous Materials.** Any materials deemed hazardous by the San Mateo County Department of Health that are uncovered or discovered during the course of work will be disposed in accordance with regulations of the San Mateo County of Health.

Table 1. City of Half Moon Bay Standard Procedures and Conditions of Approval
Source: Bicycle and Pedestrian Master Plan (Initial Study/Mitigated Negative Declaration, September 2019)

Resource Area	Condition
Land Use	**Adjacent Land Use.** Measures such as fencing, signage, grade separation, and/or provision for temporary closure of trails when agricultural chemicals must be used on adjacent fields should be considered to minimize conflicts between trail users and adjacent land uses.
Noise	**Construction Hours.** Construction work will be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday; 8:00 a.m. to 6:00 p.m. Saturdays; and 10:00 a.m. to 6:00 p.m. Sundays and holidays, except as expressly authorized by the City Engineer in conformance with Section 14.40.020 of the Half Moon Bay Municipal Code.
Traffic	**Construction Traffic Management Plan.** For all construction projects affecting vehicle, bicycle, or pedestrian circulation patterns, the City will prepare a construction traffic management plan which will outline vehicle traffic control measures to ensure safety and vehicle flow during construction, and which ensures bicycle and pedestrian safety and provides for adequate access during construction.

10. Other agencies whose approval is required

- California Department of Fish and Wildlife (Streambed Alteration Agreement)
- California Regional Water Quality Control Board (Section 401 Water Quality)
- U.S. Army Corps of Engineers (Section 404 Nationwide Permit)
- California Department of Transportation (Encroachment Permit)

3.2 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	☐ Agriculture and Forestry Resources	☐ Air Quality
■ Biological Resources	☐ Cultural Resources	☐ Geology and Soils
☐ Energy	☐ Greenhouse Gas Emissions Materials	☐ Hazards and Hazardous
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

3.3 Determination (to be completed by Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

3/28/23

Signature **Date**
City of Half Moon Bay

Source: City of Half Moon Bay, 2014

Figure 1. Location Map

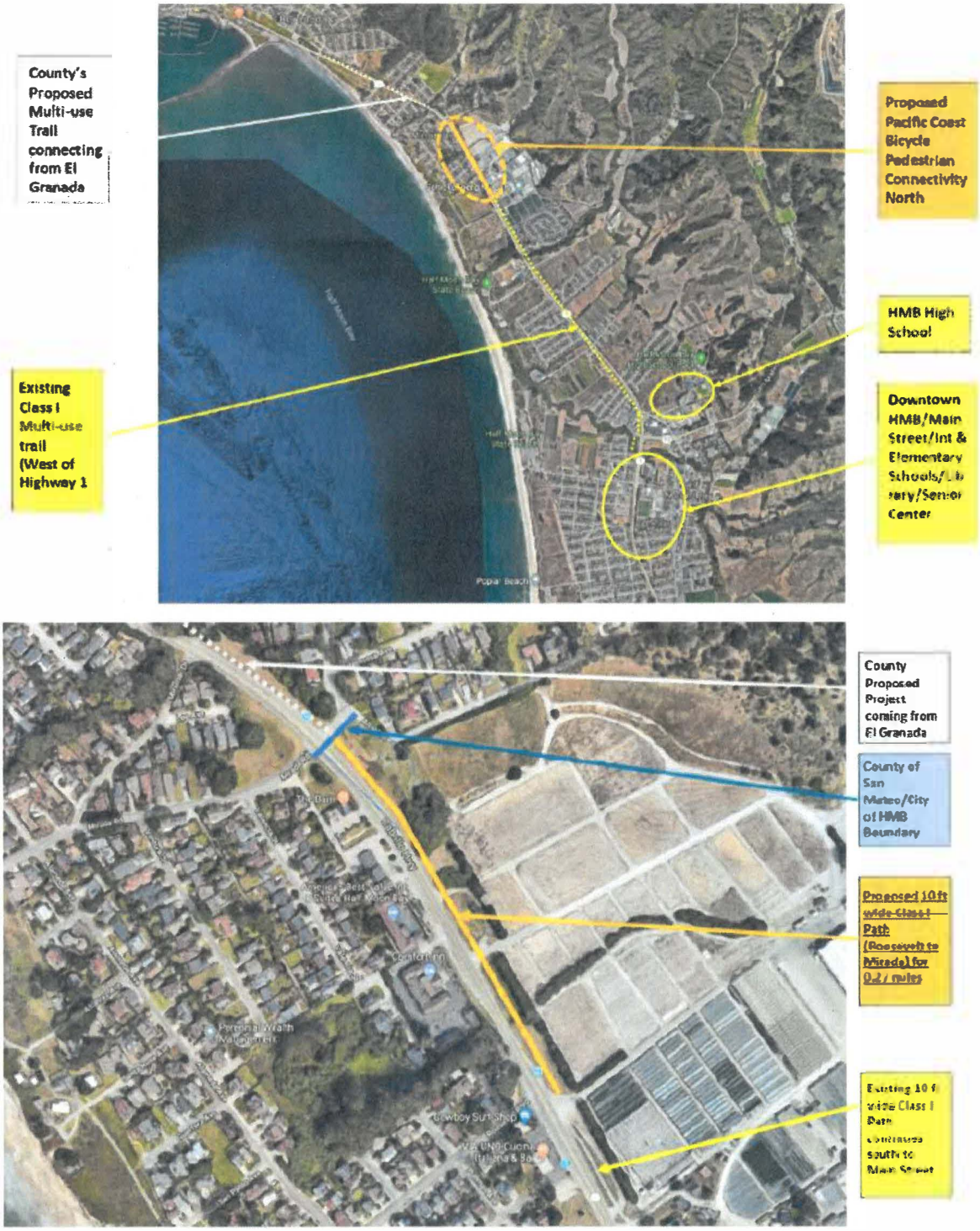


Figure 2. Location Map from Bicycle and Pedestrian Master Plan

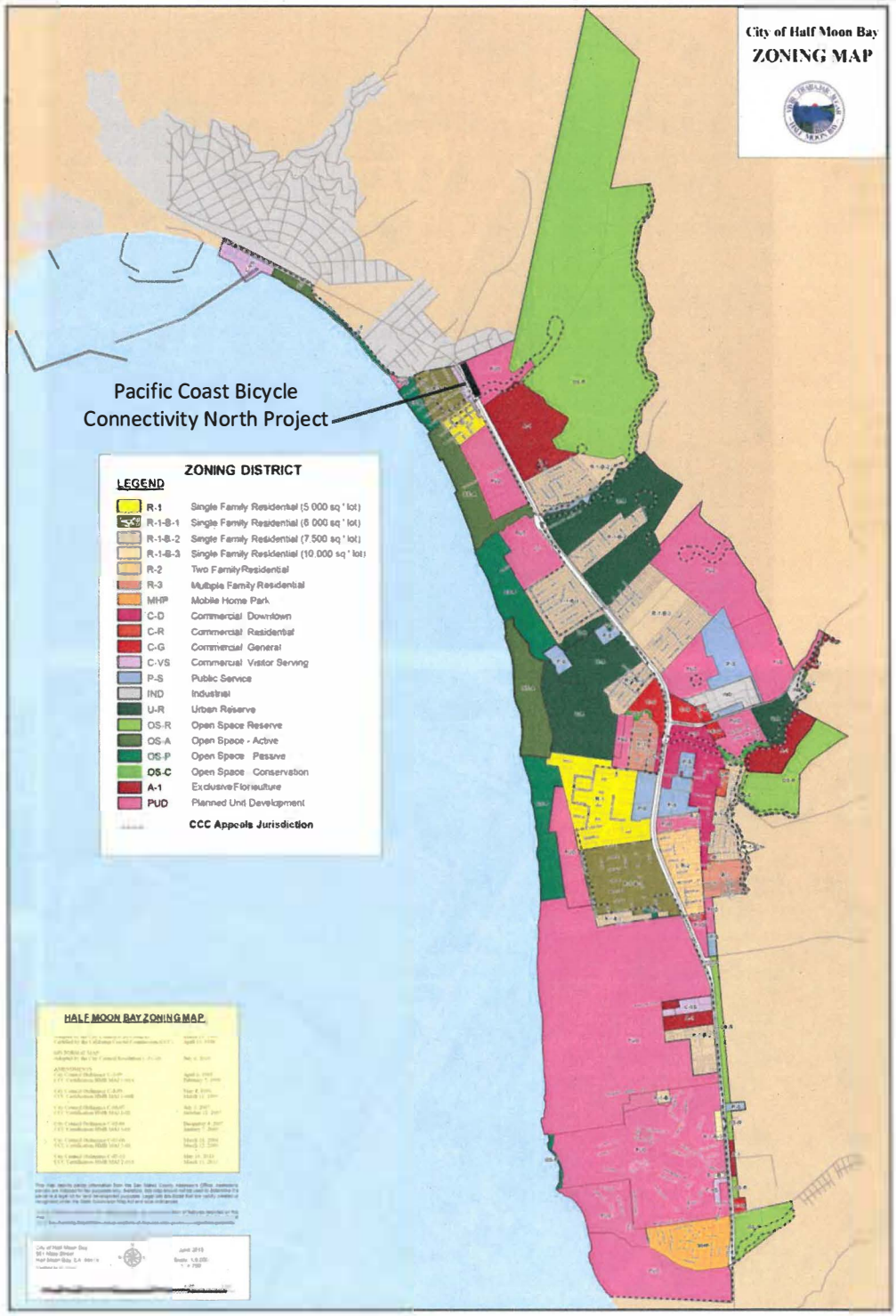


Figure 3. City of Half Moon Bay Zoning Map
(Source: City of Half Moon Bay, 2015)

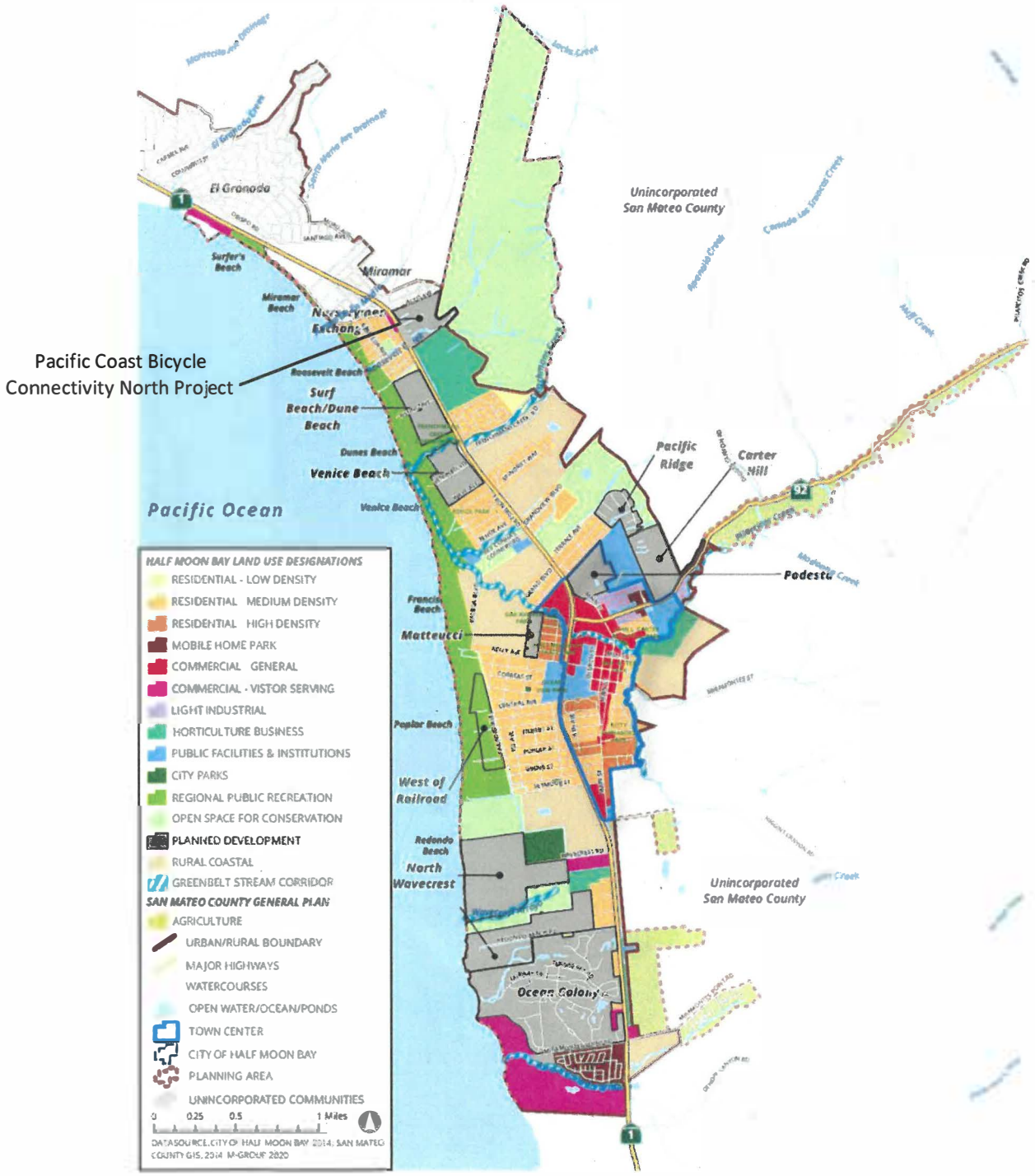


Figure 4. City of Half Moon Bay Land Use Map
(Source: City of Half Moon Bay Local Coastal Land Use Plan, 2020)

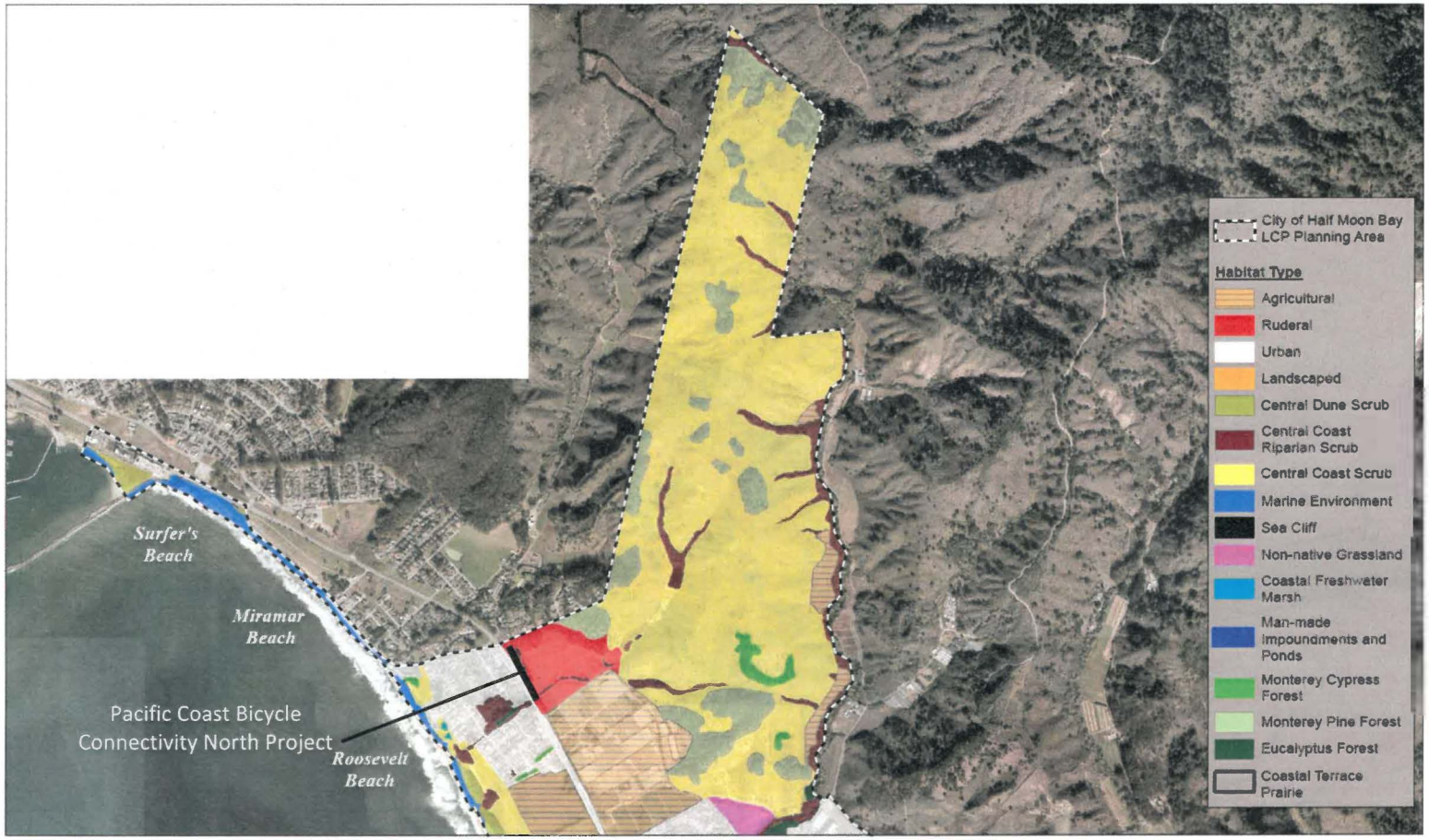


Figure 6-1: Habitat Types in the LCP Planning Area, Sheet 1 of 3

City Council Final October 20, 2020

Figure 5. Habitat Types in Project Area
(Source: City of Half Moon Bay Local Coastal Land Use Plan, 2020)

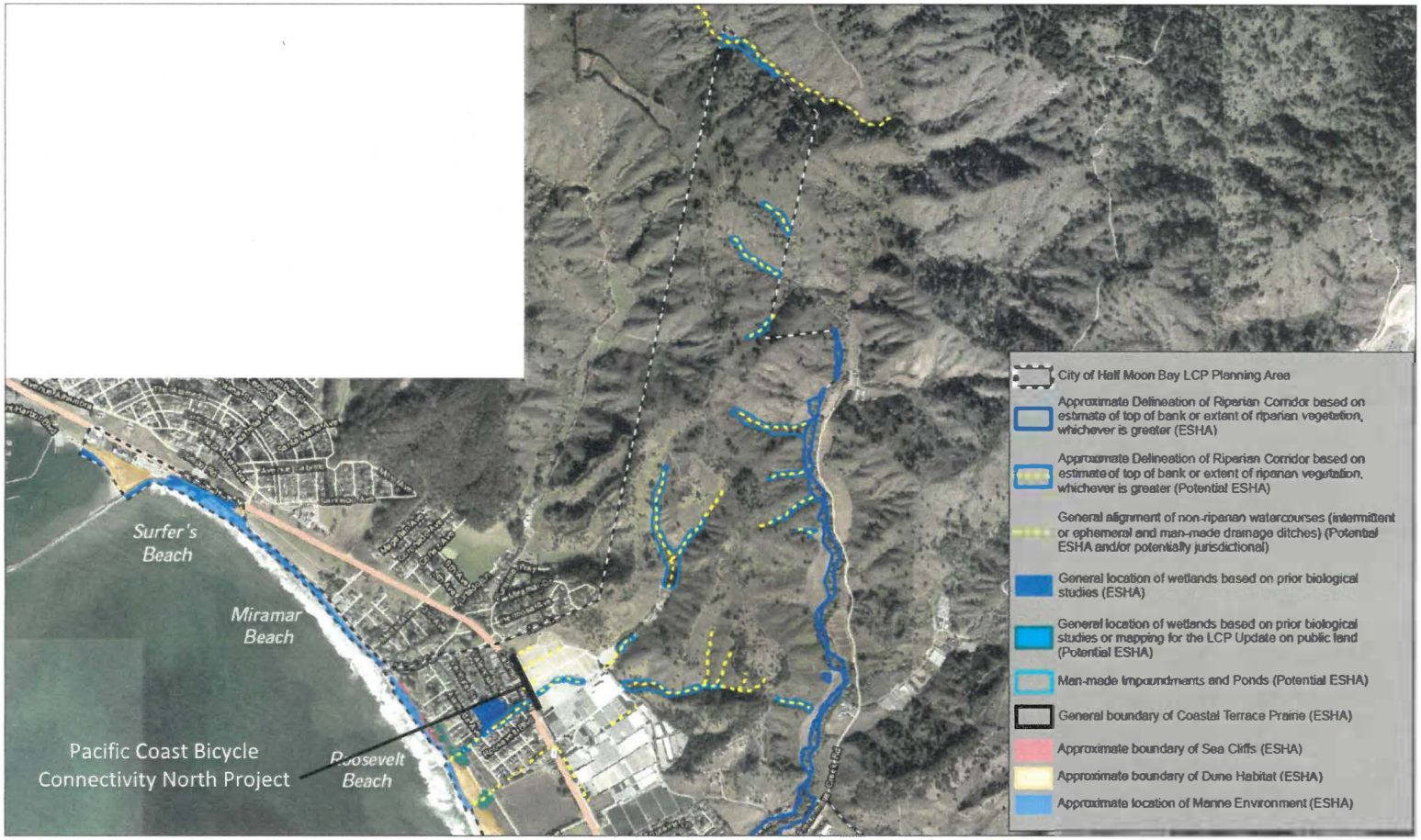


Figure 6-2: Environmentally Sensitive Habitat Areas (Habitat ESHAs), Sheet 1 of 3

City Council Final October 20, 2020

Figure 6. Environmentally Sensitive Habitat Areas in Project Area
(Source: City of Half Moon Bay Local Coastal Land Use Plan, 2020)

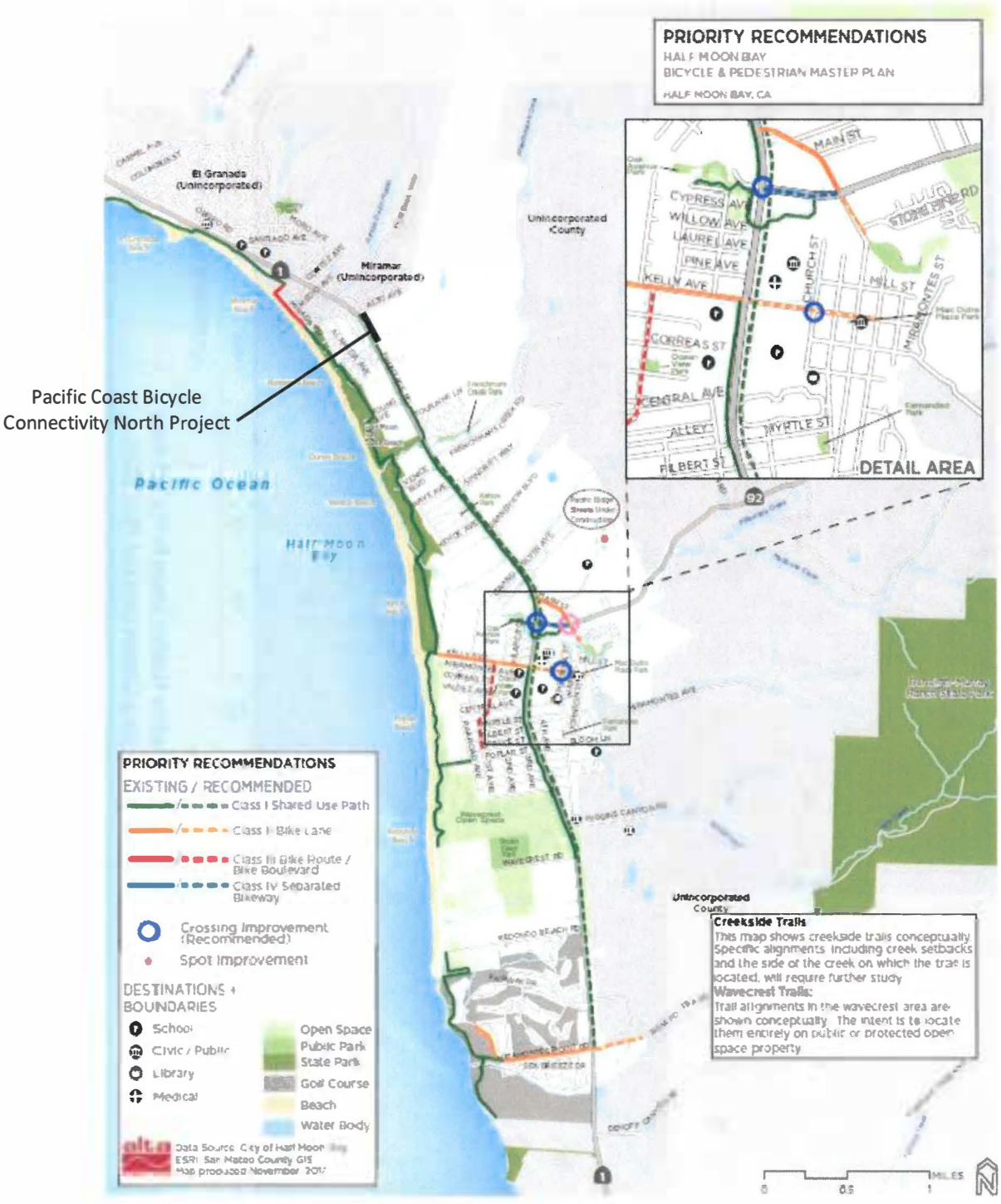


Figure 7. Bicycle and Pedestrian Master Plan Priority Map
(Source: City of Half Moon Bay Bicycle and Pedestrian Master Plan)

Figure 8. County of San Mateo Bicycle and Pedestrian Plan
(Source: City of Half Moon Bay Bicycle and Pedestrian Master Plan)

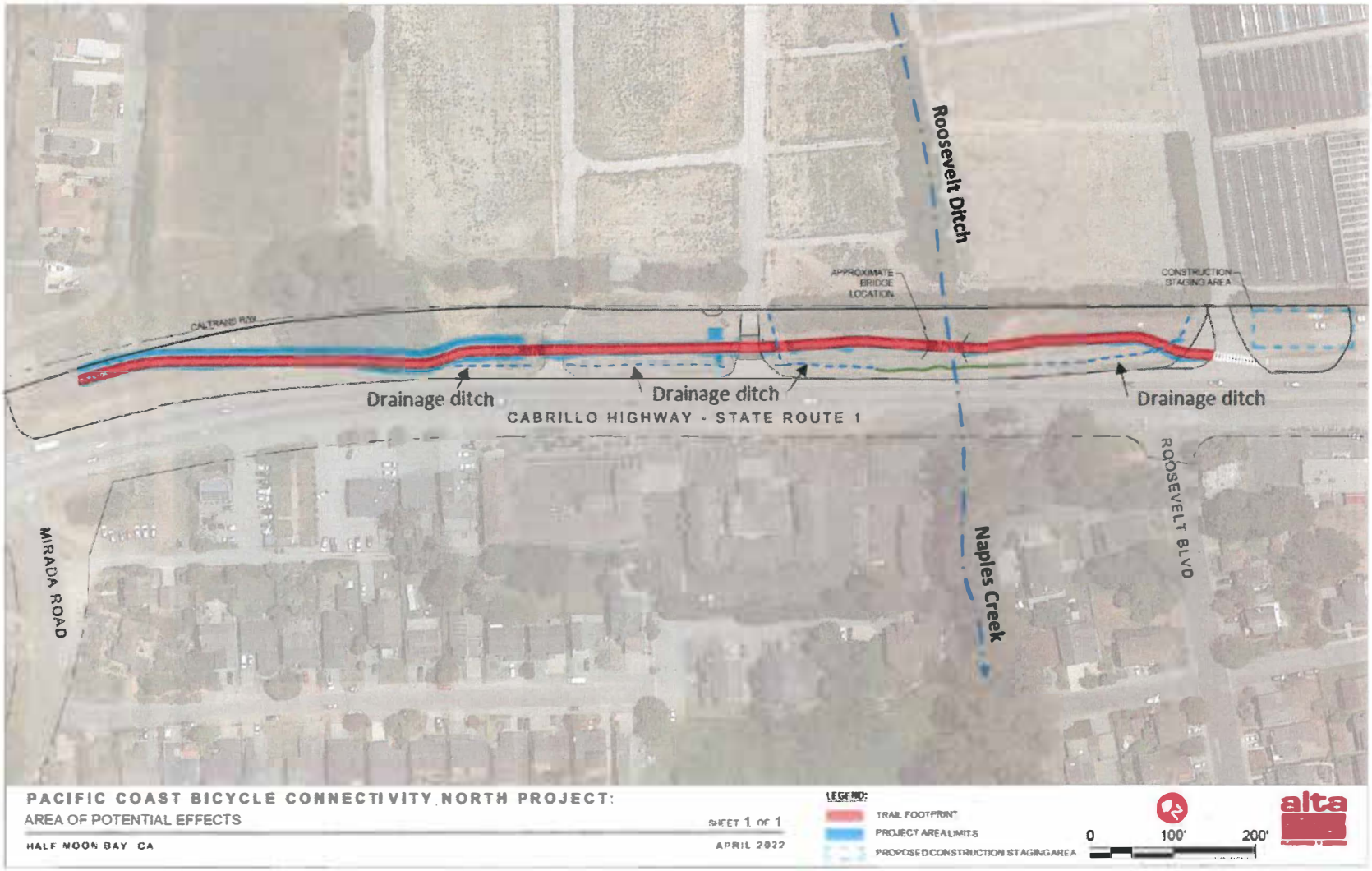


Figure 9A. Proposed Project

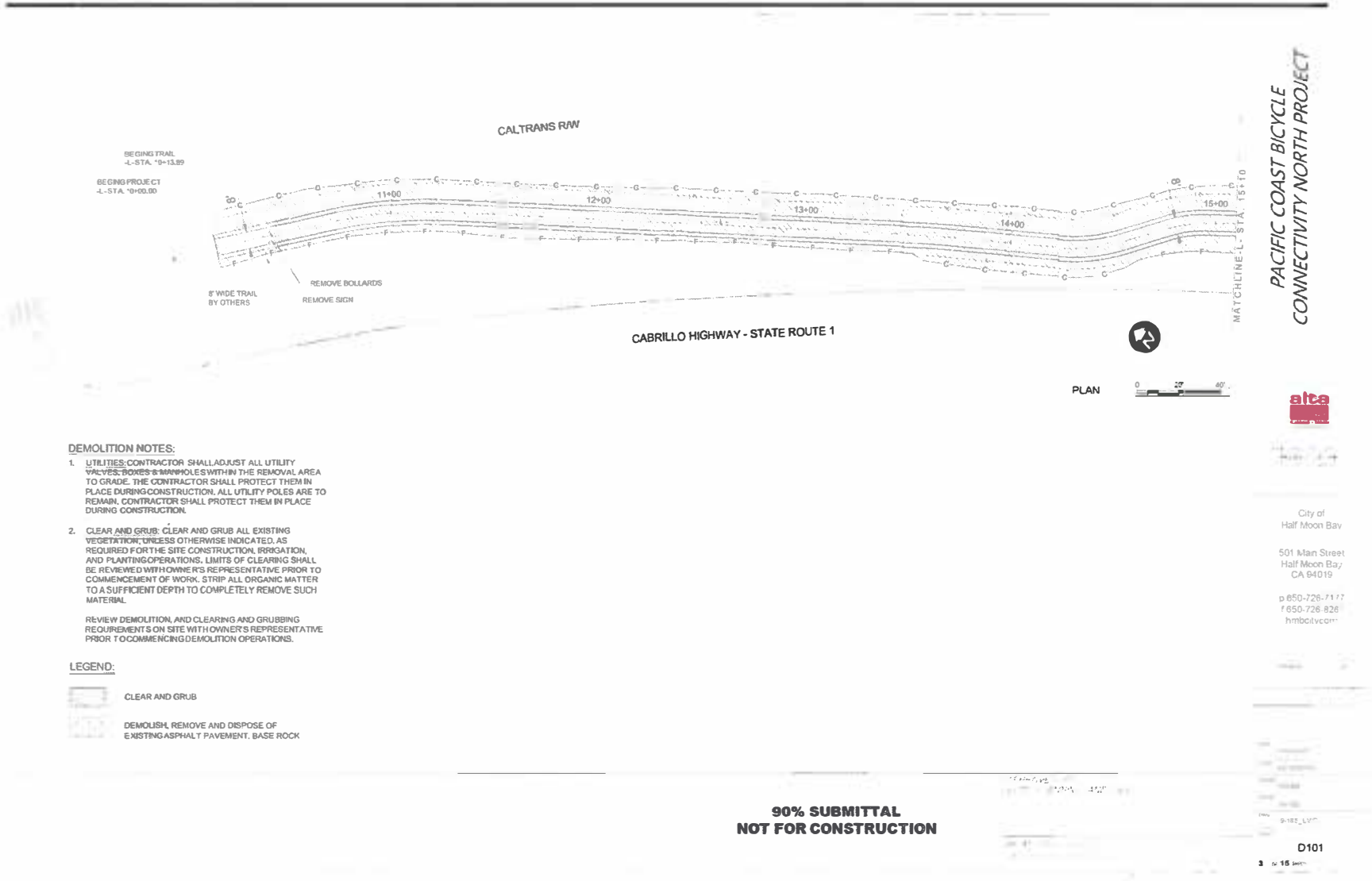


Figure 10. Proposed Project, 90% Plans, Sheet 1 of 3

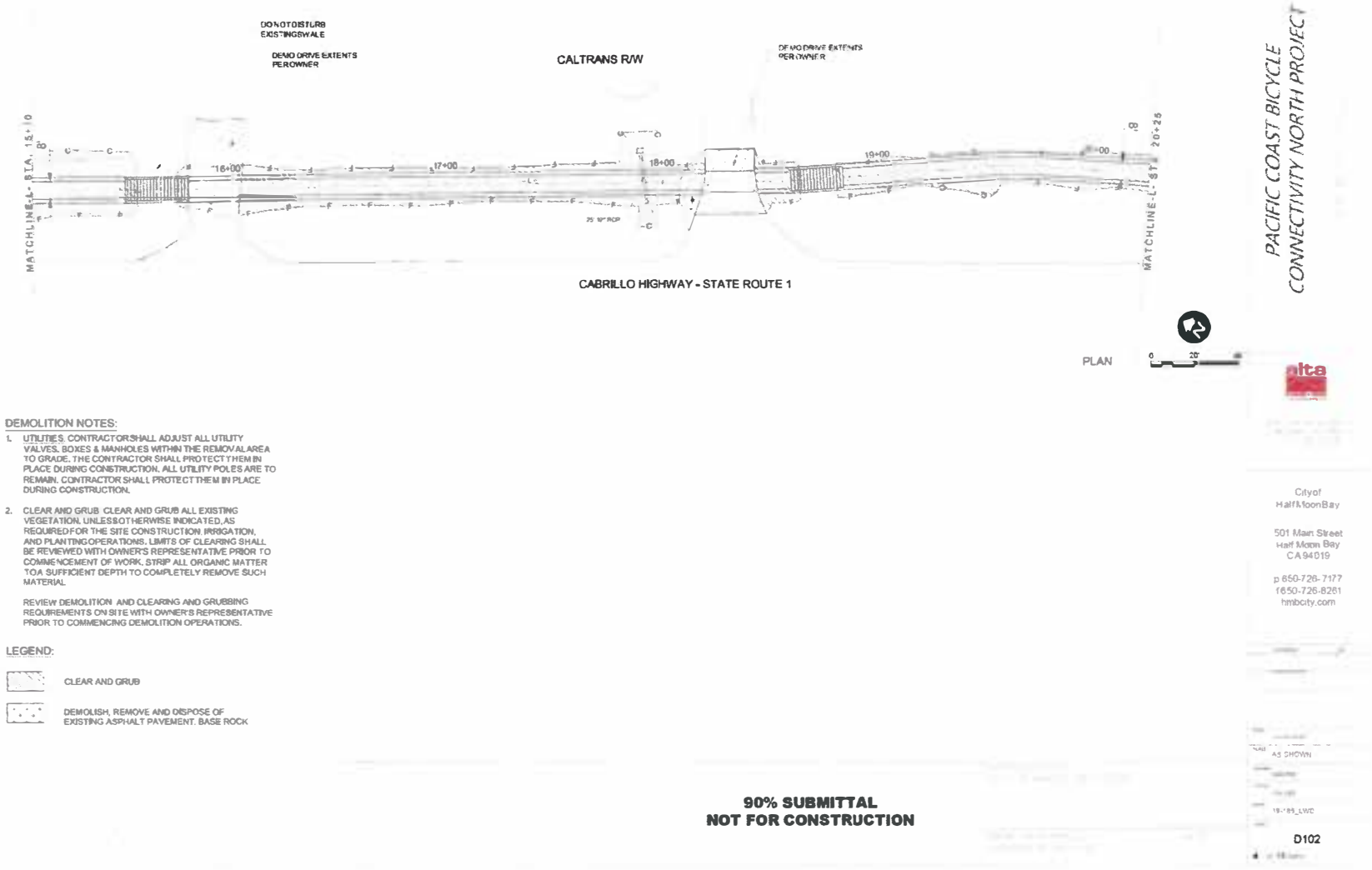


Figure 11. Proposed Project, 90% Plans, Sheet 2 of 3

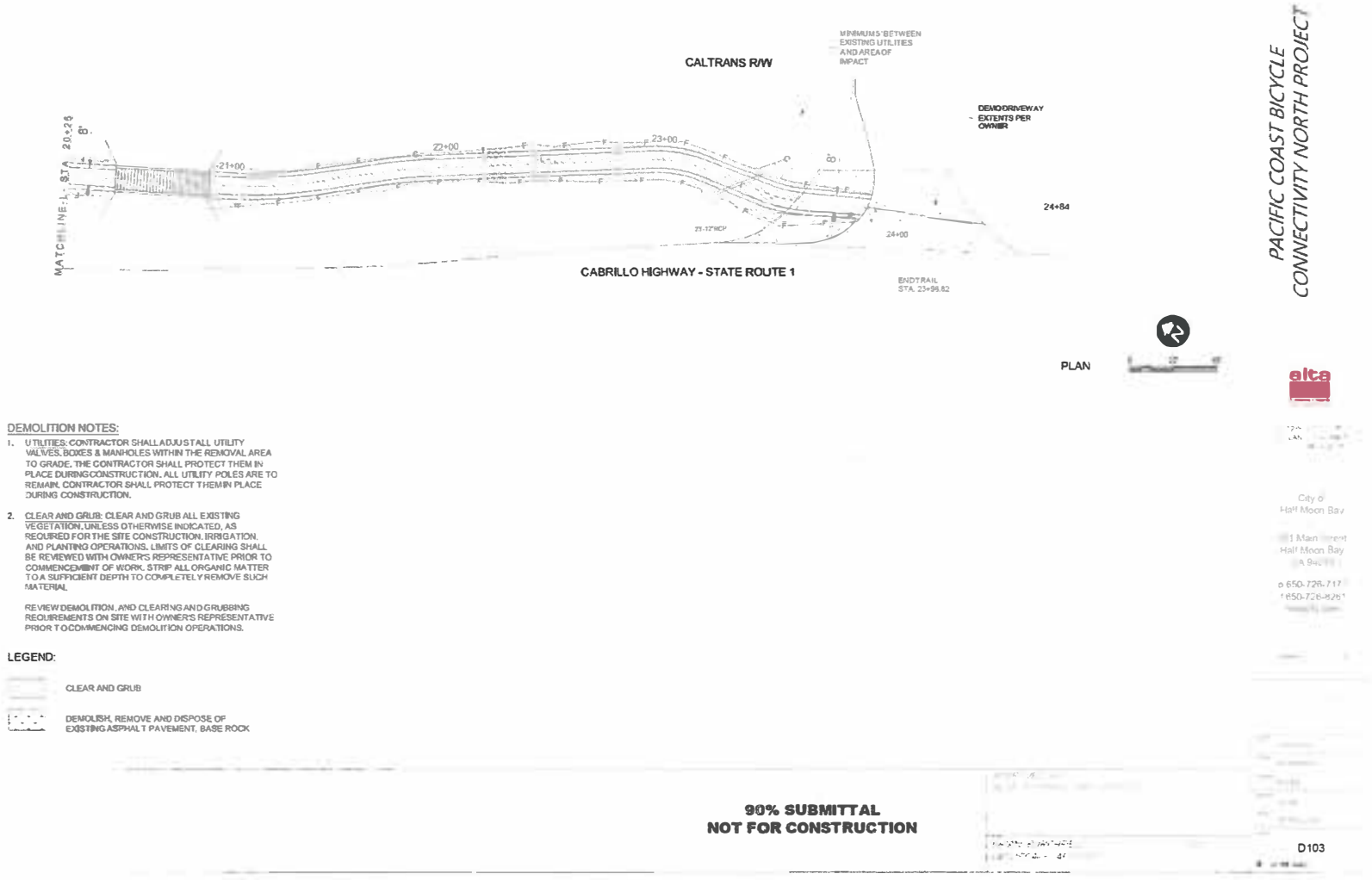


Figure 12. Proposed Project, 90% Plans, Sheet 3 of 3

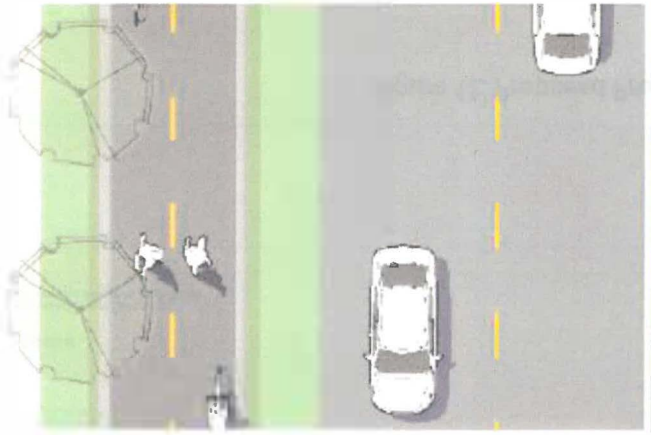
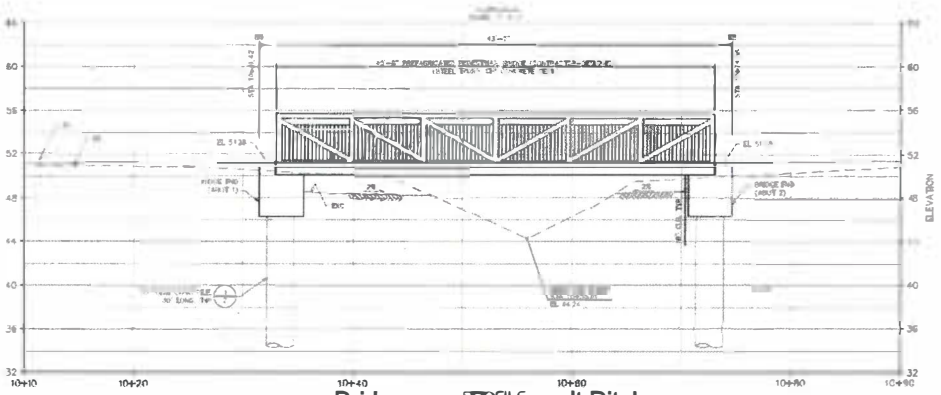
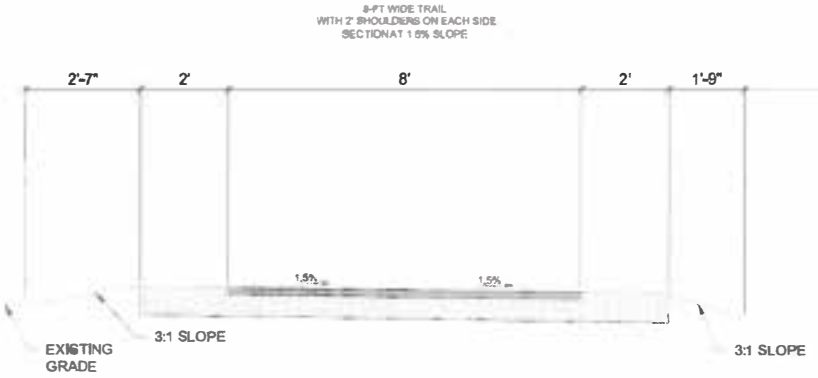


Figure 3-9: Rendering of Class I Shared-Use Path

Figure 3-10: The Coastal Trail is a Class I Shared-Use Path



Bridge over Roosevelt Ditch



Trail with 2-foot Shoulders

Figure 13. Renderings of Class 1 Shared Use Path and
(Source: Bicycle and Pedestrian Master Plan and Alta Planning + Design)

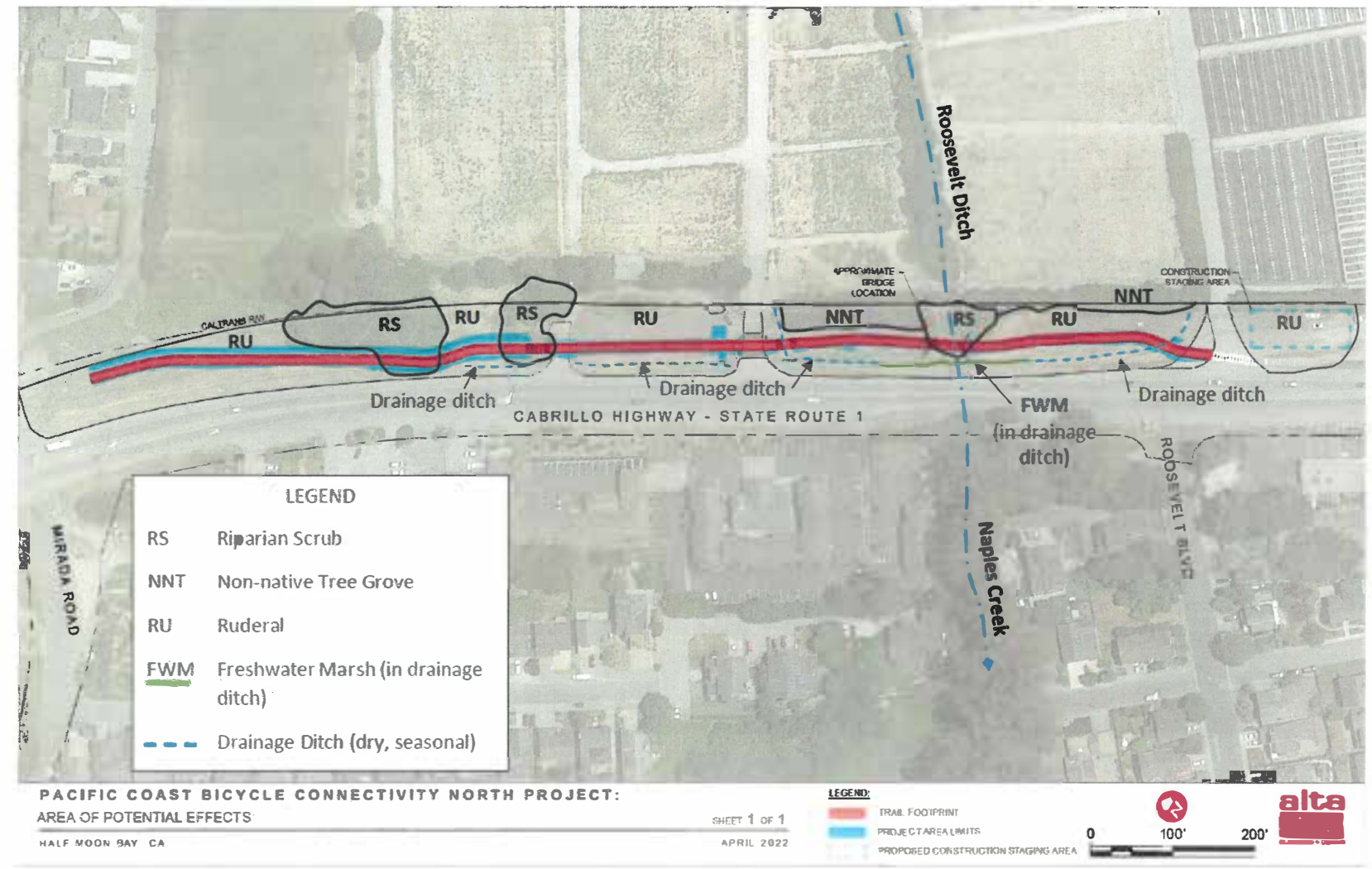


Figure 14. Existing Vegetation on Aerial Photo

Figure 15.Site Photos

Figure 15A. View of northern terminus of existing Naomi Patridge Trail, looking southerly.

Figure 15B. View of southernmost section of proposed trail extension route, looking northerly.

Figure 15C. Existing ruderal vegetation and riparian scrub vegetation along trail extension route, looking northerly.

Figure 15D. Ruderal vegetation within northern portion of trail extension route, looking southerly.

Figure 15E. Freshwater marsh in creek and drainage ditch at State Highway 1 culvert.

Figure 15F. Riparian scrub vegetation along portion of trail extension route.

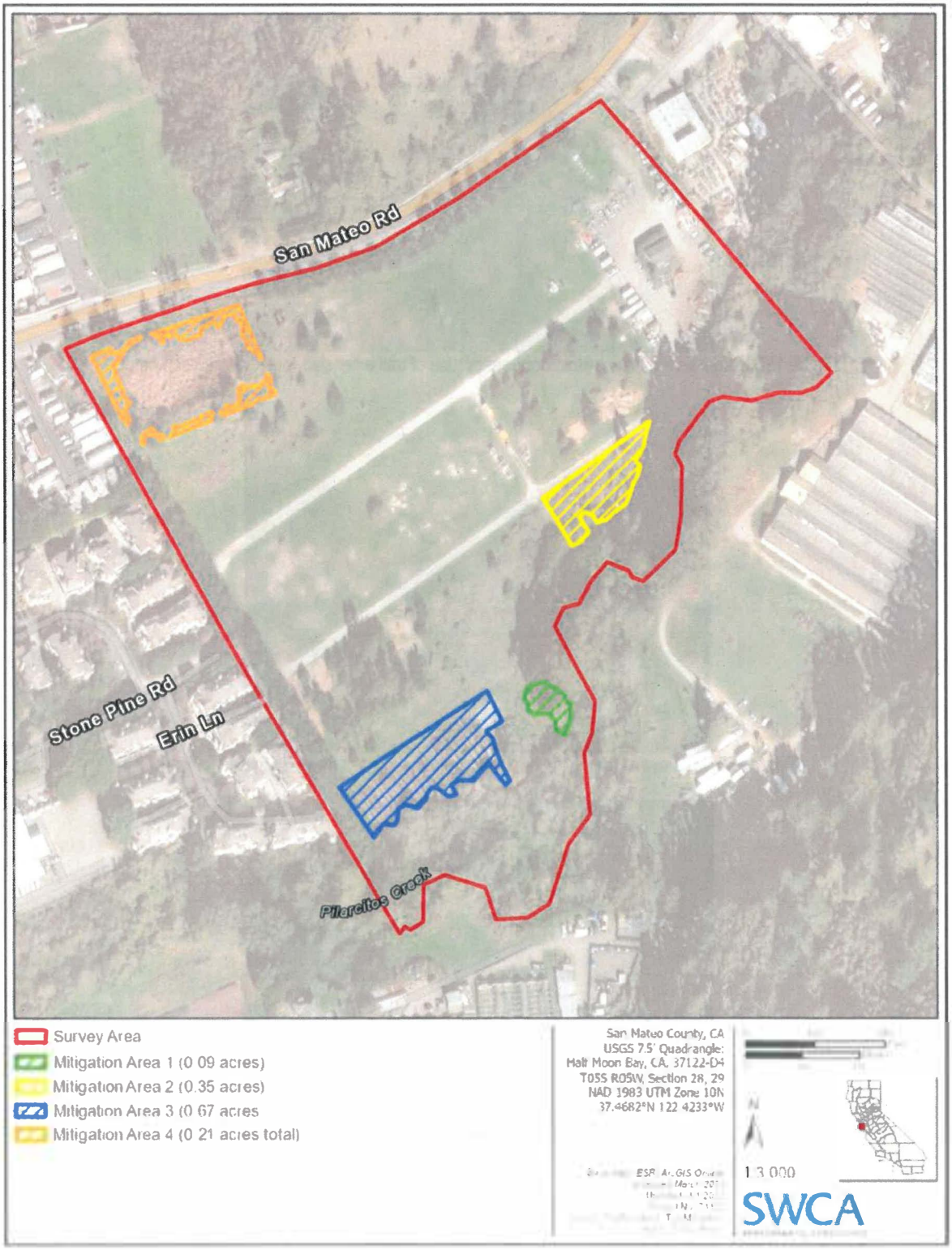


Figure 16. Location of Potential Riparian Mitigation Areas at City Corporation Yard

3.4 Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.

4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	■	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	■	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	■

Setting

Located eastward of State Highway 1 within the highway ROW, the approximately 0.3-mile long project area is visible from the State Highway, as well as businesses along the highway and some residences near Mirada Road.

State Highway 1 is the primary north-south route through the City. Views from this highway include agricultural uses and open space, mixed with residential neighborhoods and roadside businesses. The trail extension project will be visible from State Highway 1.

Some areas of the City qualify as scenic or visual resources. The 2020 Comprehensive Update of the Half Moon Bay Local Coastal Land Use Plan (LCLCLUP) identifies positive and negative visual attributes and conditions in the City. Visual resources include scenic corridors, broad ocean views, scenic coastal access routes, upland slopes, Heritage Downtown, the California Coastal Trail, and significant plant communities. The proposed project is located at the northernmost gateway where Highway 1 enters the City limits. There are scenic access routes westward along Roosevelt Boulevard and from Mirada Road. Although the proposed project is not located within a city-designated visual resource area, the area within 200 yards of Highway 1 is provided enhanced visual resource protection.

Section 9 of the LCLCLUP identifies Half Moon Bay's eastern hillsides as a major attribute of the City's visual setting, and identifies the need to protect quality views as seen from Highway 1. Policies in this section address the Highway 1 scenic corridor, the placement of utilities, the design of beachside parking facilities and recreational structures, design review for new development, development on upland slopes, and ocean view blockage. Relevant policies include the following:

9-1. Scenic and Visual Resource Areas. Identify and protect scenic and visual resource areas in Half Moon Bay, including but not limited to the scenic corridors, natural resource areas, and built environment resources as defined in this chapter and designated on Figure 9-1.

9-2. Scenic Resource Protection. New development shall be sited and designed to protect views to and along the ocean, to minimize the alteration of natural land form, to be visually compatible with the character of its setting, and, where feasible, to restore and enhance visual quality in visually degraded areas.

9-7. Alteration of Landforms. Require that all new development be sited and designed to minimize alteration of natural landforms through the following measures:

a. Conform to the natural topography of the site;
b. Minimize substantial grading or reconfiguration of the project site;
c. Prohibit flat building pads on slopes and requiring building pads on sloping sites to utilize split-level or stepped-pad designs;
d. Require that man-made contours mimic the natural contours of the site;
e. Ensure that graded slopes blend with the existing terrain of the site and surrounding area;
f. Minimize grading permitted outside of the building footprint;
g. Cluster structures to minimize site disturbance and development area;
h. Avoid landscaping that blocks public ocean views;
i. Minimize the height and length of cut and fill slopes;
j. Minimize the height and length of retaining walls; and
k. Allow the balancing of cut and fill operations on site only where the grading does not substantially alter the existing topography, where it blends with the surrounding area when viewed from public locations, and where it conforms to all applicable LCP policies for hazard avoidance and habitat protection. Export of cut material may be required to preserve natural topography.

9-18. Gateways Enhancement. For City right-of-way projects and public or private development near the eight gateways along Highway 92 and Highway 1 identified on Figure 9-1, require enhancements to improve community identity and provide wayfinding.

9-20. Significant Plant Communities. Preserve the scenic quality of significant plant communities including but not limited to Monterey cypress and Monterey pine stands or rows, riparian vegetation along stream corridors, and non-invasive mature roadside trees to the extent feasible. Preservation may be achieved through siting and design of new development, compliance with habitat buffers required pursuant to Chapter 6. Natural Resources, minimizing significant alteration and removal, vegetation maintenance and restoration, and replanting as mitigation for removed vegetation where approved.

The project area includes approximately 0.3 mile of asphalt trail, a prefabricated concrete-surfaced bridge to span the creek, and prefabricated concrete-surfaced boardwalks where the trail crosses riparian scrub. Project design minimizes disturbance of existing riparian scrub and other significant vegetation communities. The project does not include any lighting or vehicular parking spaces. No trees within the cypress row will be removed.

Bicycle and Pedestrian Master Plan Standard Procedures and Conditions of Approval
Lighting. All exterior lighting will be fully shielded so that no light source is visible from outside the project area, except as expressly approved in the project plans.

Discussion

a) Scenic Vistas. *Less than Significant.* The project would be designed, constructed, and maintained according to the Bicycle and Pedestrian Master Plan Design Guidelines and City General Plan and LCLCLUP policies. Conformance with all City standards and policies would ensure project improvements do not impact scenic vistas. The improvements will not be structures with significant height and mass and would be minimally visible from State Highway 1. The bridge over the creek would be visible; however, the open character of the structure would not substantially affect views of a scenic vista. The projects effect on the scenic vistas within the project area would be less than significant.

b) State Scenic Resources. *Less than Significant Impact.* Highway 1 within the City of Half Moon Bay is not a designated State Scenic Highway. However, the City's LCLUP policies require protecting Highway 1 and views from it. The project would affect some areas of riparian scrub and would require construction of a synthetic bridge, boardwalks, and an asphalt trail which would be visible from the highway; however, due to the low stature of the proposed improvements, the project effect on scenic resources would be less than significant. The project will not affect any significant rock outcroppings or historic features.

c) Conflict with Applicable Zoning. *Less than Significant.* The project is located within a partially urbanized area. The land to the east is undeveloped and is part of the Nurserymen's Exchange Planned Unit Development (PUD) district. No development is proposed at this time. The LUP anticipates that future development could include low density residential buildings, neighborhood serving commercial or public facilities, or agricultural uses. To the west, across Highway 1, the land is zoned Commercial-Visitor Serving. Existing uses include a hotel, restaurant and other businesses and associated parking areas. Most of the proposed improvements (surfacing of trail with asphalt, bridge and boardwalks) will potentially be visible from State Highway 1 and nearby businesses and some residences. The bridge and boardwalks would utilize naturally colored materials to blend with the natural surroundings. No fencing is proposed along the trail. The minimal improvements proposed would not conflict with LCLUP policies pertaining to the Highway 1 corridor, significantly alter scenic features of the City's northern gateway, or substantially alter significant plant communities (i.e., riparian woodland).

d) Light and Glare. *No Impact.* The proposed project does not include any lighting and would not produce glare. No impact would occur.

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	☐	☐	☐	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

Setting

The project area is situated east of State Highway 1 within the Caltrans Highway ROW. The California Department of Conservation San Mateo County Important Farmland Map identifies the project area as "Urban and Built-up Land". The City's Zoning Map (Figure 2) designates lands east of the project area as Planned Unit Development (PUD). The City's Land Use map (Figure 3) depicts lands east of the project as Single Family Residential. Currently these lands are used for agriculture. Grazing or agricultural uses do not occur within the project area (Caltrans ROW).

Discussion

a) Conversion of Agricultural Land. *No Impact.* The project site is not used for agriculture and is not identified as farmland. The project would involve construction of a recreational trail and would not convert the land from farmland to a non-agricultural use.

b) Conflict with Williamson Act. *No Impact.* The project area is entirely within the Caltrans ROW and is not subject to a Williamson Act contract. No conflicts or impacts to agricultural zoning or Williamson Act contracts would occur as a result of the proposed project.

c-d) Timber Production and Conversion of Forest Land. *No Impact.* The vegetation type within the project area is predominantly ruderal (weedy) with areas of riparian scrub. No impact to timber resources would occur. The project would not conflict with existing zoning or rezoning of forest land or timberland. The project will not result in the loss of forest land or conversion of forest land to a non-forest use.

e) Involve Changes that Could Lead to Conversion of Agricultural and Forest Lands. *No Impact.* The project is construction of a Class 1 pedestrian and bicycle trail. No farmland or forest land is present within the project area. The project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

III. AIR QUALITY

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR QUALITY. 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?	☐	☐	☐	■
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?	☐	☐	☐	■
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
e) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	■

Setting

The project area is situated within the boundaries of the City of Half Moon Bay, which is located within the western portion of the San Francisco Bay Area Air Basin. This Basin is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD) at the regional level, the California Air Resources Board (CARB) at the State level, and the United States Environmental Protection Agency

(EPA) Region IX at the federal level. The BAAQMD is responsible for air monitoring, permitting, enforcement, and long range-air quality within this Basin. EPA is responsible for establishing federal standards and emission limits for sources of air pollutant. CARB is responsible for coordinating the State and federal air pollution programs within California.

CARB has established State ambient air quality standards for criteria pollutants, including ozone, carbon monoxide (CO), nitrogen dioxide, sulfur dioxide, suspended particulate matter (PM_{10}). particulate matter –fine ($PM_{2.5}$), sulfites, lead, hydrogen sulfide, vinyl chloride, and visibility reducing particulates. California standards for ozone, carbon monoxide, sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter (PM_{10}), and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average then some measurements may be excluded, such as activities that would occur less than once per year on the average. Federal standards have also been established for these criteria pollutants. The San Francisco Bay Area annually exceeds the National Ambient Air quality standards for O_3 and $PM_{2.5}$, and also exceeds the California Ambient Air Quality Standard for O_3, PM_{10}, and $PM_{2.5}$.

The BAAQMD recently adopted the 2017 Clean Air Plan. The 2017 Clean Air Plan, Spare the Air, Cool the Climate (2017 Plan), focuses on two closely-related goals: protecting public health and protecting the climate. Consistent with the greenhouse gas (GHG) reduction targets adopted by the state of California, the plan lays the groundwork for a long-term effort to reduce Bay Area GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. To fulfill state ozone planning requirements, the 2017 control strategy includes all feasible measures to reduce emissions of ozone precursors, reactive organic gases (ROG) and nitrogen oxides (NOx), and reduce transport of ozone and its precursors to neighboring air basins. In addition, the Plan builds upon and enhances the Air District's efforts to reduce emissions of fine particulate matter and toxic air contaminants.

The BAAQMD monitors air pollutant levels continuously throughout the nine-county Bay Area Air Basin. The nearest air monitoring stations to Half Moon Bay are located in San Francisco (site 26) and Redwood City (site 21); however, air quality conditions measured at these two stations are likely not very similar to those in Half Moon Bay given the distance and dissimilar land uses. The measurements for ozone, CO, PM_{10}, and $PM_{2.5}$ have not exceeded State or national standards.

Discussion

a) Conflict with Clean Air Plan. *No Impact.* The Bay Area 2017 Clean Air Plan is the air quality plan that applies to the project site. The primary source of ozone is internal combustion engines and power plants. Therefore, the proposed project would contribute to regional ozone emissions in the form of emissions from construction vehicles and emissions from motor vehicles driven to and from the Pacific Coast trail system by trail users. The project would contribute to particulate matter emissions through construction vehicle emissions and disturbance of soil within the project site during the construction period. Construction activities within the project site may include grading and earthmoving, concrete work, and landscaping. These activities would incrementally increase ozone and particulate matter emissions during the construction period; the length of the construction period is expected to be nine months. According to the BAAQMD, temporary, construction period air quality impacts are considered less than significant if the project is below the screening threshold and if standard BAAQMD particulate control measures are implemented.

   The project area is approximately 1.2 acres; this is well below the pollution screening threshold for parks (screening threshold for construction is 67 acres). The City's Standard Procedures and Condition of Approval, as adopted in the Bicycle and Pedestrian Master Plan, will be implemented. The project meets all criteria outlined below, as there is no demolition,

simultaneous construction of two phases, grading is less than 10,000 CY, nor other features and will not have the potential to result in a significant air quality impact.

Standard Procedures and Condition of Approval, Fugitive Dust. To reduce potential fugitive dust that may be generated by project construction activities, the City of Half Moon Bay shall implement the following BAAQMD basic construction measures when ground disturbing activities have the potential to generate fugitive dust:

- All active construction areas will be watered twice daily or more often if necessary. Increased watering frequency will be required whenever wind speeds exceed 15 miles-per-hour.
- All active construction areas will be watered twice daily or more often if necessary. Increased watering frequency will be required whenever wind speeds exceed 15 miles-per-hour.
- Cover stockpiles of debris, soil, sand, and any other materials that can be windblown. Trucks transporting these materials will be covered.
- All visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day or as often as necessary to keep them free of dust and debris associated with site construction. The use of dry power sweeping is prohibited.
- Subsequent to clearing, grading, or excavating, exposed portions of the site will be watered, landscaped, treated with soil stabilizers, or covered as soon as possible. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas and previously graded areas inactive for 10 days or more.
- Installation of sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replanting of vegetation in disturbed areas as soon as possible after completion of construction.
- Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes. Clear signage will be provided for construction workers at all access points.
- All construction equipment will be maintained and properly tuned in accordance with manufacturer's specifications. All equipment will be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the City of Half Moon Bay regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD's phone number will also be visible to ensure compliance with applicable regulations.

Standard Procedures and Condition of Approval, Consistency with BAAQMD Climate Action Plan. The City shall screen all projects using the criteria listed below (BAAQMD Basic Construction Mitigation Measures) to determine whether the project has the potential to result in a significant air quality impact. A project not consistent with one or more of the construction-related screening criteria listed below shall have an air quality analysis prepared and shall be reviewed under CEQA:

- Demolition activities (if there are any) are consistent with BAAQMD Regulation 11, Rule 2: Asbestos, Demolition, Renovation, and Manufacturing. • Construction does not include simultaneous occurrence of more than two construction phases (e.g., grading, paving, and building construction would not occur simultaneously).
- Construction does not include simultaneous construction of more than one land use type (e.g., the project does not involve commercial and recreational land uses in the same project).
- Construction does not require extensive site preparation (maximum daily grading would not exceed 0.6 acres).

- Construction does not require extensive material transport and considerable haul truck activity (greater than 10,000 cubic yards).

b) Project and Cumulative Air Emissions. *No Impact.* The Project would result in temporary emissions during construction from use of construction equipment, truck traffic, and worker traffic. In the 2017 update to the CEQA Air Quality Guidelines, BAAQMD identifies screening criteria for the sizes of land use projects that could result in significant air pollutant emissions. For parks, the pollution screening size for construction is 67 acres; the threshold size for overall park activities is 2,613 acres. The proposed project, at 1.1 acres, is well below these thresholds. The project would require the temporary use of equipment for excavation, grading, construction, and transport of materials which would generate air emissions. The temporary short-term nature of the construction emissions would be less-than-significant and would not result in any criteria air pollutant emissions at a level that would violate any air quality standard or contribute substantially to any air quality violations. The temporary construction-related impacts would not result in a cumulatively considerable pollutant. The potential increase in motor vehicle trips from increased use of the coastal trail amenities would be minimal as the project does not increase available vehicular parking. Increased vehicular trips would not result in any criteria air pollutant emissions at a level that would violate any air quality standard or contribute substantially to any air quality violations.

c) Sensitive Receptors. *Less than Significant.* Under CEQA, residences, schools, daycare centers, and health care facilities, such as hospitals, or retirement and nursing homes, are considered sensitive receptors. Residences are located on the east side of State Highway 1, north of the project site. Residences are also located northwest of the project site, across State Highway 1. The closest schools are located approximately 1 mile north of the site (Wilkinson School and El Granada Elementary), and south of the site (Half Moon Bay High School). The closest public medical facility is Coastside Clinic, located approximately 2 miles south of the site.

The project involves trail construction and asphalt paving, which would not result in stationary emissions. The project does not alter the number of parking spaces or significantly change existing land use activities; therefore, the project will not result in a substantial increase in traffic-related pollutant concentrations that could affect sensitive receptors.

The proposed project would require minimal excavation and ground disturbance. Motorized equipment would be utilized for creation of the new trail and to transport materials. The dust and equipment exhaust emissions during construction would be minimal. The project is in meets BAAQMD screening criteria for parks; the project work area is 1.1 acres and the construction-related screening size for parks is 67 acres. With implementation of the **Standard Procedures and Condition of Approval, Consistency with BAAQMD Climate Action Plan**, site visitors and adjacent residences would not be exposed to substantial pollutant concentrations and the impact would be less-than-significant.

d) Odors. *No Impact.* The project would not result in the long-term generation of odors. Construction related emissions could result in short-term generation of typical odors associated with small scale road paving projects; however, only small mechanized equipment would be utilized for creating the new trail and to transport materials within the project area. The project would have no objectionable odor impacts.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Wildlife 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 Wildlife or U.S. Fish and Wildlife Service?	☐	■	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	■	☐
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?	☐	■	☐	☐
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?	☐	☐	☐	■

Setting

A Biological Report was prepared for the project. This report was completed in April 2020 and is on file with the City of Half Moon Bay. The project site supports four plant community types: central coast riparian scrub, coastal freshwater marsh, Monterey cypress tree groves, and ruderal (weedy) grassland. The ruderal grassland provides the most land cover within the study area. The riparian scrub is associated with the three drainages that cross the ROW. The Monterey cypress grove consists of an evenly spaced row of landscaping trees that occur along the eastern edge of the ROW. Roosevelt Creek had surface water during all site visits; however, all other ditches were dry when viewed between May and October 2019. Figure 14 depicts the distribution of these vegetation types.

The California Natural Diversity Database (CNDDB Rare Find, Commercial Version, 2020) and the California Native Plant Society's (CNPS) Rare Plant Inventory (CNPS, 2020) were searched for records of special status species within the project quadrangle and surrounding quadrangles. Mapped data on

vegetation types and special status species as maintained by the City of Half Moon Bay was also reviewed and utilized to document resources within the project area.

Central Coast Riparian Scrub. The riparian scrub consists of thickets of arroyo willow (*Salix lasiolepis)* that are associated with Roosevelt Creek and seasonal drainages. The willows provide a dense woody plant cover. The understory is mostly comprised of California blackberry (*Rubus ursinus)*, stinging nettle (*Urtica dioica)*, California aster (*Symphyotrichum chilense)*, and poison hemlock (*Conium maculatum)*. Other plant species include hedgenettle (*Stachys sp.)*, horseweed (*Erigeron canadensis)*, yarrow (*Achillea millefolium)*, bristly ox-tongue (*Helminthotheca echioides)*, coast tarweed (*Madia sativa)*, rabbitsfoot grass (*Polypogon monspeliensis)*, and Cape ivy (*Delairea odorata)*. The riparian habitat is one of the highest value habitats for wildlife species diversity and abundance in California. Factors which contribute to the high wildlife value include the presence of surface water, the variety of niches provided by the high structural complexity of the habitat, and the abundance of plant growth. Riparian habitat along the project site may be used by a diversity of wildlife species for food, water, escape cover, nesting, migration and dispersal corridors, and thermal cover. Common wildlife species that are expected to inhabit the riparian habitat include Sierran treefrog (*Pseudacris sierra*), bullfrog (*Rana catesbeiana*), western aquatic garter snake (*Thamnophis couchii*), Wilson's warbler (*Wilsonia pusilla*), Bewick's wren (*Thryomanes bewickii*), several swallow species, raccoon (*Procyon lotor*), and opossum (*Didelphis virginiana*).

Coastal Freshwater Marsh. Plant species typical to areas of high seasonal moisture grow within the bed of Roosevelt Creek and in portions of the two drainage ditches, as depicted on Figure 10. Water parsley (*Oenanthe sarmentosa)* grows with bog rush (*Juncus effusus)*, nutgrass (*Cyperus sp.)*, California aster, and water knotweed (*Persicaria punctata)*. These plants are wetland indicator species. Other species growing in these areas include canary grass (*Phalaris sp.)*, stinging nettle, common monkeyflower (*Erythranthe guttata)*, kikuyu grass (*Pennisetum clandestinum)*, white goosefoot (*Chenopodium album)*, and bristly ox-tongue. The small drainage ditches join Roosevelt Creek just prior to it travelling under State Highway 1 in a concrete culvert. Roosevelt Creek and a short portion of two ditches displayed surface water during the 2019 site survey. The Ordinary High Water Mark (OHWM) on the perennial creek was observed at approximately 0.5-foot (6 inches) above the thalweg (lowest point of channel). The freshwater marsh habitat provides a drinking source for wildlife. Wildlife use of the marsh habitat is similar to that described for the riparian scrub.

Ruderal Grassland. The majority of the project area supports weedy ruderal vegetation that is typical of previously disturbed areas. The cover is comprised of herbaceous species, primarily non-native grasses and forbs. Species providing the most cover include wild oat (*Avena fatua)*, bull mallow (*Malva neglecta)*, wild radish (*Raphanus sativa)*, bristly ox-tongue, perennial ryegrass (*Festuca perennis)*, horseweed, willow lettuce (*Lactuca saligna)*, sow thistle (*Sonchus oleraceus)*, mayweed (*Anthemis sp.)*, Italian thistle (*Carduus pycnocephalus)*, bull thistle (*Cirsium vulgare)*, poison hemlock, common morning glory (*Convolvulus arvensis)*, Mediterranean clover (*Trifolium angustifolium)*, cat's ear (*Hypochaeris spp.)*, fennel (*Foeniculum vulgare)*, and cut-leaved plantain (*Plantago coronopus)*. Native plant species were limited, but include California poppy (*Eschscholzia californica)*, California aster, and coast tarweed. In general, herbaceous ruderal areas provide a foraging resource for a several wildlife species. The value of the ruderal habitat in the project area is moderated by the predominance of non-native plants. The grasses and forbs produce an abundance of seeds and attract numerous insects, providing food for granivorous and insectivorous wildlife. Sparrows, rabbits and rodents are commonly found in this habitat. Consequently, these areas can be foraging sites for raptors such as hawks and owls, and other predators including coyote, fox, skunk and snakes. Aerial foraging species that occur over these habitats include bats and swallows.

Monterey Cypress Tree Row. A row of planted Monterey cypress (*Hesperocyparis macrocarpa)* grows east of the State Highway 1 ROW; a portion of the tree row is located within the project study

area. The closely-planted trees provide a tight closed canopy and there is little understory vegetation. California blackberry was observed in some areas.

Sensitive Biological Resources

Federal Endangered Species Act (FESA). The U. S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NOAA) administer the FESA of 1973 and Title 16 (implementing regulations) of the U.S. Code of Regulations (CFT) 17.1 et seq. USFWS administers the FESA for wildlife and most aquatic species; NOAA Fisheries administers the FESA for anadromous fish and marine species. FESA designates and provides protection for threatened and endangered plants and animals and their critical habitat. Section 9 of FESA prohibits the "take" of federally listed wildlife species; however, the "incidental take" of federally listed species may be permitted during the course of an otherwise lawful activity through provisions included in Section 7 or Section 10 of the Act. Section 7 of the Act applies to projects where a federal agency is involved by issuing a permit, funding, or conducting the project. Under Section 7, the federal agency involved with the project consults with the USFWS, which authorizes limited incidental take of the affected species in the form of a Biological Opinion letter, with specific terms and conditions to avoid and minimize the effects on the species. One federally listed species, eth California red-legged frog, may occur in the project area.

California Endangered Species Act. Section 2080 of the California Fish and Game Code prohibits the "take" of species listed under the California Endangered Species Act (CESA) of 1984. Incidental take of state listed species may be authorized by Section 2081 of the Code, after consultation with the CDFW, and development of minimization and mitigation measures. No State-listed species are known or expected to occur in the project area.

Porter-Cologne Water Quality Control Act. Water quality in California is governed by the Porter-Cologne Water Quality Control Act and certification authority under Section 401 of the Clean Water Act, as administered by the Regional Water Quality Control Board (RWQCB). The Section 401 water quality certification program allows the State to ensure that activities requiring a Federal permit or license comply with State water quality standards. Water quality certification must be based on a finding that the proposed discharge will comply with water quality standards which are in the regional board's basin plans. The Porter-Cologne Act requires any person discharging waste or proposing to discharge waste in any region that could affect the quality of the waters of the state to file a report of waste discharge. The RWQCB issues a permit or waiver that includes implementing water quality control plans that take into account the beneficial uses to be protected. Waters of the State subject to RWQCB regulation extend to the top of bank (or edge of riparian vegetation is greater), as well as isolated water/wetland features and saline waters. Should there be no Section 404 nexus (i.e., isolated feature not subject to USACE jurisdiction); a report of waste discharge (ROWD) is filed with the RWQCB. The RWQCB interprets waste to include fill placed into water bodies. A portion of the proposed project (trail crossing over creek in riparian scrub and boardwalks in riparian scrub) are within RWQCB jurisdiction. A permit from this agency will be required (pending confirmation by this agency).

California Streambed Alteration Agreement. California Department of Fish and Wildlife (CDFW) is a trustee agency that has jurisdiction under Section 1600 et seq. of the CDFW Code. Under Sections 1600-1603 of the California Fish and Game Code, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream or lake which supports fish or wildlife. CDFW also regulates alterations to ponds and impoundments; CDFW jurisdictional limits typically extend to the top of bank or to the edge of riparian habitat if such habitat extends beyond top of bank (outer drip line), whichever is greater. Under California Fish and Game Codes 1600-1603, modifications to the bed or bank of such a feature are subject to review and permitting by CDFW.

CDFW also recognizes sensitive vegetation communities include: a) areas of special concern to resource agencies, b) areas protected under the California Environmental Quality Act (CEQA), c) areas designated

as sensitive natural communities by California Department of Fish and Wildlife (CDFW), d) areas outlined in Section 1600 of the California Fish and Game Code, e) areas regulated under Section 404 of the federal Clean Water Act (CWA), and f) areas protected under local regulations and policies. The CDFW tracks sensitive vegetation communities that are considered rare (CDFG 2010). Vegetation types are ranked between S1 and S5. For vegetation types with ranks of S1-S3, all associations within the type are considered to be highly imperiled. If a vegetation alliance is ranked as S4 or S5, these alliances are generally considered common enough to not be of concern; however, it does not mean that certain associations contained within them are not rare (CDFG, 2007 and 2010). A portion of the proposed project (trail in riparian scrub and over the creek and drainage ditches with a defined bed and bank) is located within CDFW's jurisdiction. A permit (Streambed Alteration Agreement) from this agency will be required (pending confirmation by this agency). The riparian scrub and freshwater marsh are ranked S3 (sensitive) (CDFW, 2018).

California Fish and Game Code for Wildlife. Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code list animals that are fully-protected species and may not be taken or possessed at any time. Permits or licenses to take any fully protected species are issued only for very limited types of activities such as research. Section 3503, 3503.5 and 3513 of the Code protect resident, migratory non-game, and birds-of-prey. No fully protected species are known from the project area.

California Oak Woodland Conservation Act. This Act formally recognizes the role of oak woodlands as wildlife habitat, erosion control, and sustaining water quality. The Act encourages voluntary, long-term private stewardship and conservation of oak woodland by landowners and promotes landowners to protect biologically functional oak woodlands. In a related action, effective January 2005, the State amended CEQA with the addition of Public Resources Code 21083.4. This Code requires that counties consider the significance of oak woodland conversions under CEQA and adopt an oak woodland management plan pursuant to the Oak Woodlands Conservation Act that contains measures to minimize impacts to oak woodlands along riparian zones, near wetlands and those that contain snags or other features used by wildlife. If significant impacts are determined under CEQA, mitigation alternatives may include conserving oaks through the use of conservation easements (2:1 ratio, conserved to impacted), restoration of former oak woodland area (2:1 ratio), contribution to the Oak Conservation Fund established under CDFG, or other mitigation measures developed by the Counties. If a planting program is implemented, replanting shall be at a 3:1 ratio (tree replacement) with requirements for planting maintenance and monitoring for seven years. The proposed project does not cause any significant impacts to oak woodlands as outlined in this Act. No oak trees will be removed by this project.

Native Plant Protection Act. The Legislature formally recognized the plight of rare and endangered plants in 1977 with the passage of the Native Plant Protection Act (NPPA). The NPPA directs the CDFW to carry out the Legislature's intent to "preserve, protect and enhance rare and endangered plants in this State." The NPPA gave the California Fish and Game Commission the power to designate native plants as endangered or rare, and to require permits for collecting, transporting, or selling such plants. No special status plant species are located in the project area.

Rivers and Harbors Act and Clean Water Act. The US Army Corps of Engineers (USACE) regulates activities within waters of the United States pursuant to congressional acts: Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act (1977, as amended). Section 10 of the Rivers and Harbors Act requires a permit for any work in, over, or under navigable waters of the United States. Navigable waters are defined as those waters subject to the ebb and flow of the tide to the Mean High Water mark (tidal areas) or below the Ordinary High Water mark (freshwater areas). In January 2020 the USACE finalized the Navigable Water Protection Rule, which established a new definition of Waters of the U.S. The Rule removed the requirement for a "significant nexus" to determine if potential tributaries have a significant effect of downstream navigable waters and clarified that

adjacent wetlands must have a direct hydrological surface connection to a traditional navigable waterway. In addition, the Rule excluded "ephemeral streams and other ephemeral features from being subject to the Clean Water Act. The Rule went into effect in March 2020. On August 30, 2021 the U. S. District Court for Arizona issued an order vacating the Navigable Waters Rule (Pascua Yaqui Tribe v. U. S. EPA). Consequently, the EPA halted implementation of the rule nationwide and reverted to the pre-2015 interpretation of Waters of the U.S. In June 2021, new rulemaking was initiated. In 2021 in a proposed rule, USACE interpreted the term ''waters of the United States'' to include: Traditional navigable waters, interstate waters, and the territorial seas, and their adjacent wetlands; most impoundments of ''waters of the United States''; tributaries to traditional navigable waters, interstate waters, the territorial seas, and impoundments that meet either the relatively permanent standard or the significant nexus standard; wetlands adjacent to impoundments and tributaries, that meet either the relatively permanent standard or the significant nexus standard; and ''other waters'' that meet either the relatively permanent standard or the significant nexus standard. On March 20, 2023, the final "Revised Definition of 'Waters of the United States'" rule (the "2023 Rule") became effective. Under current regulations, a portion of the proposed project area supports Waters of the U.S. Roosevelt Creek and the smaller drainage ditches that connect to Roosevelt Creek and support freshwater marsh vegetation are likely jurisdictional features. Some low-lying areas within the riparian scrub may also meet the definition of wetlands and may be under USACE jurisdiction. The proposed project will occur above the Ordinary High Water Mark (OHWM) of Roosevelt Creek (bridge will span the creek) and the trail will avoid affecting the drainage ditches that support freshwater marsh. The proposed raised boardwalk supports through riparian scrub areas may be placed within USACE's jurisdiction. A permit from USACE for the placement of trail supports in the riparian scrub may be required, pending confirmation by this agency.

California Coastal Act. The California Coastal Commission was established by voter initiative in 1972 (Proposition 20) and later made permanent by the Legislature through adoption of the California Coastal Act of 1976. In partnership with coastal cities and counties, the Coastal Commission plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government. The coastal zone varies in width from several hundred feet in highly urbanized areas up to five miles in certain rural areas, and offshore the coastal zone includes a three-mile-wide band of ocean. The proposed project is located within the coastal zone and is subject to provisions of the City of Half Moon Bay Local Coastal Program and subject to review by the Coastal Commission. The City is authorized by the Coastal Commission to process and issue Coastal Development Permits. However, a portion of the project (near Roosevelt Creek) is within the Coastal Commission appeals area and the City action could be appealed to the Coastal Commission. The project area supports Environmentally Sensitive Habitat (ESHA) in the form of drainage ditches and riparian scrub vegetation; however, most of the area supports non-native, ruderal vegetation.

City of Half Moon Bay LCLUP. The project area is located within the City of Half Moon Bay within the coastal zone. The project site includes a portion of Roosevelt Creek, a perennial creek, as well as coastal freshwater marsh in drainage ditches and riparian scrub areas. Per Coastal Act Section 30240, no development, except uses dependent on the resource (i.e., restoration, nature study, and low-intensity public access), is allowed within any ESHA, and such allowable development must be undertaken in a manner that protects against any significant disruption of its habitat values. This policy further requires that development adjacent to ESHA be sited and designed to prevent impacts that would significantly degrade ESHA and to be compatible with the continuance of the biological integrity of the habitat areas. Finally, development adjacent to parks and recreation areas must be sited and designed to prevent impacts.

Chapter 6 of the LCLUP defines environmentally sensitive habitat areas (ESHAs) as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. ESHAs can be categorized into three types: terrestrial, wetlands, and watercourses. Terrestrial ESHA may include the marine environment, sea cliffs, dunes, coastal terrace prairie, and non-aquatic habitat for special status and unique species, such as those described in the previous section; wetlands may include perennial and seasonal freshwater marsh; and watercourses may include perennial, intermittent, and ephemeral streams and channels with or without riparian vegetation. As wetlands and watercourses have significantly different biological functions and protections under the Coastal Act, the LCLUP treats these habitat types distinctly from terrestrial ESHA.

Figure 6-2 of the LCLUP identifies Roosevelt Creek as a riparian corridor, based on estimate of top of bank or extent of riparian vegetation, whichever is greater (potential ESHA). Figure 6-2 also depicts the general alignment of non-riparian watercourses (intermittent or ephemeral and man-made drainage ditches) in the project area as potential ESHA and/or potentially jurisdictional.

Riparian corridors are defined on the ground by an association of primarily native riparian plant and animal species within or adjacent to a watercourse. The boundary of a riparian corridor is defined by the limit of riparian vegetation or top of bank, or other confining topography, whichever is greater. The limit of riparian vegetation is determined by the drip line of canopy trees or the limit of riparian shrubs or herbaceous vegetation. This vegetation is generally interconnected by surface or subsurface flow within the watercourse. Within these boundaries, the intent of the LCLIP is to protect the ecosystem and any wildlife species it supports as whole, including the understory and emergent vegetation, the soil microbiology, and the water itself. Roosevelt Creek is identified in the LCLUP as an intermittent/ ephemeral watercourse.

Many non-riparian watercourses, including man-made drainage ditches, are found throughout the city. These features primarily capture and carry stormwater runoff and typically do not support sensitive habitat. Non-riparian watercourses may be considered ESHA where they are found to be rare or especially valuable for their role in an ecosystem, and may be potentially jurisdictional where there is a defined bed and bank or navigable waters. The unnamed drainage ditches in the project area are identified as non-riparian watercourses in the LCLUP.

The LCLUP includes many measures to protect riparian habitat in Chapter 6 (6-47 to 6-55) and defines a buffer of 50 feet outward from the limit of riparian vegetation along perennial streams (6-49). Half Moon Bay Municipal Code Chapter 18.38 identifies riparian and wetland areas as environmentally sensitive areas. City Code requires the preparation of a biological report for any development within 100 feet of any sensitive habitat. In addition, the project is located within the coastal zone. The project area is potentially subject to the one parameter jurisdictional wetland criterion under the Coastal Act. Both the riparian scrub and portions of the drainage ditches that support coastal freshwater marsh plant species meet the wetland criterion and are considered to meet the requirement of coastal review wetlands. The remainder of the drainage ditches occur in otherwise upland areas and do not support wetland features. According to City Municipal Code, impacts to sensitive habitat should be avoided. If development occurs within any sensitive habitat area the City requires projects mitigate significant environmental impacts.
The LCLUP policies applicable to the proposed project are:

6-47. Permitted Uses in Riparian Corridors. Permit only the following uses within riparian corridors:

a. Education and research activities;
b. Consumptive uses as provided for in the Fish and Game Code and Title 14 of the California Administrative Code;

c. Habitat restoration and fish and wildlife management activities; and
d. Necessary water supply projects.

Where no feasible alternative exists, permit the following uses:

e. Stream-dependent aquaculture, provided that any non-stream-dependent facilities are located outside of the corridor;
f. Flood, sedimentation, or erosion control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development;
g. Bridges providing an important public transportation or resource-dependent function where supports do not significantly impact the riparian corridor or its resources, such as free-span designs;
h. Pipelines and stormwater runoff facilities;
i. Repair, maintenance, or incidental improvement of roadways or road crossings that do not increase the capacity of the roadway;
j. Existing agricultural uses; and
k. New agricultural uses, including agricultural irrigation conveyance systems, provided no riparian vegetation is removed and no soil, nutrients, waste, or other material is allowed to enter stream channels.

6-48. Standards in Riparian Corridors. Require new development permitted in riparian corridors to adhere to the following standards:

a. Minimize removal of native vegetation;
b. Minimize land exposure during construction and use temporary vegetation or mulching to protect critical areas;
c. Minimize erosion, sedimentation, and runoff by appropriately grading and replanting modified areas with native species;
d. Use only native plant species when replanting, and monitor replanted species and replace as necessary to ensure establishment;
e. Provide sufficient passage upstream and downstream for native and anadromous fish as specified by the California Department of Fish and Wildlife and the National Marine Fisheries Service;
f. Minimize adverse effects of waste water discharges and entrainment;
g. Prevent depletion of groundwater supplies and substantial interference with surface and subsurface water flows;
h. Encourage wastewater reclamation;
i. Maintain natural vegetation buffer areas that protect riparian habitats;
j. Minimize alteration of natural streams;
k. Conform with Chapter 7. Environmental Hazards policies for minimizing risks and avoiding contribution to flood and erosion hazards;
l. Maintain hydrologic function and sediment transport function of drainages; and
m. Provide mitigation and long-term monitoring and reporting for any adverse impacts incurred upstream or downstream as a result of permitted development.

6-49. Riparian Corridor Buffers. Buffer zones shall be required for development proposed along both sides of riparian corridors to provide habitat protection and space for meander belts and vegetation growth. Riparian buffer zones shall apply as follows:

a. For all perennial watercourses (i.e. Pilarcitos Creek, Frenchmans Creek, Arroyo Leon, and Arroyo Cañada Verde west of Highway 1) and certain intermittent watercourses (i.e. Kehoe Watercourse and Wavecrest Arroyo): buffer zones shall extend a minimum of 50 feet from the outer limit of the riparian vegetation or 100 feet from the top of bank, whichever is greater.
b. For all other intermittent and ephemeral watercourses with riparian vegetation (e.g. Roosevelt Creek, the riparian corridor in the northwestern area of Ocean Colony, and Arroyo Cañada Verde

east of Highway 1): buffer zones shall extend a minimum of 35 feet from the outer limit of riparian vegetation or the top of bank, whichever is greater.

6-50. Riparian Corridor Buffer Adjustments. A larger riparian corridor buffer may be required based on site-specific evidence that a larger buffer is necessary to maintain and protect the biological integrity of the riparian habitat and functional capacity of the watercourse from the impacts of proposed development. A riparian buffer may be reduced below what is required by Policy 6-49 only where the following can be demonstrated through evidence provided by site-specific evaluation pursuant to Policy 6-8, and only as specified below:

a. Where the only building site is located entirely within the required buffer; no alterative development site, size, or design is feasible; and the proposed development is compatible with the continued viability of the riparian corridor the buffer may be reduced for all riparian corridors to no less than 20 feet from the outer limit of riparian vegetation or from top of bank, whichever is greater, provided that design alternatives that maximize the buffer width are utilized; or
b. Where the only building site is not located entirely within the required buffer; no alternative development site, size, or design is feasible to accommodate the development entirely outside of the required buffer; no new adverse impacts to the riparian corridor will occur; and the reduced buffer would provide equivalent protection of the biological integrity of the riparian corridor given the site-specific characteristics of the resource and of the type and intensity of disturbance, as conclusively demonstrated by a qualified biologist to the satisfaction of the City and all jurisdictional regulatory agencies:
    i. The buffer may be reduced to no less than 35 feet from the outer limit of riparian vegetation or 50 feet from the top of bank, whichever is greater, for development proposed adjacent to perennial and intermittent watercourses pursuant to Policy 6-49(a); or
    ii. The buffer may be reduced to no less than 25 feet from the outer limits of riparian vegetation or from the top of bank, whichever is greater, for development proposed adjacent to all other intermittent and ephemeral watercourses pursuant to Policy 6-49(b).

6-51. Permitted Uses within Riparian Corridor Buffer Zones. Permit only the following uses in riparian corridor buffer zones:

a. Uses permitted in riparian corridors pursuant to Policy 6-47;
b. Public scenic overlooks;
c. Existing agriculture, providing no existing riparian vegetation is removed and no soil is allowed to enter stream channels;
d. Infrastructure improvements that protect public safety and property and that also restore the hydrological function of the watercourse;
e. Temporary disruption (e.g. less than six months) for the construction, alteration, repair and maintenance of existing or newly permitted facilities or structures if there are no feasible alternatives and the disruption is repaired and restored to at least an equivalent condition; and
f. Native landscaping.

6-52. Standards in Riparian Corridor Buffer Zones. Require development permitted in riparian corridor buffer zones to adhere to the following standards:

a. Observe the standards required by Policy 6-48 for development permitted in riparian corridors where applicable;
b. Minimize the removal of vegetation;
c. Conform to natural topography to minimize erosion potential;
d. Prevent runoff and sedimentation from exceeding pre-development levels;
e. Replant where appropriate with native and non-invasive vegetation;
f. Prevent discharge of toxic substances, such as fertilizers and pesticides, into the riparian corridor;

g. Maintain or restore the hydrologic function of the watercourse; and
h. Anticipate space for potential meander belts and minimize development in these areas.

6-53. Non-Riparian Watercourse Buffers. Where a watercourse lacks riparian vegetation, the boundary of the watercourse is defined by the top of bank or similar confining topography. Proposed development along a non-riparian watercourse lacking riparian vegetation or other sensitive habitat value as determined by a site-specific study, including man-made drainage ditches (e.g. non-riparian portions of Pullman Watercourse) but excluding active agriculture irrigation ditches, shall provide a minimum 20-foot buffer from the top of bank to provide space for potential meander belts and natural erosion and flooding hazards. The buffer requirements in Policies 6-49 and 6-50 shall apply to proposed development along a watercourse where a site-specific study identifies riparian vegetation or other sensitive habitat value.

6-54. Permitted Uses in Non-Riparian Watercourses and Buffers. Permit only the uses allowed within riparian corridors in non-riparian watercourses. Permit only the following uses in non-riparian watercourse buffer zones:

a. Uses allowed within riparian corridor buffer zones pursuant to Policy 6-51;
b. Green infrastructure improvements; and
c. Site access if no feasible alternative exists.

6-55. Standards in Non-Riparian Watercourses. Permitted development in non-riparian watercourses and non-riparian watercourse buffer zones shall adhere to the performance standards required for permitted uses in riparian corridors and riparian corridor buffer zones, respectively.

Special Status Plant Species

Plant species of concern include those listed by either the Federal or State resource agencies and species identified as rare (on List 1B) by CNPS. Special status species searched for within the project area are listed in Appendix A, Table 1, based on species recorded for the region by CNDDB and CNPS. The biological evaluation did not include a spring/summer season survey for special status plant species; however, due to the disturbed site conditions, the potential for special status plant species is considered low. No special status plant species have been recorded from the project site or nearby vicinity.

Special Status Wildlife Species

Special status wildlife species include those listed, proposed or candidate species by the Federal or the State resource agencies as well as those identified as State species of special concern. In addition, California Fish and Game Code prohibits take of birds in California, including incidental take. Until recently, migratory bird nests were also protected by the Federal Migratory Bird Treaty Act; however, in December 2017 the Department of the Interior issued a memorandum that prohibitions of take of migratory birds applies only to actions that have as their purpose the taking or killing of migratory birds, their nests, or their eggs. The memorandum has gone through NEPA review and on January 7, 2021, the final regulation defining the scope of the Migratory Bird Treaty Act was published in the Federal Register. The rule went into effect on February 8, 2021. On October 4, 2021, the Department of the Interior published a final rule revoking the January 7, 2021 regulation that limited the scope of the MBTA.

Special status wildlife species were evaluated for their potential presence in the project area as described in Appendix A, Table 2. Of all the special status species reviewed, only two have the potential to occur at this work site: the California red-legged frog (CRLF) and San Francisco dusky-footed woodrat (SFDW). There is no breeding habitat for CRLF in the project area, but they are known from Frenchman's Creek, which is located less than a mile to the south of the project area, and this frog does disperse from winter breeding areas to summer foraging sites such as perennial creeks. The only place along the project work area that woodrat houses may occur is in the dense riparian scrub.

The project site does not contain suitable habitat for San Francisco garter snake due to the typical shallow water condition of Roosevelt Creek. This species is typically associated with creeks with deeper water conditions, such as along Frenchman's Creek and Pilarcitos Creek, there the species is known to occur. Likewise, the low flows in Roosevelt Creek do not provide suitable habitat for steelhead, and there are no records of this fish there. There also is no habitat for Monarch butterflies in the work area, and no habitat for special status bats. The City's Special Status Species ESHA Map have no records of any special status species from the project area.

Discussion

The following impact and mitigation discussion use measures approved in the *City of Half Moon Bay Bicycle and Pedestrian Master Plan Project, Initial Study / Mitigated Negative Declaration,* approved by the City Council in September 2019. The Pacific Coast Bicycle Connectivity North Project is considered an "off- street project", as per the City's Bicycle and Pedestrian Master Plan. This biological assessment report was prepared as per the approved IS/MND which requires a biological report be prepared for any development with sensitive habitat or special-status plant species nearby. The biological report includes a map of sensitive natural communities, as well as measures to protect sensitive natural communities, as outlined below.

For the Pacific Coast Bicycle Connectivity North Project, the following special status species have potential to occur on site:

- California red-legged frog (CRLF)
- San Francisco dusky-footed woodrat (SFDW)
- Yellow Warbler (YW)
- Nesting Birds

The project area does not provide suitable habitat for roosting bats, Monarch butterfly, San Francisco garter snake, or special status plant species.

The project area supports the following sensitive/regulated habitats (ESHA):

- Central coast riparian scrub (arroyo willow thickets)
- Coastal freshwater marsh (within creek and non-riparian drainage ditches)
- Roosevelt Creek (perennial creek)

a) Special Status Reptiles, Amphibians, Birds, and Mammals. *Potentially Significant Unless Mitigation Incorporated.*

CRLF, SFDW, and YW could occur in the creek/riparian area. Due to the presence of riparian woodland the project would adhere to the Zoning Code 18.38.075 and LCP Policies 6-47 to 6-55 to ensure impacts to riparian associated species are minimized.

CRLF could be present in or move into the work area during construction activities near wetlands, watercourses and ditches, or other riparian areas. Direct impacts to CRLF could occur if individuals of these species travel or migrate into work areas and become trapped or crushed, or if harassment occurs resulting in altered behavioral patterns that impact survival. However, **Mitigation Measure BIO-1**, would be applied to this construction project within or adjacent to suitable CRLF habitat to reduce potentially significant impacts to this species. Construction activities could result in indirect impacts to CRLF if stormwater carries pollutants or sediment into the creek and associated riparian habitat, as well as into the wetlands and drainages ditches within the project area. However, **Mitigation Measure BIO-1,** would be applied to this project to reduce potentially significant impacts to this species.

San Francisco dusky-footed woodrat (SFDW) houses could be present within the riparian scrub. SFDW houses could be destroyed, and individuals could be injured or killed during construction if a woodrat house is present within the trail project work area. However, **Mitigation Measure BIO-1,** would be applied to this construction project to reduce potentially significant impacts to this species.

Impact BIO-1: Construction activities could result in direct or indirect impacts to CRLF and SFDW, two special-status animal species, that could occur in the trail extension work area.

Mitigation Measure BIO-1: Half Moon Bay Zoning Code 18.35.035 requires that a qualified biologist prepare a biological report prior to any project within 100 feet of any sensitive habitat area, riparian corridor, bluffs, sea cliffs, or wetlands. As a result, this biological report has been prepared for the proposed project.

To supplement the requirements of Zoning Code 18.35.035, **Mitigation Measure BIO-1** requires that the following measures be implemented prior to and during construction when the biological report identifies that BP Master Plan projects are within or adjacent to suitable habitat for special-status animal species to avoid harming special-status wildlife species. For this project, measures pertaining to the California red- legged frog (CRLF) and San Francisco dusky-footed woodrat (SFDW) are applicable. The project biologist will have some discretion on determining if all the mitigation measures listed below are applicable to the project, based on field conditions, professional judgement, species presence/absence and other site features, and in coordination/approval by the City.

All Species and CRLF

a) Work Area Delineation. Prior to any construction activities, the work area and any staging areas shall be delineated with wildlife exclusion fencing and/or high-visibility orange construction fencing.

b) Worker Environmental Awareness Training. A qualified biologist shall conduct an employee education program prior to any construction. The education program shall consist of a brief presentation to explain biological resources concerns to contractors, their employees, and any other personnel involved in construction of the project. The program shall include, at a minimum, the following: a description of relevant special-status species, nesting birds, and bats along with their habitat needs as they pertain to the project area; a report of the occurrence of these species in the project vicinity, as applicable; an explanation of the status of these species and their protection under the federal and state regulations; a list of measures being taken to reduce potential impacts to natural resources during project construction and implementation; instructions to follow in the case of observing a special-status species on the work site, and a summary of the penalties for violating local, state, and/or federal law regarding special-status species. A fact sheet conveying this information shall be prepared for distribution to the above-mentioned people and anyone else who may enter the project area. Upon completion of training, employees shall sign a form stating that they attended the training and agree to all the conservation and protection measures.

c) Flagging Sensitive Vegetation. Prior to initiation of any construction activities within the vicinity of sensitive habitat, a qualified biologist shall clearly delineate the sensitive habitat areas.

d) Pre-construction Survey for Special-Status Species. A qualified biologist shall conduct a pre-construction survey within the construction area for the presence of CRLF and SFDW (within a 50- foot buffer from the project area boundary, if possible). The survey will be conducted prior to the initial onset of construction activities. If any of these, or other special-

status, species are found, work will not commence until the appropriate state and/or federal resource agencies are contacted and avoidance and mitigation measures are in place.

e) Construction Site Sanitation. Food items may attract wildlife into the construction site, which will expose them to construction-related hazards. The construction site shall be maintained in a clean condition. All trash (e.g., food scraps, cans, bottles, containers, wrappers, and other discarded items) will be placed in closed containers and properly disposed of.

f) Species Discovery. If an animal is found at the work site and is believed to be a protected species, work shall be halted, and a qualified biologist shall be contacted for guidance. Care must be taken not to harm or harass the species. No wildlife species shall be handled and/or removed from the construction area by anyone except agency-approved biologists.

g) Wildlife Exclusion Fence. In areas where suitable habitat is present for CRLF (e.g., creeks, wetlands, watercourses and ditches), prior to any ground disturbance in the project area, an agency approved temporary wildlife exclusion barrier shall be installed along the limits of disturbance. An agency-approved biologist shall inspect the area prior to installation of the barrier. The barrier shall be designed to allow the CRLF to leave the impact area and prevent them from entering the impact area, and will remain in place until all development activities have been completed. This barrier shall be inspected daily and maintained and repaired as necessary to ensure that it is functional and is not a hazard to CRLF on the outer side of the barrier. The fence shall be a minimum of three feet in height, buried in the soil at least four inches, and the base backfilled to form a tight seal to discourage CRLF from crawling under and entering the work area. If the fence cannot be buried, the base shall be weighed down and sealed with gravel bags.

h) Silt Fencing. As work will disturb soil, silt fencing shall be installed between any waterbodies (e.g., creeks, watercourses and ditches, wetlands) and the trail work area. A silt barrier can be added to the wildlife exclusion fence instead to minimize the amount of fencing installed. During construction, the fence shall be checked every day for damage or breaks before construction activities commence. Any damage to the fence shall be repaired in a timely manner.

i) Daily Fence Inspections. While any wildlife exclusion fencing is present in the project area, a qualified biologist shall inspect the area inside of the exclusion fence for CRLF every day before construction activities commence. If CLRF are found, construction activities shall not be allowed to start until the USFWS and/or CDFW are consulted and have approved an appropriate course of action. Such action could include leaving the animal alone to move away on its own or the relocation of the animal to outside of the work area by an agency-approved biologist.

j) Wildlife Entrapment. The contractor shall avoid the use of monofilament netting, including its use in temporary and permanent erosion control materials. All holes greater than one-foot deep must be sealed overnight to prevent the entrapment of wildlife. Where holes or trenches cannot be sealed, escape ramps that are no greater than 30 percent slope shall be positioned such that entrapped wildlife will be able to escape. The escape ramps should be at least one-foot wide and covered/fitted with a material that provides traction.

k) Daily Species Inspections for Open Trenches or Holes. A qualified biologist and/or contractor trained by a qualified biologist shall inspect any open trenches or holes within the project areas with suitable habitat for CRLF every day before construction activities commence. If any CRLF are found, construction activities will not be allowed to start and the USFWS and CDFW are consulted on an appropriate course of action.

San Francisco Dusky-Footed Woodrat (SFDW)

If any SFDW houses are found in the project area, they shall be marked in the field with flagging and their location shall be recorded with a Global Positioning System unit. If a

SFDW house is identified within an area of disturbance, the City shall preserve the house and maintain an intact dispersal corridor between the house and undisturbed habitat. An adequate dispersal corridor is considered to be a minimum of 50 feet wide and have greater than 70 percent vegetative cover. If such a corridor is infeasible, the City shall avoid physical disturbance to the woodrat house. If the woodrat house cannot be avoided, CDFW shall be notified and information regarding the house location(s) and relocation plan shall be provided to the CDFW for review and approval. With approval from CDFW, a qualified biologist shall dismantle and relocate the house material. Prior to the beginning of construction, a qualified biologist shall deconstruct the house by hand. Materials from the house shall be dispersed into adjacent suitable habitat that is outside of the disturbance area. During the deconstruction process the biologist shall assess if there are juveniles in the house. If immobile juveniles are observed, the deconstruction process shall be discontinued until a time when the biologist believes the juveniles will be fully mobile. A 10-foot wide no-disturbance buffer will be established around the house until the juveniles are mobile. The house may be dismantled once the biologist has determined that adverse impacts on the juveniles would not occur. All disturbances to woodrat houses will be documented in a construction monitoring report and submitted to City.

Nesting Birds, including YW

Nesting birds are potentially present in the riparian (willow) scrub, ruderal area, or adjacent cypress tree rows of the project area. The YW has potential to be in the riparian (willow) scrub. If trail extension activities are started during the nesting bird season (generally February 1 to September 15), injury to individuals or nest abandonment could occur. In addition, noise and increased construction activity could temporarily disturb nesting or foraging activities, potentially resulting in the abandonment of nest sites. However, as part of the City's standard conditions, as adopted as part of the *City of Half Moon Bay Bicycle and Pedestrian Master Plan Project, Initial Study / Mitigated Negative Declaration,* approved by the City Council in September 2019, the City would conduct a survey for nesting birds no more than five days prior to construction in order to reduce potentially significant impacts to nesting birds, as listed below.

Standard Procedures and Conditions of Approval - Nesting Birds. Surveys for nesting birds as required by federal, state, and local regulations would be undertaken in areas where suitable habitat for such species is present to minimize potential adverse impacts to these species. When construction and construction-related activities (including but not limited to mobilization and staging, clearing, grubbing, tree removal, vegetation removal, fence installation, demolition, and grading) occur within the avian nesting season (from February 1 to September 15), all suitable habitat within the area of disturbance including staging and storage areas plus a 250-foot (passerines) and 1,000-foot (raptor nests) buffer around these areas shall be thoroughly surveyed, as feasible, for the presence of active nests by a qualified biologist no more than five days before commencement of any site disturbance activities and equipment mobilization. If project activities are delayed by more than five days, an additional nesting bird survey shall be performed prior to start of work. Active nesting is defined as a bird building a nest, sitting in a nest, a nest with eggs or chicks in it, or adults observed carrying food to the nest. The results of the surveys shall be documented and provided to the City. If pre-construction nesting bird surveys result in the location of active nests, no site disturbance and mobilization of heavy equipment (including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, fence installation, demolition, and grading), shall take place within 250 feet of non-raptor nests and 1,000 feet of raptor nests, or as determined by a qualified biologist in consultation with the CDFW, until the chicks have fledged. Monitoring will be required to ensure compliance with relevant

California Fish and Game Code requirements. Monitoring dates and findings shall be documented.

Effectiveness: These above measures would avoid significant impacts to special-status animal species.
Implementation: These measures shall be performed by a qualified biologist or overseen by a qualified biologist. The results of the preconstruction survey, documentation of the employee education (hand-out and sign-in sheet), and a record of the daily fence and species inspections shall be submitted to the City. The City and wildlife agencies, as appropriate, shall be notified immediately if a special-status species is discovered during construction.
Timing: Prior to and during construction activities.
Monitoring: A qualified biologist shall perform daily inspections of the work site during construction. A record of the daily inspections shall be submitted to the City.

b) Riparian Habitat or Other Sensitive Natural Community *Potentially Significant Unless Mitigation Incorporated.*

The Bicycle and Pedestrian Master Plan identifies creek setbacks.

Standard Procedures and Conditions of Approval – Creek Setbacks. Specific alignments for creekside trails including creek setbacks and on which side of the creek the trail should be located on, will require further study. Creekside trail alignments will provide adequate setbacks from riparian areas, wetlands, and other ESHA.

The LCLUP identifies creek buffers (setbacks). Roosevelt Creek is specified for a 35-foot buffer (Policy 6-49). The non-riparian watercourses in the project are qualify for a 20-foot buffer from the top-of-bank (Policy 6-53). Policy 6-51 allows for infrastructure improvements that protect public safety and property and that also restore the hydrological function of the watercourse, as well as allowing temporary disruption (e.g. less than six months) for the construction, alteration, repair and maintenance of existing or newly permitted facilities or structures if there are no feasible alternatives and the disruption is repaired and restored to at least an equivalent condition; and native landscaping. In addition, City staff confirm that "public trails" was inadvertently left off the list of permitted uses within riparian corridor in Policy 6-47. In certifying the LCLUP, the CCC acknowledged this as an unintentional omission and indicated support for inclusion in future revisions. The intent to include public trails as permitted uses in riparian corridors is supported by the fact that public trails are considered resource-dependent uses (Policy 5-29) and are permitted uses within terrestrial ESHA (Policy 6-16) and within wetlands (Policy 6-40). Similarly, bridges providing public transportation (which may include bridges connecting public trails) are a permitted use in riparian corridors where no feasible alternative exists; and public scenic overlooks are permitted uses within riparian corridor buffer zones (Policy 6-51) which implies the presence of public trails. Furthermore, the LCLUP includes numerous policies anticipating public trails in riparian corridors and their buffers zones such as Policy 5-27.

Although the proposed project is a bicycle pathway infrastructure project, with a construction window of 9 months, and all areas temporarily disturbed by construction will be revegetated for erosion control, the bridge and connecting trail will be within the 35-foot of Roosevelt Creek and the 20-foot creek buffer of the unnamed non-riparian watercourses. However, trails and bridges are permitted in these buffers. The trail has been designed to avoid riparian and other environmentally sensitive areas whenever possible. Areas that are temporarily disturbed will be restored. In some instances, such as the banks and areas adjacent to Roosevelt Creek will be

enhanced through replacement of non-native invasive plants with appropriate native species. Where unavoidable, portions of the trail will permanently displace approximately 2,100 square feet of riparian scrub vegetation (primarily willows). The City will replant 6,300 square feet offsite, along Pilarcitos Creek, on City property, using a 3:1 ratio to mitigate potential impacts.

See c), below for additional measures pertaining to impacts to riparian habitat/watercourses.

c) State or Federally Protected Wetlands. *Potentially Significant Unless Mitigation Incorporated.*

Sensitive vegetation communities and ESHA, including riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or designated by the USFWS and CDFW or the City's LCLUP and/or Zoning Code occur within the project area. These habitats include riparian scrub, coastal freshwater marsh (within non-riparian drainage ditches), and Roosevelt Creek. As a portion of the project area will occur within riparian scrub (e.g., spanning bridge over creek and boardwalks) the project is required to adhere to Zoning Code 8.38.075. LCLUP Policy 6-47 allows bridges providing an important public transportation or resource-dependent function to be within the riparian area, where supports do not significantly impact the riparian corridor or its resources, such as free-span designs.

Permits from the CDFW, USACE, and/or RWQCB may need to be obtained. Mitigation Measure BIO-4 from the *City of Half Moon Bay Bicycle and Pedestrian Master Plan Project, Initial Study / Mitigated Negative Declaration* would be applied to the project to reduce potentially significant impacts to sensitive natural communities. These measures are outlined below in **Mitigation Measure BIO-2.**

Trail layout has been designed to reduce and avoid impacts to these sensitive natural vegetation communities. The project avoids impacts to the coastal freshwater marsh (within drainage ditches) and the bed and bank of the perennial creek; however, alteration of the riparian scrub would occur. The placement of the spanning bridge over the perennial creek and raised boardwalks in low-lying riparian scrub will reduce impacts. Trail construction will permanently impact 2,100 square feet of riparian scrub. Construction will temporarily impact 5,600 square feet of riparian scrub.

In addition, the project could have potentially significant impacts to sensitive natural communities, where construction activities could indirectly cause the degradation of surface or ground water quality due to erosion and transport of fine sediments downstream of the construction area and unintentional release of contaminants into waters that are outside of the footprint of the project.

Impact BIO-2: The project could inadvertently lead to the loss of sensitive vegetation communities. Although the project has been designed to avoid sensitive vegetation communities (e.g., ESHA) through the use of a free-spanning bridge and raised boardwalks/puncheons, the project will result in loss of sensitive vegetation communities or the loss of habitat quality. The vegetation will be restored at an on-site and off-site area that would be available for the mitigation.

Mitigation Measure BIO-2: The Coastal Commission provides guidance on implementing compensatory mitigation. Recommended California Coastal Commission standards are 10:1 for native tree replacement, 4:1 for wetlands, and 3:1 for riparian habitats. Other regulatory agencies may establish other requirements including restoration (e.g., removing non- native

plants and planting native vegetation) in similar habitat adjacent to the project (i.e., area of disturbance).

Riparian scrub temporarily impacted by construction (5,600 square feet) will be mitigated on-site at a 1:1 ratio by applying an erosion control seed mix to the disturbed area and allowing trimmed willows to re-grow and re-colonize the disturbed areas. Riparian scrub permanently impacted by construction (2,100 square feet) will be mitigated at a 3:1 ratio off-site along Pilarcitos Creek, on an unused portion of 880 Stone Pine Road (City Corporation Yard property). Suitable locations for the mitigation have been identified in the Mitigation Opportunities Technical Memorandum (SWCA, March 6, 2023). Three locations adjacent to Pilarcitos Creek, provide cumulatively over 1 acre of degraded riparian areas that are suitable for and available for restoration. Additionally, approximately 0.2 acre is available, adjacent to the abandoned agricultural pond that has previously been identified as California red legged frog breeding habitat. It is estimated that the combined riparian scrub mitigation for this project and another City Project, Highway 1 Safety Improvements, will require a total of 0.32 acres. Consistent with LCLUP Policy 6-71, the City has retained an environmental restoration expert to prepare a Restoration and Monitoring Plan for both the on-site and off-site restoration of riparian scrub, for both projects. Policy 6-71 requires that the Restoration and Monitoring Plan be made available to the public for review for a period of at least 30 days prior to Plan implementation. In this case, it is anticipated that the Plan will be available for public review at an earlier date than required by the policy. It will be available prior to adoption of the IS/MND at the project permit hearing. The Restoration and Monitoring Plan will also be used to support outside agency permitting requirements. The Plan will describe the methods and practices to be employed, and include, at a minimum, the following:

- A clear statement of the goals of the restoration for all habitat types;
- Designation of a qualified biologist as the Restoration or Mitigation Manager responsible for all phases of the restoration;
- Identification of the parties responsible for the Plan implementation;
- A specific grading plan, if the topography must be altered;
- A specific erosion control plan, if soil or other substrate will be disturbed during restoration;
- • A plan to control invasive, non-native plant species for the 5-year maintenance period;
- A planting plan based on the natural habitat type;
- An irrigation plan that describes the method and timing of watering and ensures removal of watering infrastructure by the end of the monitoring period;
- A monitoring plan with performance goals/success criteria, assessment methods, and a schedule; and
- Feasible contingency measures if success criteria are not met within the established timeframe.

Effectiveness: This measure would avoid significant impacts on sensitive vegetation communities. **Implementation:** A Plan shall be prepared for impacts to the riparian scrub. The Plan shall be made available to the public for a review period of at least 30 days prior to the Plan implementation.
Timing: During and following construction.
Monitoring: Any restoration and monitoring work shall be documented and submitted to the City. Monitoring shall be continued until the success criteria identified in the Plan are met.

d) Resident or Migratory Wildlife Corridors and Native Wildlife Nursery Sites. *Less than Significant.*

The project will be constructed in an undeveloped area within the State Highway 1 ROW. The presence of State Highway 1 limits the areas use as a significant wildlife movement

corridor or wildlife nursery sites, except for the areas supporting riparian scrub and the bed and bank of the perennial creek. Implementation of the proposed project is not expected to substantially interfere with the movement of wildlife species. Trail implementation would have temporary construction impacts that may affect wildlife movement (e.g., through grading or noise), but are not expected to result in permanent barriers to wildlife movement; therefore, the project is not expected to significantly impact wildlife movement.

e) Conflict with Local Policies or Ordinances. *Less than Significant.*

As part of the design and planning process for the project, the City will comply with the policies of the LCLUP, Chapter 18.38 of the Zoning Code, and the Heritage Tree Ordinance. Implementation of the trail extension project will be designed, constructed and maintained in a manner consistent with all relevant City regulations. The City will review the project design to ensure its conformance with adopted City policy and regulations intended to prevent significant impact to sensitive biological resources. Therefore, the project would not conflict with local policies. In addition, the Standard Conditions and Mitigation Measures presented in the adopted *City of Half Moon Bay Bicycle and Pedestrian Master Plan Project Initial Study / Mitigated Negative Declaration* are consistent with the City's General Plan and LCLUP policies and ensure that special-status wildlife and vegetation, sensitive vegetation communities, and aquatic resources are protected. Other than willows within the riparian scrub, the project will not remove any other trees.

Standard Procedures and Conditions of Approval – Tree Protection. The following tree protection measures will be implemented during construction:

a) Pursuant to Municipal Code Section 7.40.040, any grading, excavation, demolition or construction activity performed within the drip line of a heritage tree (as defined in Municipal Code Section 7.40.020) shall require submittal of a tree protection plan for review and approval by the city manager, or his or her designee, prior to issuance of any permit for grading or construction. The tree protection plan shall be prepared by a certified arborist and shall address issues related to protective fencing and protective techniques to minimize impacts associated with grading, excavation, demolition and construction.
b) Prior to commencement of construction, construction fencing will be placed around the drip line of all trees proposed for preservation.
c) No grading or other construction will occur within the drip line of any tree proposed for preservation except in conformance with a Tree Protection Plan approved by the Community Development Director.
d) No vehicle, equipment or materials will be parked or stored within the drip line of any tree proposed for preservation.

Due to the specific layout of this project, item b) above, is revised to state that prior to commencement of construction, construction fencing will be placed at the limit of work. This will protect all trees proposed for preservation.

f) Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Plan. *No Impact.*

The project is not located within an area covered by an HCP or NCCP. The project would, therefore, have no impacts on an HCP or NCCP.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	■
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☐	■
c)) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

Setting

An archeological study was conducted by Holman & Associates for the project area (Holman & Associates, December 2020). This section is derived from that study. Holman & Associates conducted an archaeological records search for the project area at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS); the results are summarized below. Holman & Associates also contacted the Native American Heritage Commission (NAHC) to request a review of Sacred lands files for any evidence of cultural resources or traditional properties of potential concern to Native Americans within of adjacent to the project site. The report is on file with the City of Half Moon Bay.

In this coastal area, Native American archaeological resources frequently consist of shell middens. These have been recorded just above the beaches, on coastal terraces and valley terraces adjacent to watercourses such as Pilarcitos Creek and *Arroyo de en Medio*, or at the base of hills. Based on its geological setting, the project footprint is moderate to highly sensitive for Native American deposits. However, the records search found no cultural resources within or adjacent to the project site. No resources are listed on federal, state, or local inventories within of abutting the site. In addition, Caltrans conducted archaeological research of the area for a proposed SR-1 widening project and a separate guardrail and bridge project that necessitated a survey of the project site. These studies were negative for archaeological resources. In 2017, an archaeological survey was conducted for the County of San Mateo's trail that is projected to connect with the current Project at Mirada Road. No indications of any cultural resources were identified. A review of historic-era maps for the project footprint did not identify any potential for associated archaeological resources. Based on the number of times the project area has been previously surveyed and the findings of studies conducted within and adjacent to the project footprint, the project has a low potential for buried Native American resources or historic-era archaeological features.

LCLUP Policy 8-1 pertains to the protection of cultural resources. Figure 8-1 of the LCLUP, Archeological Sensitivity Areas, shows creek as sensitive, yet the study by Holman & Associates found no sensitive resources in the project area. Based on the historical records and the lack of development adjacent to the project site on historic-era maps, there is a low potential for historic-era archaeological resources within the Project Area.

Discussion

a) Historical Resources. *No Impact.* No historic sites or structures have been identified, based on prior background studies and investigations, within the project area. No impacts to historic resources will occur. Historic topographic maps show development around but not within the project area, so it is possible historic archaeological deposits or unmapped features could exist in or around it but that likelihood would be low.

b) Archaeological Resources. *No Impact.* No archaeological sites have been identified within the project area or in the nearby vicinity. No evidence of prehistoric archaeological resources was found in the project area by archival search or field survey. No areas very likely to contain perhaps obscured resources were identified. The project area had been at least partially surveyed previously with no resources found, and nearby surveys have found or recorded no resources either historic or prehistoric. In the event that buried, or previously unrecognized archaeological deposits or materials of any kind are inadvertently exposed during any construction activity including potholing or tree removal, the City's Standard Conditions of Approval / Avoidance Measures, as approved as part of the Bicycle and Pedestrian Master Plan (Initial Study/Mitigated Negative Declaration, September 2019) addressing Cultural Resources will be implemented.

Standard Procedures and Conditions of Approval -Discovery of Archaeological Resources. If subsurface historic or archaeological resources are uncovered during construction, all work will stop, the applicant will notify the Community Development Director and retain a qualified archaeologist to perform an archaeological reconnaissance and identify any mitigation measures required to protect archaeological

c) Human Remains. *Less than Significant.* No human remains or burial sites have been documented, or are expected to be found, in the project area; however, it is possible that evidence of such resources has been obscured by more recent natural or cultural factors such as drifting sand. In the event that human remains are encountered during any construction activity, the City's Standard Conditions of Approval / Avoidance Measures, as approved as part of the Bicycle and Pedestrian Master Plan (Initial Study/Mitigated Negative Declaration, September 2019) addressing Cultural Resources will be implemented.

Standard Procedures and Conditions of Approval -Discovery of Human Remains. Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California, in the event of the discovery of human remains during construction, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The County Coroner will be notified and will determine whether the remains are Native American. If the Coroner determines the remains are Native American and are not subject to his authority, he will notify the California Native American Heritage Commission who will attempt to identify descendants of the deceased Native American(s). If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the permittee shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

VI. ENERGY

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	■	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	■

Setting

Energy consumption is closely tied to the issues of air quality and greenhouse gas (GHG) emissions, as the burning of fossil fuels and natural gas for energy has a negative impact on both, and petroleum and natural gas currently supply most of the energy consumed in California.

Discussion

a) Wasteful, Inefficient, or Unnecessary Consumption of Energy. *Less than Significant.* The trail project proposes to improve the existing bicycle and pedestrian circulation network to provide alternative modes of transportation and to better connect currently disconnected portions of the City. The construction of these improvements would require the use of construction equipment and generate construction-related vehicle trips that would combust fuel, primarily diesel and gasoline. The use of this fuel energy is necessary to complete bicycle and pedestrian improvements and is not wasteful. In addition, the City has included BMPs in the *Bicycle and Pedestrian Master Plan* to reduce fuel use in small equipment, idling, and waste hauling activities. Furthermore, the energy used to construct the bicycle and pedestrian facilities would support non-vehicular travel within the City by providing a safe, efficient bicycle and pedestrian network. The project does not include exterior energy elements, internal lighting, HVAC, or other energy uses.

Standard Procedures and Conditions of Approval -Energy Efficiency Best Management Practices. To reduce construction equipment related fuel consumption and emissions of criteria air pollutants, toxic air contaminants, and GHGs, the City shall implement the following best management practices:

- Electric-powered and liquefied or compressed natural gas equipment shall be employed instead of diesel-powered equipment to the maximum extent feasible. Where possible, the electrical service shall be provided to construction work areas to avoid the need to power equipment with generators.
- The design shall be energy efficient and incorporate renewable energy design elements including, but not limited to:
- Exterior energy design elements;
- Internal lighting service and climatic control systems; and
- Building siting and landscape elements.

Note: The project does not include any of these features.

b) Conflict with Plans, *No Impact.* The trail project does not conflict with the City's *Bicycle and Pedestrian Master Plan* or other plans for renewable energy.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	■	☐
ii) Strong seismic ground shaking?	☐	☐	■	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	■
iv) Landslides?	☐	☐	☐	■
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or 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 waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	■
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	■

Setting

The City of Half Moon Bay lies near the northwestern terminus of the Santa Cruz Mountains, in the central portion of the Coast Range. This portion of the Coast Range is formed by a series of rugged, linear ridges and valleys following the pronounced northwest to southeast structural grain of central California geology. This portion of California has been dominated by tectonic forces associated with motion between the North American and Pacific plates, producing long, northwest-trending faults such as the San

Andreas and San Gregorio faults. Horizontal displacements have been measured in tens to hundreds of miles. Accompanying the northwest direction of the horizontal (strike-slip) movement of the plates have been episodes of uplift, deformation, erosion and subsequent re-deposition of sedimentary rocks. This ongoing tectonic activity is most evident in the formation of a stair-step series of uplifted marine terraces, as evidenced in Half Moon Bay where there are steep cliffs along the ocean edge and flat, inland marine terraces. Three major fault blocks occur in this area: the San Francisco Bay block east of the San Andreas fault; the Pilarcitos block between the San Andreas and Pilarcitos faults; and the La Honda block between the Pilarcitos and San Gregorio faults.

No active earthquake faults are mapped as passing through the project area. The closest known active faults to the project area are the San Andreas Fault and the San Gregorio Faults. The San Andreas Fault extends over 700 miles from the Gulf of California through the Coast Ranges to Point Arena. The fault zone is located approximately 5 miles inland (northeast) of the project site. The fault extends into the Pacific Ocean at Mussell Rock (north of Pacifica), which is located approximately 12 miles north of the project site. The San Gregorio Fault is located approximately 2 miles west of the project site, in the Pacific Ocean. This fault skirts the coastline of Santa Cruz County northward from Monterey Bay and trends onshore at Point Año Nuevo. Northward from Año Nuevo, it passes offshore again, touching onshore briefly at Seal Cove just north of Half Moon Bay, and eventually connects with the San Andreas fault near Bolinas. The Pilarcitos Fault is located approximately 3.9 miles northeast of the project site. The project area will be subjected to strong ground shaking in the event of a large magnitude earthquake centered on either of these faults.

Regional geologic mapping shows the project site being underlain by alluvial fan deposits (https://www.mindat.org/loc-227019.html). Liquefaction susceptibility in these deposits is generally moderate where groundwater is within 15 feet of the ground surface (CE&G, 2020). The soil survey identifies three soil types in the project area: Farallone coarse sandy loam, gently sloping (FcB), Farallone coarse sandy loam, over coarse sands, gently sloping, seeped (FsB), and Denison loam, gently sloping (DmB).

Discussion

a, i) Fault Rupture. *Less than Significant.* The project site is not located within an Alquist-Priolo Earthquake Fault Zone or seismic hazard zone as designated by the California Geographic Survey (Department of Conservation maps, dated 1982 and 2000). The project area could be subjected to strong seismic ground shaking due to the close proximity of active faults. The proposed project includes a bridge and boardwalk/puncheon structures; however, these structures would use current earthquake design standards and not substantially increase the exposure of the public to injury or death should a seismic event occur. The impact to people or structures from rupture of an earthquake fault would be less than significant.

a, ii) Seismic Shaking. *Less than Significant.* The project site could be subjected to strong seismic shaking. The proposed project includes construction of a synthetic bridge and boardwalks. The trail will increase public use of the area; however, it is not expected to substantially increase the exposure of the public to injury or death should a seismic event occur. The City will also implement construction inspections for site grading and other site features to address the effects of seismic activity, including recommendations from the project engineer and project geologist in the foundation report (CE&G, 2020). The project is also subject to a Standard Procedure and Condition of Approval as adopted in the Bicycle and Pedestrian Master Plan, Thus, the exposure to seismic shaking would be less than significant.

Standard Procedures and Conditions of Approval -Geology. CBC Compliance. All structures will be constructed in compliance with the standards of the current California Codes of

Regulations Title 24, including Building Code, Residential Code, Administrative Code, Mechanical Code, Plumbing Code, Electrical Code, Energy Code, Fire Code and Green Building Code to the satisfaction of the Building Official.

a, iii) Ground Failure and Liquefaction. *No Impact.* The proposed trail and site improvements are located within a relatively flat area. The alluvial deposits have a moderate potential of liquefaction (LCLIP, Figure 7-3); however, at the project site the potential is low due to the high fines content present in the sandy soils beneath the site (CE&G, 2020). No impact will occur.

a, iv) Landslides. *No Impact.* The project site is generally level. Landslides are not anticipated to affect the project site and the site is not identified as an area of landslide potential (LCLUP, Figure 7-3). No impact will occur.

b) Soil Erosion. *Less than Significant.* The project involves construction of a new bridge, synthetic boardwalk and a paved trail. The proposed erosion control and revegetation of barren areas would reduce erosion. New trail construction would involve minimal soil excavation and disturbance. The project would result in a less-than-significant impact to soil erosion and loss of top soil.

c) Unstable Conditions. *No Impact.* The project site is a flat area east of State Route 1. There are no unstable conditions, such as coastal bluffs or eroded hillsides.

d) Expansive Soils. *No Impact.* The site supports a high percentage of coarse-grained materials; therefore, expansive soils are not a potential geologic hazard. The proposed project does not include construction of a structure on expansive soils that would create substantial risks to life or property. No impact will occur.

e) Septic and Wastewater Disposal. *No Impact.* The proposed project does not include septic tanks or alternative wastewater disposal systems. No impact will occur.

f) Paleontological Resources. *No Impact.* No paleontological resources have been identified, or are expected to occur, within the project area or in the nearby vicinity.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	■
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	■

Setting

The proposed project would involve trail improvements and revegetation within an existing open space. The project would include trail construction for 0.3 mile, with other amenities, such as a bridge and synthetic boardwalks and revegetation. Existing driveways to adjacent properties would be retained. The project does not involve any new sources of stationary or mobile greenhouse gas emissions. Temporary construction activities include delivery of materials from supply sources to the project area and use of mechanized construction equipment.

Discussion

a) Greenhouse Gas Emissions. *No Impact.* The proposed project would not generate any new sources of stationary greenhouse gas emissions (GHG). The trail does not provide any vehicular parking and the trail connection is not expected to result in a significant increase in traffic-generated greenhouse emissions. Construction activities would result in minimal, temporary emissions during the construction period. The project, encompassing 2 acres, is well below the 2017 BAAQMD CEQA guidelines 600-acre pollution screening threshold for greenhouse gases. No impact will occur.

b) Applicable Plans. *No Impact.* The State of California passed the Global Warming Solutions Act of 2006 (AB 32), which requires reductions of GHG emissions generated within California. The Governor's Executive Order S-3-05 and AB 32 (Health & Safety Code, § 38501 et seq.) both seek to achieve 1990 emissions levels by the year 2020. Executive Order S-3-05 further requires that California's GHG emissions be 80 percent below 1990 levels by the year 2050. AB 32 defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrocarbons, perfluorocarbons and sulfur hexafluoride. The California Air Resources Board (CARB) is the lead agency for implementing AB 32. In accordance with provisions of AB 32, CARB completed a statewide Greenhouse Gas (GHG) Inventory that provides estimates of the amount of GHGs emitted to, and removed from, the atmosphere by human activities within California. In accordance with requirements of AB 32, CARB has prepared and updated a "Scoping Plan", which includes elements for reducing the state's greenhouse emissions to 1990 levels. The Scoping Plan identifies 18 emissions reduction measures that address cap-and-trade programs, vehicle gas standards, energy efficiency, low carbon fuel standards, renewable energy, regional transportation-related greenhouse gas targets, vehicle efficiency measures, goods movement, solar roofs program, industrial emissions, high speed rail, green building strategy, recycling, sustainable forests, water and air. The project, encompassing 2 acres, is well below the 600-acre pollution screening threshold for greenhouse gases, as identified in the 2017 BAAQMD CEQA Air Quality Guidelines. The project does not conflict with any plans, policies or regulations adopted for the purpose of reducing greenhouse gas emissions. No impact will occur.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 release of hazardous materials into the environment?	☐	☐	☐	■
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	■
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	■
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
g) 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?	☐	☐	☐	■

Setting

The project site is located within a natural area of the City of Half Moon Bay. The project area has no evidence of past development with the exception of periodic mowing maintenance by Caltrans ad maintenance of the ditches and culvert under State Highway 1. A search of the EnviroStor database, maintained by the California Department of Toxic Substances Control, and the GeoTracker database, maintained by the State Water Resources Control Board, found no hazardous sites within half a mile of the project site.

Discussion

a) Use of Hazardous Materials. *No Impact.* The proposed project does not include the routine transport, use, or disposal of hazardous materials. Project construction requires the use of certain hazardous materials such as fuels and oils; however, any refueling would be minimal and would occur at the construction staging areas. There will be no significant hazard to the public or environment through the use of these materials.

b) Release of Hazardous Materials. *No Impact.* Project construction would require the use of certain hazardous materials such as fuels and oils for construction equipment. Any fueling would be minimal and would occur at the designated construction staging area. No impact will occur. Additionally, the contractor will be required to implement BMPs to contain spills as discussed in the Hydrology and Water Quality section.

c) Hazardous Emissions. *No Impact.* The closest school to the project site is Wilkinson School and El Granada Elementary, which is located approximately one mile north of the project site. The project would not result in hazardous emissions or waste impacts on an existing or proposed school. No impact would occur.

d) Hazardous Materials Site. *No Impact.* The project site is not included on the California Department of Toxic Substance Control and State Water Resources Control Board list of hazardous materials sites (EnviroStor database). No evidence of hazardous materials occurs on site. The project will not create a significant hazard to the public; therefore, no impact will occur. The standard procedure and conditions of approval, as listed below, has been met and there are no impacts.

Standard Procedures and Conditions of Approval -Hazardous Materials. During the design phase of a project the City will conduct screening research to ensure the proposed project would not be located on or immediately adjacent to unremediated contaminated soils. The City of Half Moon Bay will conduct a search of the three relevant lists of hazardous materials sites, which include List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database, *List of Leaking Underground Storage Tank Sites by County and Fiscal Year from Water Board GeoTracker database,* and List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC, during the design phase of recommended projects in order to identify any active remediation sites. The design will consider the findings of this search. are listed on the Cortese List pursuant to Government Code Section 65962.5 by the Department of Toxic Substances Control (DTSC 2018). The City shall investigate whether the project would be located in areas of past agricultural use and perform soil sampling consistent with state and County regulations.

e) Location Near Public Airport. *No Impact.* The project site is not located within two miles of a public airport; therefore, no impact related to exposure to aviation safety will occur.

f) Emergency Response. *No Impact.* The project is located within an undeveloped strip of Caltrans ROW and the proposed trail will have no effect on or interfere with implementation of adopted emergency response or evacuation plans for the area. Project construction will be short-term and will not impact any emergency evacuation routes or plans. No impact will occur.

g) Wildland Fire Hazard. *No Impact.* The project is located along State Highway 1. Construction will not require the use of equipment which could potentially result in a source of ignition for a wildland fire. Equipment will have spark arrestors and/or other features to avoid unexpected ignition of a wildfire. Motorized equipment would not be operating in heavy brush or expansive

grasslands. The site is not mapped as a Fire Hazard Area (LCLUP, Figure 7-7). No impact will occur.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? I	☐	☐	■	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	■
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would?				
(i) result in substantial erosion or siltation on or off-site;	☐	☐	☐	■
(ii) s ubstantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	■
(iii) c reate or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	■
(iv) impede or redirect flood flows?	☐	☐	☐	■
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	■
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	■

Setting

The project area is located on a relatively flat plain east of State Highway 1. According to the USGS topographic map, there is one unnamed perennial watercourse, two seasonal drainages and two roadside ditches in the project area. The perennial watercourse is known locally as Roosevelt Creek or Naples Creek; water flows from lands east of the project site, under Highway 1 in a culvert, and enters the creek. Roosevelt Creek flows eventually reach the Pacific Ocean at Naples Beach, approximately 0.25 mile west of the project site. The project area also receives local, urban area runoff from the developed areas around the site, including runoff from State Highway 1. Runoff from nursery operation east of the site is directed into two roadside ditches and runoff from residential areas near Mirada Road drains into another roadside ditch.

The project area lies within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board. The Regional Water Board regulates wastewater discharge to surface waters and ground water, storm water discharges from construction, and several other practices that could degrade water quality. The Water Quality Control Plan (Basin Plan) is the Regional Board's master water quality control planning document which designates beneficial water uses and water quality objectives. The project site is located outside the 100-year flood zone, as designated by the Federal Emergency Management Agency (FEMA).

Discussion

a) Violation of Waste Discharge Requirements. *No Impact.* The proposed project involves bicycle trail improvements as well as erosion control and revegetation. The project requires minimal excavation and soil disturbance. Rehabilitation of areas temporarily disturbed by trail construction, including replacement of riparian scrub vegetation, would reduce future sedimentation. Staging areas for equipment and delivery/storage of construction materials would not be located adjacent to the drainages; the proposed staging area is located over 100 feet from Roosevelt Creek.

b) Groundwater. *No Impact.* No major aquifers or pre-existing wells exist within the project area. The project would not utilize any groundwater supplies or interfere with groundwater recharge. No impact would occur.

c) Drainage Patterns or Alteration of Creek. *Less than Significant.* The proposed project does not involve altering any streams or other water features. A bridge will span Roosevelt Creek and other low-elevation areas will have raised boardwalks to minimize impacting waterways or their associated riparian areas. Between Sta. 9+64 and Sta 15+53, trailside drainage swales will be constructed to ensure drainage through the site is not impeded and is allowed to reach an existing drainage ditch. The remainder of the trail will be on-grade and is not expected to substantially alter the drainage patterns in the project area.

   i. No substantial erosion of siltation will occur from the project. Trail improvements would require minimal excavation and soil disturbance during construction. The project would also involve erosion control and riparian scrub revegetation within areas temporarily disturbed by construction. The project area is 1.2 acres, which requires a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will include measures to avoid and minimize any erosion from construction. The project is also required to implement construction best management practices (BMPs) as outlined in the San Mateo County Water Pollution Prevention Program (Municipal Regional Permit issued by the State Water Resources Control Board (NPDES Resolution No. R2-2009-0074, NPDES Permit No. CAS612008). Examples of typical construction BMPs include but are not limited to storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters. BMPs are recognized as effective methods to prevent or minimize the potential releases of pollutants into drainages, surface water, or groundwater. Strict compliance with the BMPs, would reduce potential water quality impacts during construction activities to less than significant. Adherence to this plan will ensure no impact will occur.

   ii. The trail features will increase impervious surfaces in the area by approximately 11,608 square feet (0.27 acre). The increase in surface runoff would not impact the existing capacities of the project areas drainage swales or Roosevelt Creek that would result in flooding.

iii. The project will generate a small amount of runoff from the impervious trail and trail features. The project includes installation of an impermeable asphalt (trail width 8 feet) over approximately 1,575 linear feet (0.3 mile) of trail. This runoff will not c reate or contribute runoff water which would exceed the capacity of existing drainage swales or the Roosevelt Creek culvert that travels under State Highway 1. The project will not produce a substantial amount of polluted runoff due to the small footprint of the trail features and the non-motorized use of the facility.

iv. The trail features, including the fee-spanning bridge over Roosevelt Creek, will not impede or redirect flood flows.

Standard Procedures and Conditions of Approval. Erosion and Sediment Control Plan. An erosion and sediment control plan will be submitted that shows effective Best Management Practices (BMP) and erosion and sediment control measures for the project both during construction and full operation. Construction plans will also include the "construction best management practices" plan sheet.

Standard Procedures and Conditions of Approval. Hazardous Materials. Any materials deemed hazardous by the San Mateo County Department of Health that are uncovered or discovered during the course of work will be disposed in accordance with regulations of the San Mateo County of Health.

d) Seiche, Tsunami, or Mudflow. *No Impact.* The project area does not expose people or structures to a significant risk of loss, injury or death from a mudflow or seiche (a wave that oscillates in lakes, bays, or gulfs as a result of seismic or atmospheric disturbances). The project is not located in an area subject to tsunamis. Highway 1 is a designated tsunami evacuation route within San Mateo County. The proposed project will not affect the use of Highway 1, nor will it expose people to a risk of loss, injury or death involving a tsunami.

e) Conflict with water quality plan. The project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The project will not conflict with LCLUP Policy 6-78 which requires development to protect ESHA from any significant disruption of habitat values resulting from the discharge of stormwater or dry-weather runoff flows. Implementation of the SWPPP (c.i, above) will protect water quality of nearby ESHA areas. The project will also be consistent with LCLUP 3-44. Best Management Practices for Development, as the project will implement best management practices through the SMPPP.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	■
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	■

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

Setting

The proposed project is located within the City of Half Moon Bay, all of which is within the coastal zone. The project is located within Caltrans ROW. In 2019 the City adopted a *Bicycle and Pedestrian Master Plan* to guide the development of infrastructure improvements to enhance efficient and safe bicycling and walking transportation in the City. The Master Plan identifies priorities for bicycle and pedestrian improvements. The proposed project, which was referred to as the Naomi Patridge Trail Extension - North, was identified as a Class 1 bikeway in the master plan.

Discussion

a) Divide Established Community. *No Impact.* The project site is located within the Caltrans ROW, a de-facto open space. No impact to an established community would occur as a result of the project. The project would facilitate access between existing residence along the north edge of the City and the existing Naomi Patridge Trail.

b) Conflict with Local Plans. *No Impact.* The project includes a bicycle trail, including a bridge and synthetic boardwalks/puncheons, erosion control and revegetation. The project does not conflict with the City-adopted *Bicycle and Pedestrian Master Plan* that identifies the site as an area for the trail. The proposed project is also consistent with the City's LCLUP goal for a pedestrian trail. The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. No impact will occur.

Standard Procedures and Conditions of Approval. Adjacent Land Use. Measures such as fencing, signage, grade separation, and/or provision for temporary closure of trails when agricultural chemicals must be used on adjacent fields should be considered to minimize conflicts between trail users and adjacent land uses.

c) Conflict with Habitat Conservation Plan or Natural Community Conservation Plans. *No Impact.* There are presently no habitat conservation plans or natural community conservation plans for the project area. No impact will occur.

XI. MINERAL RESOURCES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	❐	❐	❐	■
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?	❐	❐	❐	■

Setting

The State Surface Mining and Reclamation Act requires the State Geologist to classify mineral areas in the state, and the State Mining and Geology Board to designate mineral deposits of regional or statewide significance. There are no known mineral resources at or near the project site. According to the City General Plan, no mineral resources are known from the project site.

Discussion

a) Loss of Known Mineral Resource. *No Impact.* The project would not result in the loss of availability of a known mineral resource. No impact will occur.

b) Loss of Locally Important Mineral Resource. *No Impact.* The project site has not been identified as a locally-important mineral resource recovery site in the City of Half Moon Bay General Plan. No impact will occur.

XIII. NOISE

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	■
b) Generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☐	■
c) For a project within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

Setting

The project area is located in a mostly natural area, yet it is located immediately adjacent to State Highway 1, a busy public roadway. Ambient noise levels within the project site are primarily affected by highway traffic. There are no airports or private airstrips within the vicinity of the project site.

Discussion

a) Exposure to Noise in Excess of Standards. *No Impact.* The project would not generate noise levels in excess of standards established in the local General Plan. No impact will occur.

Standard Procedures and Conditions of Approval. Construction Hours. Construction work will be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday; 8:00 a.m. to 6:00 p.m. Saturdays; and 10:00 a.m. to 6:00 p.m. Sundays and holidays, except as expressly authorized by the City Engineer in conformance with Section 14.40.020 of the Half Moon Bay Municipal Code

b) Exposure to or Generation of Vibration. *No Impact.* Construction of the project would not require the use of explosives, pile driving, or other equipment which would generate excessive ground borne vibration or ground borne noise levels. No impact will occur.

c) Aircraft Noise. *No Impact.* The project is not located within an area covered by an airport land use plan or within two miles of a public airport or public use airport. The project is not located within the vicinity of a private airstrip. No impact related to exposure to aircraft noise will occur.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	■
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

Setting

The project site is located within a natural area within the Highway 1 ROW. There is no housing within the project boundaries. The population of the city is approximately 12,973, based on 2018 data.

Discussion

a) Population Growth. *No Impact.* The project includes trail construction, erosion control and revegetation. The project does not include new homes, businesses, extension of roads, or other infrastructure. No growth inducing impacts would occur as a result of the project. No impact would occur.

b) Housing. *No Impact.* The project site is existing open space within the highway ROW. The project would not displace any population or housing. No impact will occur.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
PUBLIC SERVICES. Would the project:				
a) 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:				
Fire protection?	☐	☐	■	☐
Police protection?	☐	☐	■	☐
Schools?	☐	☐	☐	■
Parks?	☐	☐	■	☐
Other public facilities?	☐	☐	☐	■

Setting

The City provides emergency and law enforcement services within the project area. Fire protection and ocean rescue services are provided by the Coastside Fire Protection District located on Main Street. Police protection is provided by the San Mateo County Sherriff's Office, which maintains a local substation in a City owned building located at 537 Kelly Ave. Wilkinson School and El Granada Elementary (to north) and Half Moon Bay High School (to the south); all schools are located over 0.25 mile from the project area.

Discussion

a) Public Services. *Less than Significant.* The project includes trail construction, erosion control and revegetation. The project would not include a significant expansion of recreational facilities or any new uses; the trail project extends an existing trail in the south (Naomi Patridge Trail) by 0.3 mile and will eventually be linked the San Mateo County coastal trail, to the north. No significant impact to public services would occur; however, there may be a slight increase in park maintenance duties (garbage collection, maintenance of trail structures, vegetation management along trail, and revegetation) and an increase in police and/or fire department response to the area in case of an emergency.

The project does not impact existing schools or require additional schools or personnel. No impact would occur.

The project would improve the existing trail system within the City by extending the length of the existing Naomi Patridge Trail and ultimately connecting northward to the San Mateo County coastal trail. No adverse impacts to parks would occur as a result of the project. No impact would occur.

The project would not impact any other public facilities. No impact would occur.

XVI. RECREATION

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
RECREATION. Would the project:				
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?	☐	☐	☐	■
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?	☐	☐	■	☐

Setting

The City Recreation Services and Public Works Departments are responsible for maintenance of parks and grounds of all City properties, including structure repairs, lawn and tree maintenance, and amenities repair. The existing Naomi Patridge Trail is the closest park facility to the site. The southern portion of the proposed project will connect to this trail. The northern portion of the proposed project will connect to the San Mateo County Coastal Trail (under construction). These trails provide bicycle and pedestrian access along the Highway 1 corridor.

Within the City, the Naomi Patridge Trail is reached from the coastal trail and residential neighborhoods. There is no parking along the existing trail, nor is any parking proposed with the project. There are currently no restroom facilities or other visitor serving facilities within the project area. The trail is not designated as a coastal access route (LCLUP, Figure 5-1.). The project is identified in applicable LCLUP Policies 5-24, 5-27, and 5-30.

Policy 5-24. Bicycle and Pedestrian Master Plan. Periodically update and implement the Bicycle and Pedestrian Master Plan to identify needs and prioritize improvements to bicycle and pedestrian facilities and programs.

Policy 5-27. Complete Trail System. Complete the trail system within the Planning Area to allow safe and environmentally compatible access to parks, beaches, and recreational open space areas, integrating with the regional trail system and minimizing hazard risks and adverse impacts to environmentally sensitive habitat areas or their buffers. The complete trail system should include:

a. Continuous pedestrian and bicycle trails along the coastline;
b. Trails along Pilarcitos and Frenchmans Creeks in accordance with Policy 6-52. Standards in Riparian Corridor Buffer Zones, connecting neighborhoods to the beaches and coastline, parks, and foothills;
c. Completion of pedestrian and bicycle trails west of Highway 1, and the new Eastside Parallel Trail east of and adjacent to Highway 1 along its entire length; and
d. Connectivity between off-road trails and major on-road pedestrian and bicycle routes, including the Town Boulevard, such that future improvements in the trail system also contribute to linkages between important sites (such as beaches, schools, and commercial centers).

Policy 5-30. Minimize Potential Impacts of Trails. Multi-use trails, associated amenities, and passive recreational features shall be located to minimize impacts to sensitive habitats and other sensitive surrounding land uses, such as residences and agriculture.

Discussion

a) Increased Recreational Use and Deterioration of Facilities. *No Impact.* The project would designate approximately 0.3 mile of trail. Construction of the trail and its connection to existing trails may attract more visitors to walk and bicycle the path; however, this increase is not anticipated to be a substantial increase that would result in accelerated deterioration or a substantial increase the use of existing parks and recreational facilities.

b) Recreational Facility Impacts. *Less Than Significant.* The proposed project, may have an adverse impact on biological resources. The City's implementation of Mitigation Measures for Biological Resources would reduce the physical impacts of the trail to a less-than-significant level.

XVII. TRANSPORTATION

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporate	Less Than Significant Impact	No Impact
TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	☐	☐	☐	■
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	■	☐
c) Result in inadequate emergency access?	☐	☐	☐	■

Setting

The project area is accessed regionally via the existing Naomi Patridge Trail, which is parallel to State Highway 1. There is no roadway access proposed for the trail project. Nearby streets include Roosevelt Boulevard (west of State Highway 1) and Mirada Road (west and east of State Highway 1). The project has two driveway entrances to the property located east of the trail, currently known known as Rocket Farms.

San Mateo County Transit District (SamTrans) provides transit service to Half Moon Bay. Sam Trans Bus Route 17 travels along State Highway 1 with a stop available at Mirada Road, which is at the northern end of the project site. The route operates on weekdays and weekends at varying intervals.

Half Moon Bay's north-south bikeway primarily runs parallel to and along State Highway 1. The proposed project will complete the northern segment as a Class I facility, connecting to the existing Naomi Patridge Trail, which is also a Class 1 facility. State Highway 1 is a Class III bike route (a signed bike route); however, the route is part of the paved road and it is not exclusive for bicycles or pedestrians.

Discussion

a) Conflict with Plans. *No Impact.* The project is consistent with City plans and policies for bicycle/pedestrian trail access. The City's Bicycle and Pedestrian Master Plan identifies goals and policies that support the proposed project. The project is also consistent with LCLUP Policy 5-27. Complete Trail System, item c identifies the completion of pedestrian and bicycle trails west of Highway 1, and the new Eastside Parallel Trail east of and adjacent to Highway 1 along its entire length.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). *No Impact.* Guidelines section 15064.3 establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts, evaluating vehicle miles traveled (amount and distance of automobile traffic attributable to a project) as the most appropriate measure of transportation impacts. The guidelines consider no significant transportation impacts for (1) land use projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor, (2) land use projects that reduce VMT below existing conditions, and (3) transportation projects that reduce or have no impact on VMT. The proposed plan is trail construction. There will be no change to the existing on-street parking or other transportation infrastructure. Vehicular traffic will continue to utilize State Highway 1 for travel. The proposed project does not conflict with any applicable transportation/traffic plan, ordinance or policy.

The project does not propose a significant expansion of existing recreational facilities. The trail construction is 0.3 mile long. Other than the trail there are no additional visitor amenities and as the trail only provides an extension to an existing trail, the proposed project would not result in a substantial increase in VMT other than minimal traffic effects during construction. The additional VMT required for the construction crew and delivery of materials would not substantially increase congestion or lower standards of service during the temporary construction period. The proposed project would not result in a substantial increase in VMT. The project would not conflict with CEQA Guidelines Section 15064.3, subdivision (b).

Standard Procedures and Conditions of Approval. Construction Traffic Management Plan. For all construction projects affecting vehicle, bicycle, or pedestrian circulation patterns, the City will prepare a construction traffic management plan which will outline vehicle traffic control measures to ensure safety and vehicle flow during construction, and which ensures bicycle and pedestrian safety and provides for adequate access during construction.

c) Emergency Access. *No Impact.* The project would have no impact on emergency access. Emergency vehicles will continue to utilize State Highway 1 to access the site, there will be no impact on emergency services.

XVIII. TRIBAL CULTURAL RESOURCES

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

Discussion:

i-ii) Tribal Cultural Resources. *No Impact.* CEQA (Public Resources Code section 21974) defines a "tribal cultural resource" as either of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: a) Included or determined to be eligible for inclusion in the California Register of Historical Resources, b) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1.

Based on the evaluation of recorded archaeological sites within or in proximity to the project sites, no sites meet the definition of historical and archaeological resources. See the Cultural Resources section for further discussion of historical and archaeological resources. Initial Native American consultation was initiated by the project archaeologist by contacting the Native American Heritage Commission. They responded that there was a sacred site within the PAL and referred the project archaeologist (Holman & Associates) to The Ohlone Indian Tribe. The Commission also provided a contact list of local individuals/groups. Letters were sent to all those on the contact list including Andrew Galvan of The Ohlone Indian Tribe. No responses were received. The author contacted Mr. Galvan several times via email and phone. He requested direct consultation with the City, and the City's project manager name and contact information were sent to him. He was concerned that a field survey would not be completed for this project and also requested the information obtained from the CHRIS for the records search. A CHRIS access form was emailed to Mr. Galvan along with a request for any more additional information. None has been received (to date). The City has a standard condition for all grading permits that addresses actions to implement in the unlikely event that artifacts are discovered during construction.

Pursuant to the requirements of California State law (AB 52), on January 3, 2023, the City initiated consultation by sending a letter, via certified mail, to all potentially interested tribes listed on an updated contact list, provided by the Native American Heritage Commission. The letter advised the tribes of the project and requested that they contact the City directly with any concerns or to initiate tribal consultation. No responses have been received to date.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	■
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.?	☐	☐	☐	■
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	■
d) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	■
e) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	■
f) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	■

Setting

The proposed project involves trail constructions within the Caltrans ROW east of State Highway 1. There are presently no potable water or wastewater services within the project area. The project will provide trash receptacles. The receptacles will be serviced by the City.

Discussion

a) Relocation or Construction of New or Expanded Facilities. *No Impact.* The proposed project does not require construction of new water, wastewater treatment, or stormwater facilities or the

expansion of an existing facility. The trail would be asphalt and crowned to allow for sheet flow off of the trail surface. No culverts would be installed. No impact would occur.

b) Water Supply. *No Impact.* The proposed project will not result in the need for additional water services. Temporary irrigation of some revegetated areas may be required, depending on local conditions. Sufficient water supplies are available to serve the project now and in the reasonably foreseeable future.

c) Wastewater Provider. *No Impact.* The proposed project will not result in the need for wastewater treatment.

d-f) Solid Waste Disposal. *No Impact.* The proposed project would not result in a significant increase in wastewater and solid waste. No restroom facilities are proposed. The project would not generate additional demand for wastewater or solid waste services. No impact would occur.

XX. WILDFIRE

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

Setting

The project is not located in an area identified as a very high fire severity sone (LCLUP, Figure 7-7). The California Department of Forestry and Fire Protection (Cal Fire) maps areas of significant fire hazards in the state. These areas are identified based on weather, terrain, fuels, and other factors. According to Cal Fire, Very High Fire Severity Zones (VHFSZ) are located in the vegetated hills in the north of Half Moon Bay east of Nurserymen's Exchange and the Frenchmans Creek and Sea Haven neighborhoods, as well as the Carter Hill PD area and both sides of Highway 92 as it leaves the city. Cal Fire also designates land as either a State or Local Responsibility Area (SRA and LRA). The SRA is the area of the state where the State of California is financially responsible for the prevention and suppression of wildfires. SRA does not include lands within city boundaries, which are considered LRAs. The City of Half Moon Bay is an

LRA while the small areas of the Planning Area outside city limits are in the SRA (LCLUP, Fire Hazards).

Discussion

a) Impair Emergency Response or Evacuation. *No Impact.* The project is located along State Highway 1. The use and presence of the trail will not impair emergency responses or an emergency evacuation plan for wildfire.

b) Expose Project Occupants to Pollutant Concentrations from a Wildfire. *No Impact.* The project is located south and west of areas mapped as very high fire severity. As the prevailing winds are westward, trails users would not be exposed to pollutant concentrations from a wildfire.

c) Installation of Infrastructure. *No Impact.* The project does not have features that would exacerbate fire risk. The trail features (asphalt, concrete, synthetic materials) are not fire hazards. No fuel modifications are proposed within the ESHA.

d) Expose People to Risks. *No Impact.* The project will have a free-spanning bridge over Roosevelt Creek and free-spanning boardwalks over smaller drainage channels. These features will not pose significant risks to trail users if there is downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?	☐	☐	☐	■

Discussion

a) Degradation of Environment. *Less than Significant.* The proposed project was evaluated for the potential effects on the quality of the environment, fish and wildlife species, plant communities, and historic and prehistoric resources. As discussed under the Biological Resources section, the

project will have the potential to impact nesting birds and California red-legged frog, potentially significant impacts that can avoided/minimized with implementation of mitigation measures and project BMPs. However, the identified impacts will not substantially reduce habitat, will not cause a fish or wildlife population to drop below self-sustaining levels, will not threaten to eliminate a plant or animal community, and will not reduce or restrict the range of rare or endangered plant or animal species. The project will impact riparian vegetation yet potentially significant impacts that can avoided/minimized with implementation of mitigation measures and project BMPs.

b) Cumulative Impacts. *No Impact.* There are no other currently proposed projects within this area of the City. No cumulative impacts to resources are expected.

c) Adverse Impacts to Human Beings. *No Impact.* No significant environmental effects have been identified that would have direct or indirect adverse effects on human beings. No impact will occur.

4. REFERENCES AND PREPARERS

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4.2 List of Preparers

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APPENDIX A

Special Status Species Lists

Special Status Plant Species and Their Predicted Occurrence Within the Pacific Coast Bicycle Connectivity North Project Study Area, City of Half Moon Bay.

Common Name	Scientific Name	Status	General Habitat Description Growth	Present/ Absent	Rationale
San Mateo thornmint	*Acanthomintha duttonii*	CNPS List 1B.1	Serpentine chaparral and grassland Annual herb	A	Work area lacks suitable habitat.
Blasdale's bent grass	*Agrostis blasdalei*	CNPS List 1B.2	Grassland, scrub Perennial herb	A	Work area lacks suitable habitat.
Franciscan onion	*Allium peninsulare var. francisanum*	CNPS List 1B.2	Grassland, scrub Perennial bulb,herb	A	Work area lacks suitable habitat.
Bent-flowered fiddleneck	*Amsinckia lunaris*	CNPS List 1B.2	Grassland, scrub Annual herb	A	Work area lacks suitable habitat.
Santa Cruz manzanita	*Arctostaphylos andersonii*	CNPS List 1B.2	Broadleaf upland forest, chaparral, coniferous forests; open sites Perennial shrub	A	Not observed within site; Work area lacks suitable habitat.
Montara manzanita	*Arctostaphylos montaraensis*	CNPS List 1B.2	Broadleaf upland forest, chaparral, coniferous forests; open sites Perennial shrub	A	Not observed within site; Work area lacks suitable habitat.
Kings Mountain manzanita	*Arctostaphylos regismontana*	CNPS List 1B.2	Broadleaf upland forest, chaparral, coniferous forests; open sites Perennial shrub	A	Not observed within site; Work area lacks suitable habitat.
Coastal marsh milk-vetch	*Astragalus pycnostachyus var. pycnostachyus*	CNPS List 1B.2	Mesic coastal dunes, scrub, and marshes Perennial herb	A	Work area lacks suitable habitat.
Pappose tarplant	*Centromadia parryi ssp. parryi*	CNPS List 1B.2	Alkali prairie, meadows, and seeps, Annual herb	A	Work area has marginal habitat; not observed.
Point Reyes birds-beak	*Chloropyron maritimum ssp. palustre*	CNPS List 1B.2	Marshes and swamps Annual herb	A	Work has marginal habitat; not observed
San Francisco spineflower	*Chorizanthe cuspidata* var. *cuspidata*	CNPS List 1B.2	Sandy coastal dunes, bluff and scrub Annual herb	A	Site lacks suitable habitat.
Franciscan thistle	*Cirsium andrewsii*	CNPS List 1B.2	Serpentine seeps, moist grassland Perennial herb	A	Site lacks suitable habitat.

Special Status Plant Species and Their Predicted Occurrence Within the Pacific Coast Bicycle Connectivity North Project Study Area, City of Half Moon Bay.

Common Name	Scientific Name	Status	General Habitat Description Growth	Present/ Absent	Rationale
Crystal Springs fountain thistle	*Cirsium fontinale* var. *fontinale*	CNPS List 1B.1 FE CE	Serpentine seeps, moist grassland, woodland Perennial herb	A	Site lacks suitable habitat.
San Francisco collinsia	*Collinsia multicolor*	CNPS List 1B.2	Moist shady woodland Annual herb	A	Site lacks suitable microhabitat.
Western leatherwood	*Dirca occidentalis*	CNPS List 1B.2	Broadleaf upland forest, chaparral, open sites Perennial shrub	A	Not observed within site; Work area lacks suitable habitat.
San Mateo woolly sunflower	*Eriophyllum latilobum*	CNPS List 1B.1 FE CE	Serpentine woodland and scrub Perennial herb	A	Not observed within site; Work area lacks suitable habitat.
Minute pocket moss	*Fissidens pauperculus*	CNPS List 1B.2	Redwood forest on limestone outcrops moss	A	Site lacks suitable microhabitat; no suitable outcrops.
Hillsborough chocolate lily	*Fritillaria biflora var. ineziana*	CNPS List 1B.1	Serpentine woodland and grassland Perennial bulb	A	Site lacks suitable microhabitat
Marin checker lily	*Fritillaria lanceolata var. tristulis*	CNPS List 1B.2	Coastal bluff scrub, prairie, scrub Perennial bulb	A	Site lacks suitable microhabitat
Fragrant fritillary	*Fritillaria liliacea*	CNPS List 1B.2	Ultramafic talus in chaparral and foothill woodland Perennial bulb	A	Site lacks suitable microhabitat; no serpentine.
Short-leaved evax	*Hesperevax sparsiflora var. brevifolia*	CNPS List 1B.2	Coastal bluff scrub, dunes and coastal prairie Annual herb	A	Site lacks suitable habitat.
Marin western flax	*Hesperolinum congestum*	CNPS List 1B.1 FT CT	Serpentine chaparral and grassland Annual herb	A	Site lacks suitable microhabitat

Special Status Plant Species and Their Predicted Occurrence Within the Pacific Coast Bicycle Connectivity North Project Study Area, City of Half Moon Bay.

Common Name	Scientific Name	Status	General Habitat Description Growth	Present/ Absent	Rationale
Kellogg's horkelia	*Horkelia cuneata* ssp. *sericea*	CNPS List 1B.1	Openings on old dunes and coastal sandhills Perennial herb	A	No suitable habitat on site.
Point Reyes horkelia	*Horkelia marinensis*	CNPS List 1B.2	Coastal dunes, prairies, scrub Perennial herb	A	No suitable habitat on site.
Smooth lessingia	*Lessingia micradenia* var. *glabrata*	CNPS List 1B.2	Serpentine soils in chaparral and grasslands	A	No suitable habitat on site.
Perennial goldfields	*Lasthenia californica ssp. macrantha*	CNPS List 1B.2	Coastal bluff scrub, coastal dunes, coastal scrub Perennial herb	A	Area lacks suitable habitat.
Coast yellow leptosiphon	*Leptosiphon croceus*	CNPS List 1B.1 CC (candidate)	Coastal bluff scrub, coastal prairie Annual herb	A	Area lacks suitable habitat
Rose leptosiphon	*Leptosiphon rosaceus*	CNPS List 1B.1	Coastal bluff scrub Annual herb	A	Area lacks suitable habitat
Crystal Springs lessingia	*Lessingia arachnoidea*	CNPS List 1B.2	Serpentine woodland, scrub, grassland Annual herb	A	Area lacks suitable habitat
Coast lily	*Lilium maritinum*	CNPS List 1B.1	Upland forest, coniferous forest, prairie, scrub Perennial bulb	A	Area lacks suitable habitat
Ornduff's meadowfoam	*Limnanthes douglasii ssp. ornduff*	CNPS List 1B.1	Meadows and seeps Annual herb	A	Area has marginal habitat; not observed
Indian Valley bush- mallow	*Malacothamnus aboriginum*	CNPS List 1B.2	Rocky, granitic chaparral and woodland Perennial shrub	A	No suitable habitat on site.
Arcuate bush-mallow	*Malacothamnus arcuatus*	CNPS List 1B.2	Serpentine chaparral Perennial shrub	A	No suitable habitat on site.
Davidson's bush-mallow	*Malacothamnus davidsonii*	CNPS List 1B.2	Riparian scrub, chaparral, woodland Perennial	A	Not observed.

Special Status Plant Species and Their Predicted Occurrence Within the Pacific Coast Bicycle Connectivity North Project Study Area, City of Half Moon Bay.

Common Name	Scientific Name	Status	General Habitat Description Growth	Present/ Absent	Rationale
Hall's bush-mallow	*Malacothamnus hallii*	CNPS List 1B.2	Chaparral and coastal scrub Perennial shrub	A	No suitable habitat on sit; not observed
Marsh microseris	*Microseris paludosa*	CNPS List 1B.2	Coastal grassy habitats (mesic) Perennial herb	A	No suitable habitat on site.
Woodland woolythreads	*Monolopia gracilens*	CNPS List 1B.2	Openings in redwood and mixed evergreen forests Annual herb	A	Work area lacks suitable habitat.
Dudley's lousewort	*Pedicularis dudleyi*	CR CNPS List 1B.2	Redwood forest, moist areas near streams Perennial herb	A	Low to marginal microhabitat; none observed.
White-rayed pentachaeta	*Pentachaeta bellidiflora*	FE CE CNPS List 1B.1	Valley and foothill grassland, open dry rocky slopes, often on serpentine bedrock Annual herb	A	Work area lacks suitable habitat.
Choris' popcorn-flower	*Plagiobothrys chorisianus* var. *chorisianus*	CNPS List 1B.2	Chaparral, coastal scrub, coastal prairie (mesic areas) Annual herb	A	Work area lacks suitable habitat; not observed.
San Francisco campion	*Silene verecunda* ssp. *verecunda*	CNPS List 1B.2	Sand hills and rocky soils in coastal prairie and scrub Perennial herb	A	No suitable habitat on site.
Santa Cruz microseris	*Stebbinoseris decipiens*	CNPS List 1B.2	Rocky soils in coastal prairie and scrub	A	No suitable habitat on site.
Saline clover	*Trifolium hydrophilum*	CNPS List 1B.2	Moist grasslands, alkaline Annual herb	A	No suitable habitat on site.
San Francisco owls-clover	*Triphysaria floribunda*	CNPS List 1B.2	Serpentine prairie, scrub, and grassland Annual herb	A	No suitable habitat on site.

Absent [A]- No habitat present and no further work needed. Habitat Present [HP]- Habitat is, or may be present. The species may be present. Present [P] - Species is present Critical Habitat [CH]- Project footprint is located within a designated critical habitat unit, but does not necessarily mean that appropriate habitat is present. Status: -Federal Endangered (FE); Federal Threatened (FT); Federal Proposed (FP, FPE, FPT); Federal Candidate (FC), Federal Species of Concern (FSC); California State Endangered (CE); California State Threatened (CT); California Native Plant Society (CNPS)

Special Status Wildlife Species and their Predicted Occurrence Within the Pacific Bicycle Connectivity North Project Study Area, City of Half Moon Bay, Dec 2019 (Montara Mountain and Half Moon Bay Quads)

SPECIES	STATUS	HABITAT	POTENTIAL OCCURRENCE ON SITE
Invertebrates			
Western bumble bee *Bombus occidentalis*	CST	Nesting sites for colonies, flowers for pollen, and overwintering sites for queens	Considered extirpated in California except in Sierra Nevada
Monarch butterfly *Danaus plexippus*	*	Eucalyptus, cypress and pine trees groves provide winter habitat when they have adequate protection from wind and nearby source of water	None recorded near this project site; unlikely to occur.
San Bruno elfin butterfly *Callophrys mossii bayensis*	FE	Grasslands with larval host plant *Sedum spathuilfolium*	None. No suitable habitat on site.
Mission blue butterfly *Plebejust icarioides missionensis*	FE	Grasslands with Lupinus albifrons for larval foodplant	None; no suitable habitat on site.
Myrtle's silverspot butterfly *Speyeria zerene myrtleae*	FE	Coastal dunes/hills	None. Extirpated from San Mateo County
Fish			
Steelhead *Oncorhynchus mykiss*	FT, CH-A	Perennial creeks and rivers with gravels for spawning.	None known from this perennial creek, and low water levels in creek do not provide suitable habitat. Closest recorded site is Frenchmen Creek 0.7 mi to south.
Longfin smelt *Spirinchus thaleichthys*	FC, ST	Open waters of estuaries, at bottom of water	None; no suitable habitat on site.
Amphibians			

Special Status Wildlife Species and their Predicted Occurrence Within the Pacific Bicycle Connectivity North Project Study Area, City of Half Moon Bay, Dec 2019 (Montara Mountain and Half Moon Bay Quads)

SPECIES	STATUS	HABITAT	POTENTIAL OCCURRENCE ON SITE
California giant salamander *Dicamptodon ensatus*	CSC	Adults utilize moist forests adjacent to perennial creeks and rivers; aquatic breeding	None, no suitable habitat on site.
California red-legged frog *Rana draytonii*	FT, CSC, CH-P	Breed from Dec to early April in marshes, estuaries, ponds, and off-channel areas of creeks with still water at least into June. Some adults may disperse into areas with moist, dense vegetation during non-breeding season.	No breeding habitat on site. May disperse during non-breeding season to dense vegetation in perennial and intermittent drainages. Closest known occurrence is in Frenchmen Creek 0.7 mi to south.
Reptiles			
Western pond turtle *Emys marmorata*	CSC	Creeks and ponds with water of sufficient depth for escape cover, and structure for basking; grasslands or bare areas for nesting.	None; no suitable habitat on site.
San Francisco garter snake *Thamnophis sirtalis tetrataenia*	FE, SE, FP	Creeks and ponds with adjacent open grasslands for upland refugia	No records known near project site; unlikely due to low water levels in creeks, lack of ponds.
Birds			
Ridgeway's rail *Rallus obsoletus obsoletus*	FE, SE, FP	Salt and brackish water marshes with sloughs in SF Bay	None. No suitable habitat on site.
Marbled murrelet *Brachyramphus marmoratus*	FT, SE	Nests in old growth forest of redwood or fir with large branches for nest platforms; forages on fish in ocean/large lake	None; no suitable habitat on site.
Burrowing owl *Athene cunicularia*	CSC	Open low growing grasslands with suitable burrows	None, no suitable habitat on project site.
Loggerhead shrike *Lanius ludovicianus*	CSC	Nests in shrub habitat with surrounding grasslands or open areas	No suitable habitat on project site.
		areas for foraging	
Saltmarsh common yellowthroat *Geothlypis trichas sinuosa*	CSC	Nests in dense vegetation at water's edge of ponds, estuaries, creeks	None; no suitable habitat on site. Closest known occurrence is lower Frenchman's Creek 1 mi south.
Alameda song sparrow *Melospiza melodia pusillula*	CSC	Nests in salt marshes of South SF Bay	None; no suitable habitat on site.

Special Status Wildlife Species and their Predicted Occurrence Within the Pacific Bicycle Connectivity North Project Study Area, City of Half Moon Bay, Dec 2019 (Montara Mountain and Half Moon Bay Quads)

SPECIES	STATUS	HABITAT	POTENTIAL OCCURRENCE ON SITE
Mammals			
Townsend's big-eared bat *Corynorhinus townsendii*	CSC	Roosts in cave and man-made buildings; very sensitive to disturbance	None; no suitable habitat on site.
Pallid bat *Antrozous pallidus*	CSC	Roosts in caves, hollow trees, mines, buildings, bridges, rock outcroppings	None; no suitable habitat on site.
Big free-tailed bat *Nyctinomops macrotis*	CSC	High cliffs or rocky outcrops for roosting	None; no suitable habitat on site.
San Francisco dusky-footed woodrat *Neotoma fuscipes annectens*	CSC	Woodlands, scrub, riparian where sticks available to build their houses	May occur in vegetation adjacent to perennial creek.
American badger *Taxidea taxus*	CSC	Grasslands with friable soils	None; no suitable habitat on site.

[1] Key to status: FE=Federally listed as endangered species; FT=Federally listed as threatened species; FP=Fully protected species by State; SE= State listed as endangered species; ST=State listed as threatened species; SCT=State candidate for listing as threatened species; CSC=California species of special concern.

APPENDIX B

Mitigation Monitoring and Reporting Program

This Mitigation, Monitoring and Reporting Program (MMRP) has been prepared pursuant to the CEQA Guidelines, which state:

> When adopting a mitigated negative declaration, the lead agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to mitigate or avoid significant environmental effects" (§15074(d) and;
>
> The Lead Agency may choose whether its program will monitor mitigation, report on mitigation, or both. "Reporting" generally consists of a written compliance review that is presented to the decision-making body or authorized staff person. A report may be required at various stages during project implementation or upon completion of the mitigation measure. "Monitoring" is generally an ongoing or periodic process of project oversight. There is often no clear distinction between monitoring and reporting and the program best suited to ensuring compliance in any given instance will usually involve elements of both." (§15097 (c).

The MMRP table list the impacts, mitigation measures, and timing of the mitigation measure (when the measure will be implemented) related to the Pacific Coast Bicycle Connectivity North Project. All of the mitigation measures listed here will be implemented by the City or by their appointees.

According to CEQA Guidelines section 15126.4 (a) (2), "Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments. In the case of the adoption of a plan, policy, regulation, or other public project, mitigation measures can be incorporated into the plan, policy, regulation, or project design." Therefore, all mitigation measures as listed in this MMRP will be adopted by the City of Half Moon Bay Planning Commission when the project is approved.

Pacific Coast Bicycle Connectivity North Project – Mitigation and Monitoring Program				
Impact	**Mitigation Measure**	**Implementation and Timing**	**Monitoring Responsibility**	**Verified Implementation**
Impact BIO-1: Implementation of project could result in damage to special-status wildlife species.	**Mitigation Measure BIO-1**: Half Moon Bay Zoning Code 18.35.035 requires that a qualified biologist prepare a biological report prior to any project within 100 feet of any sensitive habitat area, riparian corridor, bluffs, sea cliffs, or wetlands and that it be circulated to outside agencies for review, prior to preparation of the project CEQA evaluation . A BRE was prepared for the proposed project and circulated for comments from June 22, 2020 to August 7, 2020 (Biotic Resources Group, April 2020). To supplement the requirements of Zoning Code 18.35.035, **Mitigation Measure BIO-1** requires that the following measures be implemented prior to and during construction when the biological report identifies that BP Master Plan projects are within or adjacent to suitable habitat for special-status animal species to avoid harming special-status wildlife species. For this project, measures pertaining to the California red- legged frog (CRLF) and San Francisco dusky-footed woodrat (SFDW) are applicable. The project biologist will have some discretion on determining if all the mitigation measures listed below are applicable to the project, based on field conditions, professional judgement, species presence/absence and other site features, and in coordination/approval by the City. **All Species and CRLF**	**Implementation:** These measures shall be performed by a qualified biologist or overseen by a qualified biologist. The results of the preconstruction survey, documentation of the employee education (hand-out and sign-in sheet), and a record of the daily fence and species inspections shall be submitted to the City. The City and wildlife agencies, as appropriate, shall be notified immediately if a special-status species is discovered during construction. **Timing:** Prior to and during construction activities.	**Monitoring:** A qualified biologist shall perform daily inspections of the work site during construction. A record of the daily inspections shall be submitted to the City.	**Initials:** _____ **Date:** _____

Pacific Coast Bicycle Connectivity North Project – Mitigation and Monitoring Program				
Impact	**Mitigation Measure**	**Implementation and Timing**	**Monitoring Responsibility**	**Verified Implementation**
	a) Work Area Delineation. Prior to any construction activities, the work area and any staging areas shall be delineated with wildlife exclusion fencing and/or high-visibility orange construction fencing. b) Worker Environmental Awareness Training. A qualified biologist shall conduct an employee education program prior to any construction. The education program shall consist of a brief presentation to explain biological resources concerns to contractors, their employees, and any other personnel involved in construction of the project. The program shall include, at a minimum, the following: a description of relevant special-status species, nesting birds, and bats along with their habitat needs as they pertain to the project area; a report of the occurrence of these species in the project vicinity, as applicable; an explanation of the status of these species and their protection under the federal and state regulations; a list of measures being taken to reduce potential impacts to natural resources during project construction and implementation; instructions to follow in the case of observing a special-status species on			

Pacific Coast Bicycle Connectivity North Project – Mitigation and Monitoring Program				
Impact	**Mitigation Measure**	**Implementation and Timing**	**Monitoring Responsibility**	**Verified Implementation**
	the work site, and a summary of the penalties for violating local, state, and/or federal law regarding special-status species. A fact sheet conveying this information shall be prepared for distribution to the above-mentioned people and anyone else who may enter the project area. Upon completion of training, employees shall sign a form stating that they attended the training and agree to all the conservation and protection measures. c) Flagging Sensitive Vegetation. Prior to initiation of any construction activities within the vicinity of sensitive habitat, a qualified biologist shall clearly delineate the sensitive habitat areas. d) Pre-construction Survey for Special-Status Species. A qualified biologist shall conduct a pre- construction survey within the construction area for the presence of CRLF and SFDW (within a 50- foot buffer from the project area boundary, if possible). The survey will be conducted prior to the initial onset of construction activities. If any of these, or other special-status, species are found, work will not commence until the appropriate state and/or federal resource agencies are contacted and avoidance and mitigation measures are in place.			

Pacific Coast Bicycle Connectivity North Project – Mitigation and Monitoring Program				
Impact	**Mitigation Measure**	**Implementation and Timing**	**Monitoring Responsibility**	**Verified Implementation**
	e) Construction Site Sanitation. Food items may attract wildlife into the construction site, which will expose them to construction-related hazards. The construction site shall be maintained in a clean condition. All trash (e.g., food scraps, cans, bottles, containers, wrappers, and other discarded items) will be placed in closed containers and properly disposed of. f) Species Discovery. If an animal is found at the work site and is believed to be a protected species, work shall be halted, and a qualified biologist shall be contacted for guidance. Care must be taken not to harm or harass the species. No wildlife species shall be handled and/or removed from the construction area by anyone except agency-approved biologists. g) Wildlife Exclusion Fence. In areas where suitable habitat is present for CRLF (e.g., creeks, wetlands, watercourses and ditches), prior to any ground disturbance in the project area, an agency approved temporary wildlife exclusion barrier shall be installed along the limits of disturbance. An agency-approved biologist shall inspect the area prior to installation of the barrier. The barrier shall be designed to allow the CRLF to leave the impact area and prevent them from entering the impact area, and will remain in place until all development activities have been			

Pacific Coast Bicycle Connectivity North Project – Mitigation and Monitoring Program				
Impact	**Mitigation Measure**	**Implementation and Timing**	**Monitoring Responsibility**	**Verified Implementation**
	completed. This barrier shall be inspected daily and maintained and repaired as necessary to ensure that it is functional and is not a hazard to CRLF on the outer side of the barrier. The fence shall be a minimum of three feet in height, buried in the soil at least four inches, and the base backfilled to form a tight seal to discourage CRLF from crawling under and entering the work area. If the fence cannot be buried, the base shall be weighed down and sealed with gravel bags. h) Silt Fencing. As work will disturb soil, silt fencing shall be installed between any waterbodies (e.g., creeks, watercourses and ditches, wetlands) and the trail work area. A silt barrier can be added to the wildlife exclusion fence instead to minimize the amount of fencing installed. During construction, the fence shall be checked every day for damage or breaks before construction activities commence. Any damage to the fence shall be repaired in a timely manner. i) Daily Fence Inspections. While any wildlife exclusion fencing is present in the project area, a qualified biologist shall inspect the area inside of the exclusion fence for CRLF every day before construction activities commence. If CLRF are found, construction activities shall not be allowed to start until the USFWS and/or CDFW are consulted and have approved an appropriate course of action. Such action could include leaving the animal alone to move away			

Pacific Coast Bicycle Connectivity North Project – Mitigation and Monitoring Program				
Impact	**Mitigation Measure**	**Implementation and Timing**	**Monitoring Responsibility**	**Verified Implementation**
	on its own or the relocation of the animal to outside of the work area by an agency-approved biologist. j) Wildlife Entrapment. The contractor shall avoid the use of monofilament netting, including its use in temporary and permanent erosion control materials. All holes greater than one-foot deep must be sealed overnight to prevent the entrapment of wildlife. Where holes or trenches cannot be sealed, escape ramps that are no greater than 30 percent slope shall be positioned such that entrapped wildlife will be able to escape. The escape ramps should be at least one-foot wide and covered/fitted with a material that provides traction. k) Daily Species Inspections for Open Trenches or Holes. A qualified biologist and/or contractor trained by a qualified biologist shall inspect any open trenches or holes within the project areas with suitable habitat for CRLF every day before construction activities commence. If any CRLF are found, construction activities will not be allowed to start and the USFWS and CDFW are consulted on an appropriate course of action. **San Francisco Dusky-Footed Woodrat (SFDW)** If any SFDW houses are found in the project area, they shall be marked in the field with flagging and their location shall			

Pacific Coast Bicycle Connectivity North Project – Mitigation and Monitoring Program				
Impact	**Mitigation Measure**	**Implementation and Timing**	**Monitoring Responsibility**	**Verified Implementation**
	be recorded with a Global Positioning System unit. If a SFDW house is identified within an area of disturbance, the City shall preserve the house and maintain an intact dispersal corridor between the house and undisturbed habitat. An adequate dispersal corridor is considered to be a minimum of 50 feet wide and have greater than 70 percent vegetative cover. If such a corridor is infeasible, the City shall avoid physical disturbance to the woodrat house. If the woodrat house cannot be avoided, CDFW shall be notified and information regarding the house location(s) and relocation plan shall be provided to the CDFW for review and approval. With approval from CDFW, a qualified biologist shall dismantle and relocate the house material. Prior to the beginning of construction, a qualified biologist shall deconstruct the house by hand. Materials from the house shall be dispersed into adjacent suitable habitat that is outside of the disturbance area. During the deconstruction process the biologist shall assess if there are juveniles in the house. If immobile juveniles are observed, the deconstruction process shall be discontinued until a time when the			

Pacific Coast Bicycle Connectivity North Project – Mitigation and Monitoring Program				
Impact	**Mitigation Measure**	**Implementation and Timing**	**Monitoring Responsibility**	**Verified Implementation**
	biologist believes the juveniles will be fully mobile. A 10-foot wide no-disturbance buffer will be established around the house until the juveniles are mobile. The house may be dismantled once the biologist has determined that adverse impacts on the juveniles would not occur. All disturbances to woodrat houses will be documented in a construction monitoring report and submitted to City. **Nesting Birds, including YW** Nesting birds are potentially present in the riparian (willow) scrub, ruderal area, or adjacent cypress tree rows of the project area. The YW has potential to be in the riparian (willow) scrub. If trail extension activities are started during the nesting bird season (generally February 1 to September 15), injury to individuals or nest abandonment could occur. In addition, noise and increased construction activity could temporarily disturb nesting or foraging activities, potentially resulting in the abandonment of nest sites. However, as part of the City's standard conditions, as adopted as part of the *City of Half Moon Bay Bicycle and Pedestrian Master Plan Project, Initial Study / Mitigated Negative Declaration,* approved by the City			

Pacific Coast Bicycle Connectivity North Project – Mitigation and Monitoring Program				
Impact	**Mitigation Measure**	**Implementation and Timing**	**Monitoring Responsibility**	**Verified Implementation**
	Council in September 2019, the City would conduct a survey for nesting birds no more than five days prior to construction in order to reduce potentially significant impacts to nesting birds, as listed below. **Standard Procedures and Conditions of Approval - Nesting Birds.** Surveys for nesting birds as required by federal, state, and local regulations would be undertaken in areas where suitable habitat for such species is present to minimize potential adverse impacts to these species. When construction and construction-related activities (including but not limited to mobilization and staging, clearing, grubbing, tree removal, vegetation removal, fence installation, demolition, and grading) occur within the avian nesting season (from February 1 to September 15), all suitable habitat within the area of disturbance including staging and storage areas plus a 250-foot (passerines) and 1,000-foot (raptor nests) buffer around these areas shall be thoroughly surveyed, as feasible, for the presence of active nests by a qualified biologist no more than five days before commencement of any site disturbance activities and equipment mobilization. If project activities are delayed by more than five days, an additional nesting bird survey shall be performed prior to start of work. Active nesting is defined as a bird building a			

Pacific Coast Bicycle Connectivity North Project – Mitigation and Monitoring Program				
Impact	**Mitigation Measure**	**Implementation and Timing**	**Monitoring Responsibility**	**Verified Implementation**
	nest, sitting in a nest, a nest with eggs or chicks in it, or adults observed carrying food to the nest. The results of the surveys shall be documented and provided to the City. If pre-construction nesting bird surveys result in the location of active nests, no site disturbance and mobilization of heavy equipment (including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, fence installation, demolition, and grading), shall take place within 250 feet of non-raptor nests and 1,000 feet of raptor nests, or as determined by a qualified biologist in consultation with the CDFW, until the chicks have fledged. Monitoring will be required to ensure compliance with relevant California Fish and Game Code requirements. Monitoring dates and findings shall be documented.			
Impact BIO-2: Implementation of project could result in damage to sensitive and regulated plant communities/habitat.	**Mitigation Measure BIO-2**: The Coastal Commission provides guidance on implementing compensatory mitigation. Recommended California Coastal Commission standards are 10:1 for native tree replacement, 4:1 for wetlands, and 3:1 for riparian habitats. Other regulatory agencies may establish other requirements including restoration (e.g., removing non- native plants and planting native vegetation) in similar habitat adjacent to the project (i.e., area of disturbance).	**Implementation:** A Plan shall be prepared for impacts to the riparian scrub. The Plan shall be made available to the public for a review period of at least 30 days prior to the Plan implementation.	**Monitoring:** Any restoration and monitoring work shall be documented and submitted to the City. Monitoring shall be continued until the success criteria identified in the Plan are met.	**Initials:** _____ **Date:** _____

Pacific Coast Bicycle Connectivity North Project – Mitigation and Monitoring Program				
Impact	**Mitigation Measure**	**Implementation and Timing**	**Monitoring Responsibility**	**Verified Implementation**
	Riparian scrub temporarily impacted by construction (5,600 square feet) will be mitigated on-site at a 1:1 ratio by applying an erosion control seed mix to the disturbed area and allowing trimmed willows to re-grow and re-colonize the disturbed areas. Riparian scrub permanently impacted by construction (2,100 square feet) will be mitigated at a 3:1 ratio off-site along Pilarcitos Creek, on an unused portion of 880 Stone Pine Road (City Corporation Yard property). Suitable locations for the mitigation have been identified in the Mitigation Opportunities Technical Memorandum (SWCA, March 6, 2023). Three locations adjacent to Pilarcitos Creek, provide cumulatively over 1 acre of degraded riparian areas that are suitable for and available for restoration. Additionally, approximately 0.2 acre, adjacent to an abandoned agricultural pond that has previously been identified as California red legged frog breeding habitat is available. It is estimated that the combined riparian scrub mitigation for this project and another City Project, Highway 1 Safety Improvements, will require a total of 0.32 acres, well below the available site acreage. Consistent with LCLUP Policy 6-71, the City has retained an environmental restoration expert to prepare a Restoration and Monitoring Plan for both the on-site and off-site restoration of riparian scrub, for both projects. Policy 6-71 requires that the Restoration and Monitoring Plan be made available to the public for review for a period of at least 30 days prior to Plan implementation. In	**Timing:** During and following construction.		

Pacific Coast Bicycle Connectivity North Project – Mitigation and Monitoring Program				
Impact	**Mitigation Measure**	**Implementation and Timing**	**Monitoring Responsibility**	**Verified Implementation**
	this case, the City anticipates that the Plan will be available for public review at an earlier date that will be prior to adoption of the IS/MND at the project permit hearing. The Restoration and Monitoring Plan will also be used to support outside agency permitting requirements. The Plan will describe the methods and practices to be employed, and include, at a minimum, the following: • A clear statement of the goals of the restoration for all habitat types; • Designation of a qualified biologist as the Restoration or Mitigation Manager responsible for all phases of the restoration; • Identification of the parties responsible for the Plan implementation; • A specific grading plan, if the topography must be altered; • A specific erosion control plan, if soil or other substrate will be disturbed during restoration; • A plan to control invasive, non-native plant species for the 5-year maintenance period; • A planting plan based on the natural habitat type; • An irrigation plan that describes the method and timing of watering and ensures removal of watering infrastructure by the end of the monitoring period; • A monitoring plan with performance goals/success criteria, assessment methods, and a schedule; and			

Pacific Coast Bicycle Connectivity North Project – Mitigation and Monitoring Program				
Impact	**Mitigation Measure**	**Implementation and Timing**	**Monitoring Responsibility**	**Verified Implementation**
	• Feasible contingency measures if success criteria are not met within the established timeframe.			