

4.0 SETTING, IMPACTS, AND MITIGATION MEASURES

This chapter describes existing conditions and evaluates potential environmental impacts that would occur with development of the Hyatt Place project (project). **Sections 4.1, Aesthetics**, through **4.17, Other Resource Topics**, analyze each resource topic that could be affected by the project. Each section describes the environmental setting as it relates to the specific resource, the impact that could result from implementation of the project, and mitigation measures that would avoid, reduce, or compensate for significant impacts.

TOPICS ADDRESSED IN THE DRAFT EIR

The following topics are addressed in this chapter:

- Aesthetics
- Agriculture
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services and Recreation
- Transportation and Traffic
- Utilities and Service Systems

Several topics were screened out because they did not have any impacts. Those topics are Forestry Resources, Mineral Resources, and Wildfire are discussed in **Section 4.17, Other Resource Topics**.

FORMAT OF TOPIC SECTIONS

The analysis of each environmental topic consists of five subsections: Existing Conditions, Regulatory Setting, Impacts and Mitigation Measures, Cumulative Impacts, and References. An overview of the information included in these sections is provided below.

Existing Conditions

According to Section 15125(a) of the California Environmental Quality Act (CEQA) Guidelines, the environmental setting consists of the existing environmental conditions are the physical environmental conditions in the vicinity of a project at the time the Notice of Preparation (NOP) is published. Unless otherwise stated, the environmental setting constitutes the baseline physical conditions by which this EIR determines whether an impact is significant. The NOP for this project was published on March 22, 2018. While the baseline condition for the project is the condition of the site at the time the NOP was issued (e.g., existing land uses, existing soil conditions, existing traffic conditions), given the amount of time that has passed since the publication of the NOP, some of these descriptions are updated to incorporate new relevant information.

Regulatory Setting

The regulatory setting section provides a description of the relevant regulations and guidelines that pertain to the topical area. This section could contain information from a variety of sources, such as the *Half Moon Bay Local Coastal Land Use Plan, 2021 (LCLUP)*, or other local, regional, state, or federal agency guidelines or regulations. A policy consistency analysis is also included, providing a brief evaluation and conformity with the applicable policies and regulations. Project consistency with the LCLUP is analyzed in this draft EIR. The 1996 LCLUP was updated and adopted by City Council in October 2020 and certified by the California Coastal Commission (CCC) in April 2021. The updated LCLUP comprises the City's re-examined and updated policy approach for implementing the Coastal Act in a manner that addresses changed conditions since certification of the 1996 LCLUP. Project consistency with the LCLUP is discussed in each resource chapter of the EIR. These discussions are intended to comply with Section 15125(d) of the CEQA Guidelines, which requires environmental impact reports (EIR) to

include a discussion of any inconsistencies between a proposed project and any pertinent adopted plan. Inconsistency with such policies is not necessarily considered a physical environmental impact.

Impacts and Mitigation Measures

This subsection lists the thresholds of significance used to evaluate impacts, followed by a discussion of the impacts that would result from implementation of the project. Thresholds of Significance subsections define, and list specific criteria used to determine impact significance in accordance with adopted criteria.

Thresholds of Significance

Under CEQA Section 21068, a significant effect is defined as a substantial, or potentially substantial, adverse change in the environment. CEQA Guidelines section 15064(b)(1) state that this determination should be based to the extent possible on scientific and factual data.

Evaluation of Impacts

The evaluation of impacts considers the threshold of significance and the level of environmental impact to determine the level of effect. Impacts are classified with three levels of effect: (1) no impact, (2) a less-than-significant impact, and (3) a significant impact.

A “no impact” designation is used for an issue that would not be affected by project implementation. For example, because the project site is not located in an area designated to have mineral resources, the project would not result in the loss of any known mineral resources. No impact would occur.

“Less-than-significant” impacts are project-related effects that would not reach or exceed a threshold of significance. For example, project impacts to a sensitive biological species would be significant if there is a potential to harm members of a state or federally protected species or a unique species as identified in the certified LCLUP or reduce critical habitat. Conversely, impacts would usually be considered less than significant if the habitats and species affected were widespread in the region and in the state and ample habitat remained.

A “potentially significant” or “significant” designation is used where the environmental impacts would meet or exceed one of the threshold of significance established in Appendix G of the CEQA Guidelines or adopted by an agency, for example the Bay Area Air Quality Management District. For example, a project that would physically divide an established community, would be considered to have a “significant impact.”

Impacts are numbered and shown in bold type. For significant impacts, standard conditions (laws and regulations) identified to reduce project impacts and mitigation measures that would minimize the effect of the impact are described. Following the discussion of standard condition or mitigation measure, there is an evaluation of the “Significance with Standard Condition” or “Significance after Mitigation respectively. This is the level of significance after implementation of the proposed conditions or mitigation measure(s). The identified standard conditions and mitigation measures will be included in the required Mitigation Monitoring and Reporting Program.

Cumulative Impacts

CEQA requires an evaluation of a project’s contribution to cumulative environmental impacts. According to Section 15355 of the CEQA Guidelines, cumulative impacts are defined as “two or more individual effects which, when taken together, are considerable, or which can compound or increase other environmental impacts.” As stated in the CEQA Guidelines, an individual project may not have significant impacts; however, in combination with other related projects, these cumulative effects may be considerable. Cumulative impacts are considered by each environmental parameter and both public and private projects are considered both in terms of timing and location. When evaluating cumulative impacts, CEQA recommends one of two methods:

1. Consider past, present, and probable future projects within the region that could result in related or cumulative environmental impacts, including projects outside the control of the lead agency; or
2. Consider projections contained in an adopted local, regional, or statewide plan, or use a prior environmental document which has been adopted or certified for such a plan.

For this draft EIR, the first method was used to identify regional projects for use in the cumulative analyses. Past, present, and probable future development projects along the San Mateo County Midcoast between the Tom Lantos Tunnel to the north, the Half Moon Bay southern city limits to the south, and the Half Moon Bay city limits to the east. These projects are listed in **Table 4.0-1**. This cumulative list incorporates relevant, reasonably foreseeable projects and focuses on those that, when combined with the project, could contribute to cumulative impacts.

The spatial boundary for the study of a project’s cumulative impacts varies depending on the resource of concern. For example, impacts related to geology and archaeological resources are generally site specific, while air quality, greenhouse gas, and noise impacts can encompass larger areas.

Most of the project's impacts are limited in terms of geography, and would not compound impacts from past, existing, or future projects beyond the project area. In these circumstances, CEQA directs that it is not necessary to address in detail the impacts from other projects:

“[w]here a lead agency is examining a project with an incremental effect that is not ‘cumulatively considerable,’ a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable” (CEQA Guidelines Section 15130 (a)); and

“[a]n EIR should not discuss impacts which do not result in part from the project evaluated in the EIR” (CEQA Guidelines Section 15130 (a)(1)).

Table 4.0-1 List of Cumulative Projects

| Project No. | Location | Project Description | Status | Distance from Project Site |
|---|--|---|---|----------------------------|
| <i>Private Development Applications</i> | | | | |
| N/A | Young Avenue at State Route (SR-1) | Surf Beach/Surf Dunes CDP 212-room hotel, Conference Ctr RV Park, 10-cabin Hostel, other mixed uses | Project Application submitted and under City review | 2.5 mi north |
| N/A | Carlos St. Moss Beach, unincorporated County | Cypress Point Affordable Housing Project 71 units (Mid Pen) | Approved, not built | 7.25 mi north |
| N/A | 51 Alhambra Ave, El Granada, unincorporated County | Harbor View Inn, 15-room Expansion | Conditionally approved by San Mateo County | 4.7 mi north |
| N/A | 1390 Main St, Montara, unincorporated County | Main Street, 3-story 22-room Hotel | Project Application submitted and under San Mateo County review | 8 mi north |
| N/A | Capistrano at SR-1, Princeton, unincorporated County | Harbor Village RV Park, 50-space RV and 7 tent cabins | Conditionally approved by San Mateo County | 4.9 mi north |

| Project No. | Location | Project Description | Status | Distance from Project Site |
|--------------------------------------|---|--|---|----------------------------|
| <i>Half Moon Bay Projects</i> | | | | |
| (615) | Citywide | <p>Bicycle and Pedestrian Master Plan Implementation Program</p> <p>This project includes the implementation of the projects identified in the Bike and Pedestrian Master Plan.</p> <p>Projects anticipated in Bicycle and Pedestrian Master Plan include design and construction of major rehabilitation for two sections of the Coastal Trail within the Ocean Colony Subdivision.</p> | <p>Plan adopted September 2019</p> <p>Ongoing</p> <p>Accomplishments in 2018-2020 include the completion of the Master Plan and ongoing work with the Bicycle/Pedestrian Advisory Committee (BPAC) and successful grant application for the Naomi Patridge East Side Parallel Trail - North. Currently, the design of the project is underway.</p> | N/A |
| (619) | Bike Trail from Roosevelt to Mirada, east of SR-1 | <p>Bikeway Connectivity Project - North</p> <p>This project includes the design, permitting, environmental clearance, and construction of a Class I multi-use path parallel to the east side of SR-1 between Roosevelt Boulevard and Mirada Road.</p> <p>The project will extend the current Class I path from the existing terminus at Roosevelt Boulevard north to the City limits. The path will be approximately 10-foot wide and will be extended for approximately 0.26 miles north.</p> | <p>Previously Approved</p> <p>The City has completed the 95 percent plans and submitted to Caltrans for permitting. The environmental clearance is in progress. The City has received approval for TDA Article 3 grant for additional construction funding. Due to the new ped/bike bridge needed for the project, Caltrans is requiring the longer PEER process. It is now expected that the project will be ready for construction advertising in 2022.</p> | 2.8 mi north |

| Project No. | Location | Project Description | Status | Distance from Project Site |
|-------------|---|--|--|-------------------------------|
| (538) | SR-1 North, from Main Street at SR-1 to Spindrift Way | <p>Highway 1 Safety - North</p> <p>This project includes operational and safety improvements to SR-1 between North Main Street and Grandview Ave. It also includes lane intersection improvements for signalization and development of a multi-use trail on the east side of SR-1 from Main Street North to Spindrift Way. This project is principally funded through a grant from San Mateo County Transportation Authority and also includes development-related impact fees from the Pacific Ridge Subdivision (Ailanto).</p> | <p>Previously Approved</p> <p>This project was initiated in FY 16-17 and will carry over into FY 20-21 due to delays by Caltrans review and permitting process. Accomplishments for FY 18-19 include Caltrans PEER review complete.</p> <p>Environmental clearance has been certified. Coastal Development Permit has been issued. 100 percent design completed and submitted to Caltrans. Utility relocation/protection is being coordinated.</p> | 1.9 mi north |
| (523) | SR-1 South, from Seymour Street to Wavecrest Road | <p>Highway 1 Safety - South</p> <p>This project will provide operational and safety improvements to SR-1 between Wavecrest Road and Seymour Street. It also includes construction of a signal at the Higgins Canyon Road, Main Street and SR-1 intersection with landscape and gateway signage, as well as controlled pedestrian/bicycle access to serve Naomi Patridge Trail and Smith Field Park.</p> <p>This project is principally funded through a grant from San Mateo County Transportation Authority.</p> | <p>Previously Approved</p> <p>Complete</p> | Adjacent west of project site |

| Project No. | Location | Project Description | Status | Distance from Project Site |
|--------------------|---------------------------------------|--|---|-----------------------------------|
| (759) | Main Street, South of Stone Pine Road | <p>Main Street Bridge Project</p> <p>This project includes a major retrofit and rehabilitation of the Main Street Bridge. This project will bring the bridge into conformance with current ADA seismic requirements and extend the useful life an additional 75 years.</p> | <p>Previously Approved</p> <p>Project cancelled</p> | 0.9 mi northeast |
| (617) | Railroad Avenue to Coastal Trail | <p>Poplar Beach Gateways Master Plan and Implementation</p> <p>This multi-year project will create a Master Plan for the Poplar Beach area, improve parking and access, create a phased program for erosion mitigation, bluff restoration, creation of gateway elements, and initiate work on the easterly re-alignment of the Coastal Trail between Poplar Street and Kelly Avenue.</p> | Final plan and CEQA review pending 2022 | 0.8 mi west |

Source: Half Moon Bay, Public Works Department, 2019. Half Moon Bay Five-Year Capital Improvement Program, 2019. Project Tracking and Status Report, and further updated by City staff November 2020.

REFERENCES

- City of Half Moon Bay, Public Works Department. City Projects. Available: <https://www.half-moon-bay.ca.us/363/City-Projects>. Accessed: January 2022
- City of Half Moon Bay, 2019. Five-Year Capital Improvement Program FY 2019 -20 to FY 2023 -24. Available: <https://www.half-moon-bay.ca.us/DocumentCenter/View/2238/FY-19-20-CIP>. Accessed: January 2022
- City of Half Moon Bay, Planning Department, 2019. Project Tracking and Status Report (Current Projects). Available: <https://www.half-moon-bay.ca.us/DocumentCenter/View/924/Planning-Project-Tracking-71219?bidId=>. Accessed: January 2022
- Governor's Office of Planning and Research Website. Current CEQA Guidelines Update. Available: <https://opr.ca.gov/ceqa/guidelines/>