COUNTY OF SAN MATEO
PLANNING AND BUILDING DEPARTMENT

DATE: April 4, 2019

TO: Zoning Hearing Officer

FROM: Planning Staff

SUBJECT: Consideration of a Coastal Development Permit and Use Permit Amendment, pursuant to Sections 6328.4 and 6500 of the County Zoning Regulations, to expand the existing Wet Weather Storage Facility by installation of five additional storage tanks, on a parcel located within the El Granada Gateway Zoning District on Obispo Road at Avenue Portola, in the unincorporated El Granada area of San Mateo County. This project is appealable to the California Coastal Commission.

County File Number: PLN2018-00403 (Sewer Authority Mid-Coastside)

PROPOSAL

The Applicant proposes to expand the existing Wet Weather Storage Facility (an underground wastewater overflow storage system) by installing five concrete storage tanks (each is six feet tall, ten feet wide, and ninety feet long) to provide an additional, combined storage volume of 200,000 gallons. The existing system's capacity of 200,000 gallons will increase to a total capacity of 400,000 gallons with the proposed expansion. The Sewer Authority Mid-Coastside ("SAM") sewage network captures both sewage from domestic sources and storm water runoff from streets and rooftops. These combined water sources are referred to as "wastewater" in this staff report. Wastewater backs up at the Portola Pump Station when upslope flows increase during storm events. Flows that backup are diverted into the storage system. The system works by gravity and does not require pumps. Gravity will allow the collected wastewater in the storage system to drain into the pump station when flows decrease. The pipes from the new storage tanks will traverse the site easterly toward Obispo Road, connect to the existing 24-inch diameter PVC pipe then extend to the south along Obispo Road for approximately 104 feet, at which point it will tie in to the existing sanitary sewer manhole located to the northwest of the existing 39-foot-wide environmental setback area. All new components of the system will be located underground at a maximum depth of approximately 12 feet. Construction of the project will involve approximately 5,000 cubic yards of excavation and 3,500 cubic yards of fill (a total of 8,500 cubic yards of grading).

The proposed project involves approximately five months for construction, including site preparation, grading (excavation and backfilling), and installation of the storage tanks.

The proposed project includes demolition and replacement of a portion of the existing asphalt curb on Obispo Road, construction of a temporary crushed stone (over filter fabric) access apron, 20-foot-wide gate, and construction site fencing (approximately six feet tall with slats or a fabric visual barrier). The proposed project site is located within the Cabrillo Highway County Scenic Corridor and is appealable to the California Coastal Commission.

RECOMMENDATION

Approve the Coastal Development Permit and Use Permit Amendment, County File Number PLN2018-00403, by making the required findings and adopting the conditions of approval listed in Attachment A.

BACKGROUND

Report Prepared By: Renée T. Ananda, Planner III, Telephone 650-599-1554

Applicant: Sewer Authority Mid-Coastside (SAM)

Owner: The site is owned by the Granada Community Services Sanitary District (GSD).

Location: West side of Obispo Road at Avenue Portola, El Granada

APN: 047-262-010

Size of Parcel: 6.2 acres

Existing Zoning: EGR/DR (El Granada Gateway/Design Review)

General Plan Designation: Open Space

Sphere-of-Influence: City of Half Moon Bay

Existing Land Use: Wet Weather Storage Facility; partially undeveloped

Flood Zone: The project site is in an area of minimal flooding (Zone X), per FEMA Panel 06081C0138F, effective date August 2, 2017.

Environmental Evaluation: SAM (the Applicant), acting as Lead Agency, prepared an Initial Study/Mitigated Negative Declaration (IS/MND) (with an incorporated Mitigation Monitoring and Reporting Program), certified on March 23, 2009; and an Addendum to the certified MND in May 2018 pursuant to Section 15164 of the California Environmental Quality Act (CEQA).

Setting: The project site is the largest and southernmost of the ten parcels located along a strip of land located between Avenue Alhambra and Cabrillo Highway in unincorporated El Granada (commonly referred to as "The Burnham Strip"). The existing storage system is located to the south of the proposed project site while the location for the additional tanks is currently unimproved and covered with ruderal vegetation comprising weeds and grasses. There are no trees on the site. Two drainage ditches, one just south of the existing storage system, and another approximately 300 feet further south, provide moderately suitable habitat for California red-legged frog and San Francisco garter snake. The parcel includes a 39-foot-wide Environmental Setback as a buffer between the existing overflow storage system and the northernmost drainage ditch.

Chronology:

Date		Action
March 23, 2009	-	SAM, as lead agency under CEQA, certified the Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program and approved the existing storage system.
June 15, 2009	-	Application submitted to the County for permits to construct the existing storage system.
December 17, 2009	-	Zoning Hearing Officer's public hearing and conditional approval of a (1) CDP and Certificate of Compliance, Type B to legalize a 6.2-acre parcel; and (2) CDP and Use Permit to install an underground sewage overflow storage.
October 20, 2011	-	Approval granted to extend CDP (for the existing storage system) to January 27, 2013.
December 30, 2012	-	Construction of existing storage system completed.
October 11, 2018	-	Application received for the proposed project to expand the storage system.
December 20, 2018	-	Application PLN2018-00403 deemed complete.
April 4, 2019	-	Zoning Hearing Officer's public hearing.

DISCUSSION

A. KEY ISSUES

a. Conformance with General Plan Policies

Staff reviewed the proposed wastewater overflow storage system against all General Plan policies and found the proposal to be consistent with the goals and objectives contained therein. The General Plan policies most pertinent to this project are discussed below.

(1) Chapter 2 - Soils Resources Policies.

Policies 2.17 (*Regulate Development to Minimize Soil Erosion and Sedimentation*) and 2.32 (*Regulate Excavation, Grading, Filling, and Land Clearing Activities Against Accelerated Soil Erosion*) seek to ensure that development proposals include measures to minimize soil erosion and sedimentation. Construction of the project will involve approximately 5,000 cubic yards of excavation and 3,500 cubic yards of fill (a total of 8,500 cubic yards of grading) on a gentle slope (less than 2%). Given the large volume of grading and potential for precipitation during the construction period, the proposed project includes erosion control measures. Staff is recommending a condition of approval which requires the submittal of a large-scale final erosion control plan for review and approval prior to initiating the project. The Erosion Control Plan must be implemented prior to the beginning of construction. The implementation of the Erosion and Sediment Control Plan will ensure that all construction-related activities are consistent with the above-cited Soils Resources policies.

(2) Chapter 4 - Visual Quality Policies.

Policy 4.21 (*Scenic Corridors*) calls for management of the location and appearance of structural development to protect and enhance the visual quality of scenic corridors. The proposed project site is located within an urban area of the Cabrillo Highway/Highway 1 County Scenic Corridor. The proposed project involves the placement of large, concrete storage tanks and new PVC pipe underground. There will be a temporary visual impact during construction activities; however, after construction is completed and implementation of the required re-vegetation of the site, the proposed project will not result in permanent impacts to the quality of the scenic corridor.

(3) Chapter 11 – Wastewater Policies.

Policy 11.1 (*Adequate Wastewater Management*) encourages planning for the provision of adequate wastewater management facilities to protect public health and water quality. A 2006 U.S. Environmental Protection Agency National Pollutant Discharge Elimination System (NPDES) Compliance Evaluation Report to the Applicant described SAM's system and the sanitary sewer overflows that had occurred through 2005. The report stated that the

SAM sewer system does not have sufficient capacity to convey peak flows during the winter rains. The capacity shortages were most noticeable in the large-volume overflows at the Montara Pump Station and from manholes upstream of the Portola Pump Station. SAM evaluated several alternatives to address the bottleneck at the Portola Pump Station which included either constructing a storage facility at or near the pump station or enlarging the pipeline system downstream of the pump station. The Applicant selected a reduced, off-line, storage facility, obtained required permits and authorizations, and constructed the existing storage system (Phase I) in 2012.

The California Regional Water Quality Control Board San Francisco Bay Region issued a Stipulated Order to the Applicant in June 2018 to resolve violations involving sanitary sewer overflows that resulted in the discharge of untreated or partially-treated wastewater. The Stipulated Order allows SAM to make operational and capital improvements that include the proposed expansion of the existing underground storage system. The proposed additional tanks will prevent untreated sewage discharges that could potentially contaminate the Pacific Ocean, Monterey Bay National Marine Sanctuary, recreational beaches, and sensitive biological resources. This expansion project is presented to the Zoning Hearing Officer for consideration today.

(4) Chapter 5 - Protection of Archaeological/Paleontological

Policy 5.21 (*Site Treatment*) encourages the protection and preservation of archaeological sites, including suspending construction work temporarily when archaeological/paleontological sites are discovered. Policy 5.21 also requires that procedures be established to allow for timely investigation and/or excavation of such sites by qualified professionals as may be appropriate. Staff recommends the inclusion of Mitigation Measures 18 through 20 (from the applicant's Addendum to the certified MND) to ensure the protection of archaeological resources if found during construction of the project, consistent with General Plan Policy 5.21.

b. Conformance with San Mateo County Local Coastal Program (LCP)

A CDP is required pursuant to San Mateo County LCP Policy 2.1, which mandates compliance with the California Coastal Act for any government agency or special district wishing to undertake development in the Coastal Zone. Development includes transmission and storage facilities for wastewater (LCP Policy 2.2). Summarized below are the following sections of the LCP that are relevant:

(1) Public Works Component

Policy 2.6 - *Capacity Limits*. This policy limits development or expansion of public works facilities to a capacity that does not exceed what is needed to serve build-out of the LCP. The proposed project will not increase the capacity of the SAM sewer network or treatment plant. As discussed in the Project Description, above, the SAM sewer network experiences excessive infiltration and in-flow during storm events. This is likely due to surface storm water being directed into the sanitary sewer system and the "bottle-neck" that occurs at the Portola Pump Station when flows are heavy. The purpose of the project is to provide off-line temporary wastewater storage to avoid overflows of the system upstream of the Portola pump station.

(2) Sensitive Habitats Component

A constructed, unlined, drainage ditch runs east to west, immediately south of the existing storage system, and is culverted under Cabrillo Highway. The ditch lacks sufficient vegetative cover to meet the definition of a "riparian corridor" as defined by LCP Policy 7.7. The ditch could meet the definition of an intermittent stream, which is a sensitive habitat under LCP Policy 7.1 (*Definition of Sensitive Habitats*). The ditch could also provide habitat for California red-legged frog (CRLF) and San Francisco garter snake (SFGS), which is one of the qualifying criteria for sensitive habitat.

Policy 7.3 – *Protection of Sensitive Habitats*. LCP Policy 7.1 requires that development in areas adjacent to sensitive habitats be sited and designed to prevent impacts that could significantly degrade these resources. The drainage ditch adjacent to the existing storage system south of the proposed project provides moderately suitable habitat for the CRLF and SFGS, as previously discussed. The proposed project includes measures for the protection of sensitive habitat, including the requirement that no ground disturbance will occur below the top of bank of the drainage ditches in the area; and implementation of erosion control measures such as the re-vegetation of all disturbed areas immediately after construction activities to reduce runoff and soil erosion. The mitigation measures, including BIO 1-BIO 3 are to comply with LCP Policy 7.3.

Policy 7.11 - *Establishment of Buffer Zones (for Riparian Corridors)*. This policy requires the establishment of buffer zones around all riparian corridors. When no riparian vegetation exists along both sides of a corridor, then the buffer zone shall extend 30 feet outward from the midpoint of an intermittent stream. The proposed expansion project is sited approximately 130 feet to the northwest of the drainage ditch. This distance includes the existing 39-foot-wide environmental setback/buffer consistent with LCP Policy 7.11 for the establishment of buffer zones where there is no riparian vegetation 30 feet from the midpoint of an intermittent stream. LCP Policy 7.12 provides uses allowed within riparian corridors. The proposed new PVC pipe is not located in proximity to the drainage ditch, however LCP Policy 7.12 does

allow uses such as pipelines and flood control projects within riparian corridors.

Policy 7.13 - *Performance Standards in Buffer Zones*. This policy requires uses permitted in buffer zones to: (1) make provisions (i.e., catch basins) to keep runoff and sedimentation from exceeding pre-development levels, and (2) replant where appropriate with native and noninvasive exotics. The proposed project includes temporary erosion control measures including silt fencing and fiber rolls, as provided in Plan Sheet C006, dated August 2018. Staff recommends that the Applicant submit the Erosion and Sediment Control Plan for final review and approval prior to initiating construction. The site will be re-vegetated.

(3) Visual Resources Component

Policy 8.5 (*Location of Development*). LCP Policy 8.5 requires that new development be located on a portion of a parcel where the development: (1) is least visible from State and County Scenic Road, (2) is least likely to significantly impact views from public viewpoints, and (3) is consistent with all other LCP requirements, best preserves the visual and open space qualities of the parcel overall. The project site is within the Cabrillo Highway County Scenic Corridor and is between Cabrillo Highway and the community of El Granada. The proposed storage system will be installed underground and there will be very little above-ground evidence of the storage system after construction and re-vegetation of the site. The proposed project will not result in long-term impacts to visual resources.

c. Conformance with Use Permit Findings

In order to approve the Use Permit Amendment to allow the proposed facility expansion, the Zoning Hearing Officer must make the following findings:

a. That the establishment, maintenance and/or conducting of the use will not, under the circumstances of the particular case, result in a significant adverse impact to coastal resources, or be detrimental to the public welfare or injurious to property or improvements in said neighborhood.

As discussed above under the LCP discussion, the use, as conditioned, will have minimal impact upon coastal resources. There is no evidence to suggest that the construction of the storage system, as conditioned, will have a detrimental impact upon the surrounding area. Maintenance and use of the facility will be negligible in impact.

b. That the proposed project is necessary for the public health, safety, convenience or welfare.

As discussed above, the area sewer system backs up during heavy rainfall events, causing a discharge of untreated wastewater. The proposed additional tanks will prevent untreated sewage discharges that could potentially contaminate the Pacific Ocean, Monterey Bay National Marine Sanctuary, recreational beaches, and sensitive biological resources.

d. Compliance with Grading Regulations

The proposed project qualifies for an exemption from the requirements of a grading permit, under Section 9284(I) of the County Ordinance Code. Section 9284(I) exempts work performed for a public facility or utility and is controlled by other permits. This proposed project requires a CDP and a Use Permit Amendment and the standard conditions of approval for a grading permit will be implemented through the CDP, consistent with LCP Section 6229.4.8.

B. ALTERNATIVES

The Portola Pump Station is considered a bottleneck, as there is inadequate capacity in the system for the large-volume overflows at the Montara Pump Station and the manholes upstream of the Portola Pump Station. The Applicant conducted a series of studies in 2009 to evaluate wet weather flows in the Intertie Pipeline System; and developed recommendations for an approach to relieve the system's capacity limitations. Recommendations were to install off-line flow storage, expand the of the system's capacity downstream of the Portola Pump Station, and / or develop corrective measures in each of the member agency collection systems. The Applicant evaluated several options including a storage facility of varying capacities, additional pipelines, and making improvements to the pump station. The Applicant ultimately selected a reduced off-line storage facility.

C. ENVIRONMENTAL REVIEW

The SAM is Lead Agency under the California Environmental Quality Act (CEQA) for the proposed project; and in 2009 conducted CEQA review for the existing tanks. The Lead Agency submitted an Initial Study/Mitigated Negative Declaration (IS/MND) to the State Clearinghouse in 2009 and circulated the IS/MND for public review. The IS/MND was then certified on March 23, 2009. SAM prepared an Addendum to the certified MND in May 2018 for the proposed expansion project, pursuant to CEQA Guidelines Section 15164.

D. REVIEWING AGENCIES

1) Building Inspection Section
2) California Coastal Commission
3) Department of Public Works

4) Environmental Health Division
5) Fire Department - Coastside Fire Protection District
6) Geotechnical Department
7) Local Agency Formation Commission
8) Midcoast Community Council
9) Regional Water Quality Control Board

ATTACHMENTS

A. Recommended Findings and Conditions of Approval
B. Vicinity Map
C. Location Map
D. Project Plans
E. Applicant's Addendum with the Mitigated Negative Declaration

Attachment A

County of San Mateo
Planning and Building Department

RECOMMENDED FINDINGS AND CONDITIONS OF APPROVAL

Permit or Project File Number: PLN2018-00403 Hearing Date: April 4, 2019

Prepared By: Renée T. Ananda For Adoption By: Zoning Hearing Officer

RECOMMENDED FINDINGS

Regarding the Environmental Review:

1. Certify that the Zoning Hearing Officer, acting as a responsible agency under the California Environmental Quality Act, has reviewed and considered the May 2018 Addendum to the Initial Study/Mitigated Negative Declaration for the proposed project, entitled "Sewer Authority Mid-Coastside (SAM) Wet Weather Storage Facility Expansion Project" prepared by the Lead Agency and Applicant for this project – Sewer Authority Mid-Coastside (SAM).

Regarding the Coastal Development Permit:

2. Find that the project, as described in the application and accompanying materials required by Section 6328.7 of the Zoning Regulations (*Application Requirements*) and as conditioned in accordance with Section 6328.14 (*Conditions*), conforms with the plans, policies, requirements and standards of the San Mateo County Local Coastal Program (LCP). As discussed in Section A.1.b, the project, as proposed and conditioned, complies with the policies of the LCP. Specifically, Planning staff has added Condition No. 14.B that requires pre-construction surveys for the CRLF and SFGS and Condition 14.A that requires installation of reptile exclusion fencing.

3. Find that where the project is located between the nearest public road and the sea, or the shoreline of Pescadero Marsh, the project is in conformity with the public access and public recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Section 30200 of the Public Resources Code). The project site is not located between the nearest public road and the sea or the shoreline of Pescadero Marsh.

4. Find that the project conforms to specific findings required by policies of the LCP. The project will not facilitate growth in the Mid-Coast area because it does not

increase overall sewage processing capacity; it only provides emergency storage capacity during high rainfall events that increase upslope flows.

Regarding the Use Permit Amendment, Find:

5, That the establishment, maintenance and/or conducting of the use will not, under the circumstances of the particular case, result in a significant adverse impact to coastal resources, or be detrimental to the public welfare or injurious to property or improvements in said neighborhood. The use, as conditioned, will have minimal impact upon coastal resources. There is no evidence to suggest that the construction of the storage system, as conditioned, will have a detrimental impact upon the surrounding area. Maintenance and use of the facility will be negligible in impact.

6. That the proposed project is necessary for the public health, safety, convenience or welfare. The area sewer system backs up during heavy rainfall events, causing a discharge of untreated wastewater. The proposed additional tanks will prevent untreated sewage discharges that could potentially contaminate the Pacific Ocean, Monterey Bay National Marine Sanctuary, recreational beaches, and sensitive biological resources.

RECOMMENDED CONDITIONS OF APPROVAL

Current Planning Section

1. This approval applies only to the proposal as described in this report and plans dated October 2018. Minor adjustments to the project may be approved by the Community Development Director if they are consistent with the intent of and in substantial conformance with this approval.

2. Any future expansion will require a separate permitting process prior to construction.

3. Prior to initiating construction, the Applicant shall submit to the Planning Department full size (24”x36”) Erosion and Sediment Control Plan, overlaying the project site, to scale. The Erosion and Sediment Control Plan must be reviewed and approved by the Current Planning Section prior to the beginning of construction. The Applicant is responsible for ensuring that all contractors minimize the transport and discharge of pollutants from the project site into local drainage systems and water bodies by adhering to the San Mateo Countywide Water Pollution Prevention Program’s (SMC SWPPP) “General Construction and Site Supervision Guidelines,” including:

    A. Stabilizing all denuded areas and maintaining erosion control measures continuously between October 15 and April 15. Stabilizing shall include both proactive measures, such as the placement of straw bales or coir netting, and

passive measures, such as minimizing vegetation removal and re-vegetating disturbed areas with vegetation that includes native species and is compatible with the surrounding environment.

B. Storing, handling, and disposing of construction materials and wastes properly, to prevent their contact with storm water.

C. Controlling and preventing the discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, wash water or sediments, and non-storm water discharges to storm drains and watercourses.

D. Using sediment controls or filtration to remove sediment when dewatering site and obtaining all necessary permits.

E. Avoiding cleaning, fueling, or maintaining vehicles on-site, except in a designated area where wash water is contained and treated.

F. Delineating with field markers clearing limits, setbacks, and drainage courses.

G. Protecting adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.

H. Performing clearing and earth-moving activities only during dry weather conditions.

I. Limiting and timing applications of pesticides and fertilizers to prevent polluted runoff.

J. Limiting construction access routes and stabilizing designated access points.

K. Avoiding tracking dirt or other materials off-site; cleaning off-site paved areas and sidewalks using dry sweeping methods.

The contractor shall train and provide instruction to all project employees and subcontractors regarding the construction Best Management Practices (BMPs), including, but not limited to those listed above.

4. Prior to commencement of construction, the Applicant shall implement the approved Erosion and Sediment Control Plan. During construction, it shall be the responsibility of the Applicant to regularly inspect the erosion control measures and determine that they are functioning as designed and that proper maintenance has been performed. Deficiencies shall be corrected immediately.

5. While the Applicant must adhere to the approved Erosion and Sediment Control Plan, it is the responsibility of the civil engineer and/or construction manager to implement the Best Management Practices (BMPs) that are best suited for this project site. If site conditions require additional measures to comply with the SMCWPPP and prevent erosion and sediment discharges, said measures shall be installed immediately under the direction of the project engineer. If additional measures are necessary, the Erosion and Sediment Control Plan shall be updated to reflect those changes and shall be resubmitted to the Planning and Building Department for review. The County reserves the right to require additional (or entirely different) erosion and sediment control measures during grading and/or construction if the approved plan proves to be inadequate for the unique characteristics of each job site.

6. No grading shall be allowed during the winter season (October 1 to April 30) to avoid potential soil erosion unless approved, in writing, by the Community Development Director. The property owner shall submit a letter-request to the Current Planning Section, at least two weeks prior to commencement of grading, stating the date when grading will begin.

7. Construction activities shall be limited to the hours of 7:00 a.m. until 6:00 p.m., Monday through Friday, and Saturdays from 9:00 a.m. until 5:00 p.m. Construction is not permitted on Sundays, Thanksgiving, or Christmas.

8. Prior to the commencement of construction, the Applicant shall submit to the Current Planning Section an excess materials disposal plan for review and approval. Said plan shall identify where excess dirt from the proposed excavation will be disposed. A separate grading permit may be required if the disposal site is not designed or capable of handling the excess dirt.

9. Prior to the commencement of construction, the Applicant shall erect fencing at the western edge of the 30' buffer for the easterly drainage ditch. Said fencing shall be maintained by the Applicant for the duration of the project's construction. Said fencing is to ensure that no construction equipment enters the required buffer zone

10. A building permit is required. No site disturbance shall occur, including any vegetation removal or grading, until a building permit has been issued

11. No proposed construction work within the County right-of-way shall begin until County requirements for the issuance of an encroachment permit, including review of the plans, have been met and an encroachment permit issued. Applicant shall contact a Department of Public Works inspector 48 hour prior to commencing work in the right-of-way.

Mitigation Measures from the Lead Agency's Addendum to the Initial Study/Mitigated Negative Declaration, included as additional conditions of this approval.

12. **Mitigation Measure AIR-1a**: During construction activities, SAM shall require the construction contractor(s) to implement a dust abatement program that includes, but is not necessarily limited to, the following BAAQMD-recommended measures as needed to control dust:

    A. Water all active construction areas at least twice daily;

    B. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard;

    C. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites;

    D. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites;

    E. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets;

    F. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);

    G. Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.);

    H. Limit traffic speeds on unpaved roads to 15 miles per hour;

    I. Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and

    J. Replant vegetation in disturbed areas as quickly as possible.

13. **Mitigation Measure AIR-1b**: During construction activities, SAM shall ensure that the construction contractor(s) implement the following measures:

    A. On-road construction vehicle idling time shall not exceed five minutes. Additionally, off road equipment engines shall not idle for longer than five minutes per Section 2449(d)(3) of Title 13, Article 4.8, Chapter 9 of the California Code of Regulations

14. **Mitigation Measure BIO-1a:** SAM will implement the following measures:

A. At least two weeks prior to any construction activities, exclusion silt fencing will be installed (1) for the drainage ditch south of the project site, between the top of banks and the project work area, and (2) surrounding the construction staging area in the northwest portion of the grassy strip. This fencing will help prevent California red-legged frogs and San Francisco garter snakes from moving into the project work area. The fence will be constructed of geotextile (silt fence) fabric, with a minimum of 3.5-inch overlap between panels. Panels are to be attached to wooden or metal fence posts at the overlap, sunken a minimum of six inches below grade, and with at least three wire attachment points on each post;

B. A pre-construction survey for the California red-legged frog shall be conducted between two and four weeks prior to initiation of any ground disturbance activities in the project site, including the staging area. At a minimum, two surveys of the project site shall be conducted. All amphibians observed shall be recorded or reported as "unidentified" if positive identification is not possible. If no red-legged frogs are observed, a letter report shall be submitted to the County of San Mateo. If red-legged frogs are observed, they will be photographed, if possible, and their locations mapped relative to the project site. A letter report shall be submitted to the County of San Mateo and all other regulatory agencies, two weeks prior to the start date of construction, with a request to U.S. Fish and Wildlife Service (USFWS) for guidance;

C. A qualified biologist shall remain on site to observe all construction activities within 100 feet of the drainage ditch, to ensure that there is no “take” of special-status species during construction activities, and to verify that the practices of clean-up and site restoration are completed in a manner that will avoid significant impacts to these species;

D. Any open trench construction with a depth of two feet or greater shall be covered before the end of construction activities each day. If this is not feasible, trenches may be equipped with ramps to allow any animals that may become entrapped in the trench to escape overnight. The ramps shall be constructed of dirt fill, wood planking, or other suitable materials placed at an angle of no greater than 30 degrees. These trenches will be inspected prior to the start of work each day. Any native wildlife entrapped shall be released in nearby habitat;

E. Use of plastic monofilament netting shall be avoided for erosion control or other purposes to prevent California red-legged frogs or San Francisco garter snakes becoming entangled in the netting; and

F. During work activities, all trash that may attract predators shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from the work areas.

15. **Mitigation Measure BIO-1b:** To the extent practicable, construction activities shall be performed, or vegetation shall be removed, September through February to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys shall be performed by a qualified biologist (hired by SAM) no more than 14 days prior to construction activities to locate any active nests prior to the start of construction. If active nests are observed, buffer zones shall be established around trees/shrubs with nests, with a buffer size established by the qualified biologist through consultation with the California Department of Fish and Game (CDFG). Buffered zones shall be avoided during construction activities until young have fledged or the nest is otherwise abandoned.

16. **Mitigation Measure BIO-2a:** No equipment, personnel, or ground disturbance shall occur below the top of bank of the two drainage ditches or within the riparian area of the southern drainage ditch, including truck and equipment traffic that goes between the staging and work areas. Erosion control measures, such as silt fencing or properly staked straw wattles, shall be installed at the southeastern edge of the work area and along the top of bank surrounding the drainage ditch located immediately southeast of the existing storage facility and ancillary facilities, as well as surrounding the staging area, to ensure that sediment and other debris do not enter the ditches.

17. **Mitigation Measure BIO-2b:** To reduce runoff and soil erosion into the drainage ditches, all disturbed areas shall be hydroseeded as soon as possible after construction activities are complete. Revegetation will be conducted according to general restoration methods, such as preparation of soil conditions, use of native plants, plant protection, irrigation or watering by a water truck, and control of aggressive non-native species. Revegetation will be completed through a seed mixture and mulch, using broadcast methods, or hydroseed.

18. **Mitigation Measure BIO-3:** SAM shall comply with all the conditions in the Coastal Development Permit or the waiver regarding sensitive habitats, including but not limited to the submittal of a Biological Impact Report to the County, which demonstrates that no significant impact on sensitive habitats will occur from proposed project activities. In addition, the proposed project facilities shall not extend within 30 feet of the centerline of the northernmost drainage ditch, and the staging area shall not extend within the Environmental Setback Area depicted on the Site Plan (Sheet C001), dated October 2018.

19. **Mitigation Measure CUL-1:** Prior to construction, SAM shall retain an archaeologist meeting the Secretary of the Interior's Standards for professional archaeology to monitor all ground-disturbing activities, including (but not limited to) brush clearance, grading, and excavation, in previously undisturbed sediments. Construction activities that will not disturb previously undisturbed sediments, such as backfilling or landscaping, need not be monitored unless the archaeological

monitor determines that these activities will impact a sensitive cultural resource. The purpose of archaeological monitoring will be to provide protection against adverse impacts to significant archaeological resources. The archaeological monitor will observe ground-disturbing activities to identify, record and retain any archaeological data uncovered.

The duration and timing of monitoring shall be determined by the qualified archaeologist in consultation with SAM and based on the grading plans. Initially, all ground-disturbing activities should be monitored by a qualified archaeologist. However, if, while monitoring, the archaeologist determines that the potential for uncovering buried cultural resources during project excavation is virtually nonexistent, the level of monitoring may be adjusted to circumstances as warranted.

If cultural resources are encountered, whether or not the archaeological monitor is present, all activity in the vicinity of the find shall cease until it can be evaluated by the archaeological monitor. If the archaeological monitor determines that the resources may be significant, the archaeological monitor will notify SAM and will develop an appropriate treatment plan for the resources. The archaeologist shall consult with Indigenous/American Indian monitors or other appropriate Indigenous/American Indian representatives in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Indigenous/American Indian in nature.

The archaeologist shall prepare a final report to be filed with the SAM and the California Historic Resources Information System. The report shall include a description of resources unearthed, if any, treatment of the resources, and evaluation of the resources with respect to the California Register of Historic Resources and the National Register of Historic Places. If the resources are found to be significant, a separate report including the results of the recovery and evaluation process shall be required.

20. **Mitigation Measure CUL-2:** Due to the sensitivity of the project site for Indigenous/American Indian resources, at least one Indigenous/American Indian monitor shall also monitor all ground-disturbing activities at the site. Selection of monitors shall be made by agreement of the Indigenous/American Indian groups identified by the Indigenous/American Indian Heritage Commission as having affiliation with the project area.

21. **Mitigation Measure CUL-3:** If paleontological resources are encountered during the course of construction and monitoring, the applicant shall halt or divert work and notify a qualified paleontologist who shall document the discovery as needed, evaluate the potential resource, assess the significance of the find, and develop an appropriate treatment plan in consultation with the applicant.

22. **Mitigation Measure CUL-4:** If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Indigenous/American Indian descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Indigenous/American Indian, who will then help determine what course of action should be taken to appropriately handle the remains.

23. **Mitigation Measure GEO-1:** SAM shall conduct a design level geotechnical investigation to identify geologic hazards and provide recommendations to mitigate those hazards in the final design of the proposed project. The geotechnical investigation report shall evaluate the potential for ground shaking, liquefaction, and landslide hazards and shall include recommendations to ensure slope stability. The investigation shall be conducted by a California registered engineer or certified engineering geologist and all recommendations made in the investigation report, including any support structures that may be required to prevent damage from potential geologic hazards, shall be incorporated into the project design specifications.

24. **Mitigation Measure HAZ-1a:** The construction contractor shall follow the procedures below in the event contaminated soil or groundwater is encountered (either visually or through odor detection) during excavation activities:

    A. Stop work in areas of contact;

    B. Notify the San Francisco Bay Regional Water Quality Control Board and the California Department of Toxic Substances Control;

    C. Contain the areas of contamination;

    D. Perform appropriate clean up procedures; and

    E. Segregate, profile, and dispose of all contaminated soil. Required disposal method shall depend on the type and concentration of contamination identified. Any site investigation or remediation shall be performed in accordance with applicable regulations.

25. **Mitigation Measure HAZ-1b:** SAM shall require the contractor to use best management practices (BMPs) that will minimize the potential adverse effect of the project to groundwater and soils from chemicals used during construction activities. The BMPs shall include the following measures:

    A. Follow manufacturer's recommendations on use, storage and disposal of chemical products used in construction;

B. Avoid overtopping construction equipment fuel gas tanks;

C. During routine maintenance of construction equipment, properly contain and remove grease and oils; and

D. Properly dispose of discarded containers of fuels and other chemicals.

26. **Mitigation Measure HAZ-2:** Prior to the commencement of construction activities, SAM shall require the construction contractor(s) to notify nearby schools and residents of the proposed construction schedule, the potential for hazardous material leakage, and proper safety procedures in the event of such a leakage.

27. **Mitigation Measure HYD-1:** SAM shall comply with the NPDES permit requirements by the RWQCB for dewatering activities as follows:

A. The RWQCB could require compliance with certain provisions in the permit such as treatment of the flows prior to discharge. The groundwater removed by dewatering would be discharged to the sanitary sewer or storm drain system with authorization of and required permits from the applicable regulatory agencies; and

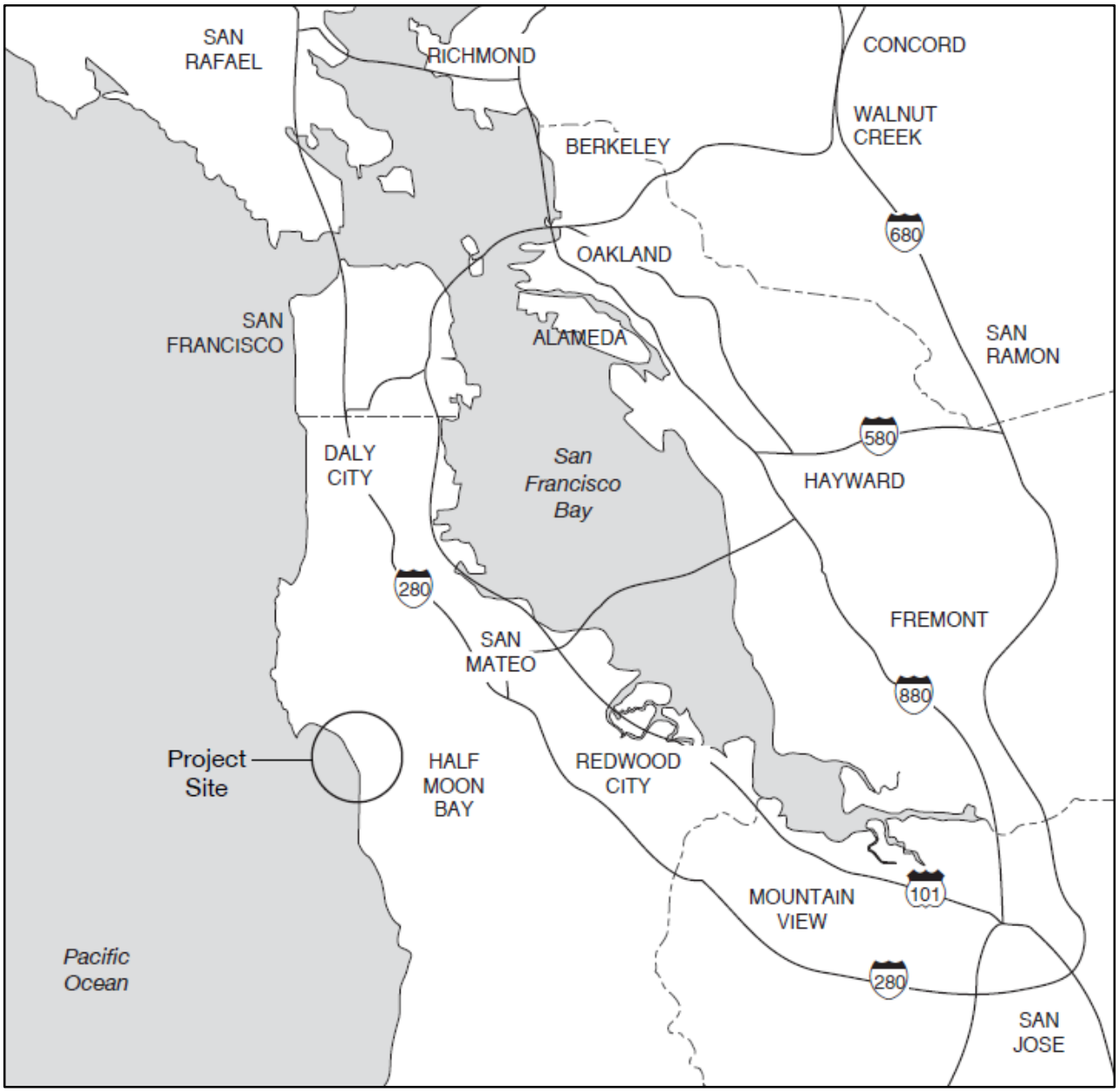
B. SAM shall comply with applicable permit conditions associated with the treatment of groundwater prior to discharge.

28. **Mitigation Measure TRA-1:** SAM shall require the construction contractor(s) to implement the following measures as necessary:

A. Provide public notification to non-emergency vehicles seven days in advance of the closure of Obispo Road, install signs to direct non-emergency vehicles on the detour route on Avenue Alhambra and Avenue Portola, and maintain a minimum 12-foot pavement width clear of open trench, excavated material, pipe, and equipment on Obispo Road for emergency vehicles.

B. install traffic cones and signs to direct traffic on a minimum 12-foot pavement width, using flaggers to manage alternate one-way traffic flow past the construction zone.

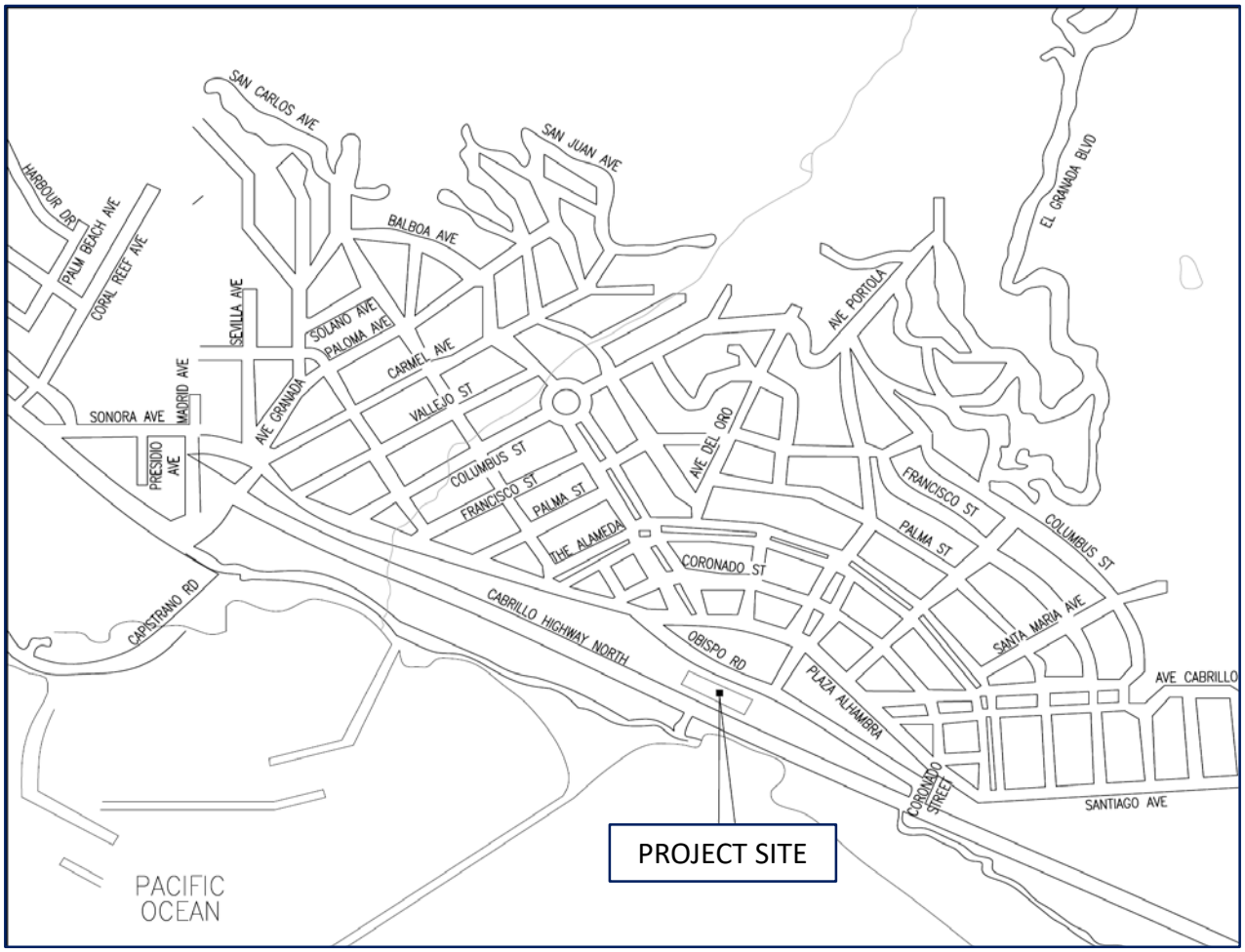
29. **Measure CUMU-1:** SAM will coordinate with or notify the local agencies (e.g., San Mateo County, Caltrans) concerning construction schedule, as required and implement measures such as scheduling project traffic during construction to minimize any construction-related cumulative impacts.



San Mateo County Zoning Hearing Officer Meeting

Owner/Applicant: **Granada Community Services District/Sewer Authority Mid-Coastside** Attachment: **B**

File Numbers: **PLN2018-00403**



Location Map
Scale: None

San Mateo County Zoning Hearing Officer Meeting

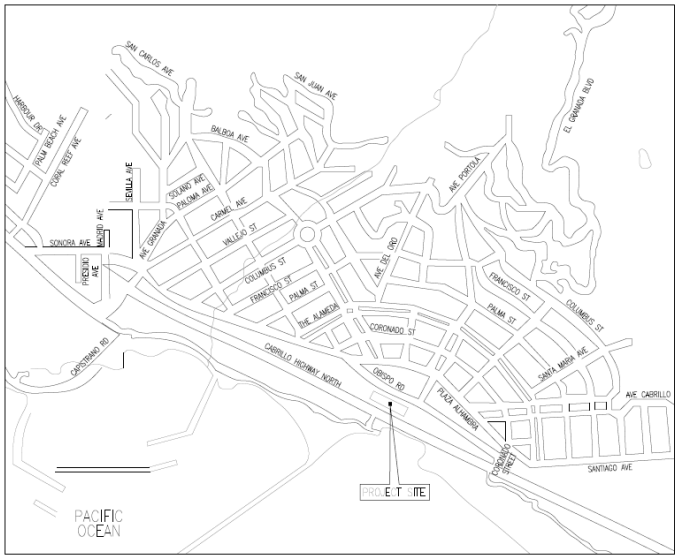
Owner/Applicant: **Granada Community Services District/Sewer Authority Mid-Coastside** Attachment: **C**

File Numbers: **PLN2018-00403**

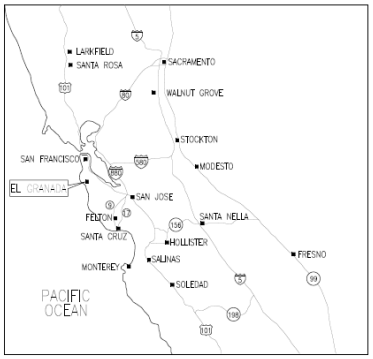
Sewer Authority Mid-Coastside

WET WEATHER STORAGE FACILITY EXPANSION PROJECT

VOLUME II - DRAWINGS
BID SET



LOCATION MAP
SCALE: NONE



VICINITY MAP
SCALE: NONE

SHEET INDEX

DRAWING NO.	SHEET NO.	TITLE
G001	1	TITLE & MAPS
G002	2	SYMBOLS, NOTES, & ABBREVIATIONS
C001	3	SITE PLAN
C002	4	GRADING PLAN
C003	5	RCB PLAN
C004	6	RCB SECTIONS
C005	7	CIVIL DETAILS
C006	8	EROSION CONTROL DETAILS

PROJECT DIRECTORY

OWNER: SEWER AUTHORITY MID-COASTSIDE 1000 CABRILLO HIGHWAY NORTH HALF MOON BAY, CA 94019-1466 PH: 650.726.0124 FX: 650.726.7833	CIVIL ENGINEER: SRT CONSULTANTS 90 NEW MONTGOMERY STREET SUITE 905 SAN FRANCISCO, CA 94109 PH: 415.776.5800
SURVEYOR: QUIET RIVER LAND SERVICES, INC. 6747 SIERRA COURT, SUITE K PLEASANTON, CA 94588 PH: 925.734.6788	CONTRACTOR: TBD

PROJECT MANAGER
TANYA YUROVSKY
REGISTERED CIVIL ENGINEER

SRT consultants
90 New Montgomery Street,
Suite 905
San Francisco, CA 94105
Ph 415.776.5800
Fx 415.776.5200

SEWER AUTHORITY
MID-COASTSIDE
1000 N CABRILLO HIGHWAY
HALF MOON BAY, CA 94019

WET WEATHER STORAGE
FACILITY EXPANSION PROJECT

TITLE SHEET

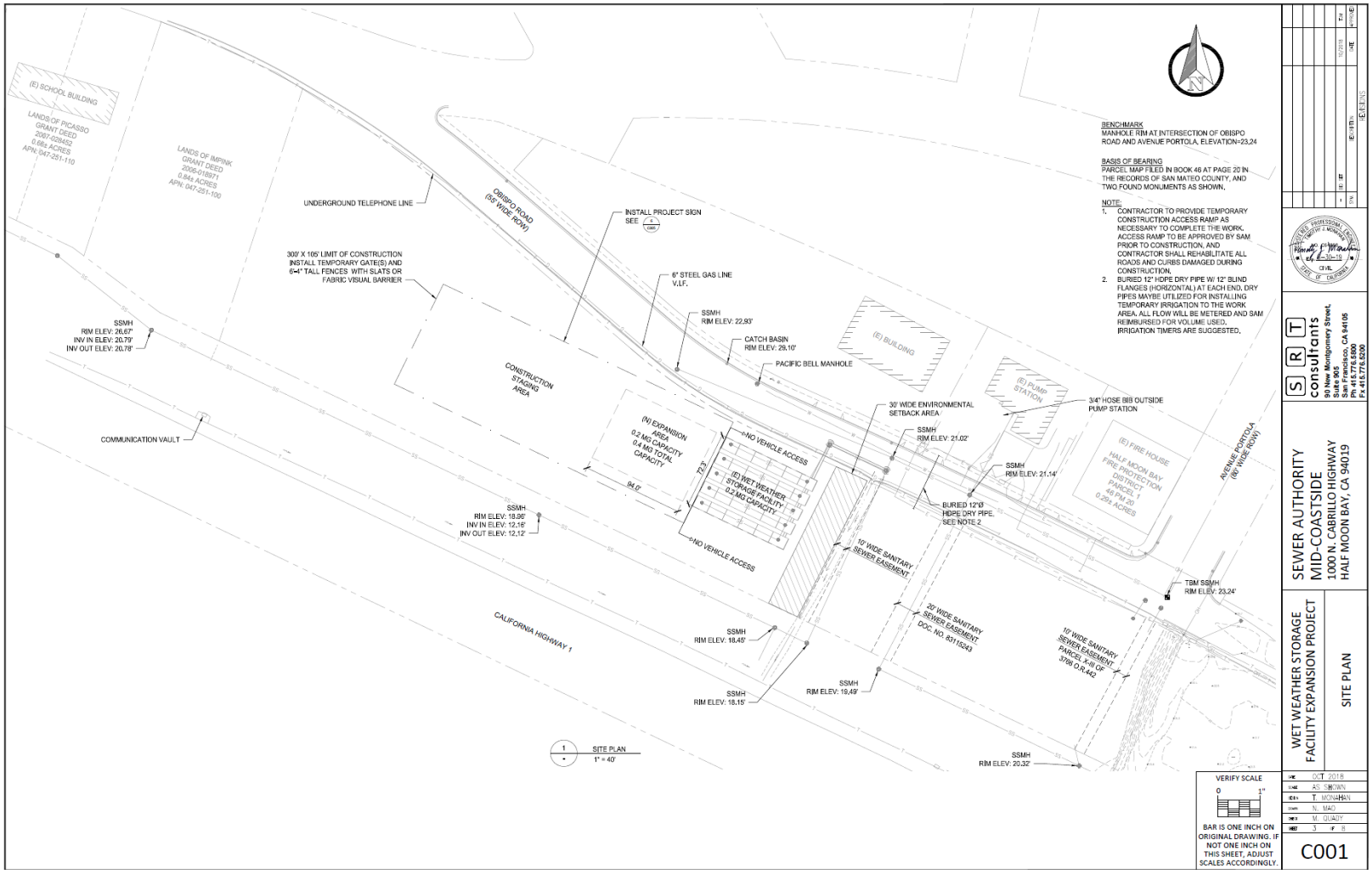
DATE OCT. 2018
SCALE AS SHOWN
DESIGN T. MONAHAN
DRAWN N. MAO
CHECK M. QUADY
SHEET 1 OF 8

G001

San Mateo County Zoning Hearing Officer Meeting

Owner/Applicant: **Granada Community Services District/Sewer Authority Mid-Coastside** Attachment: **D**

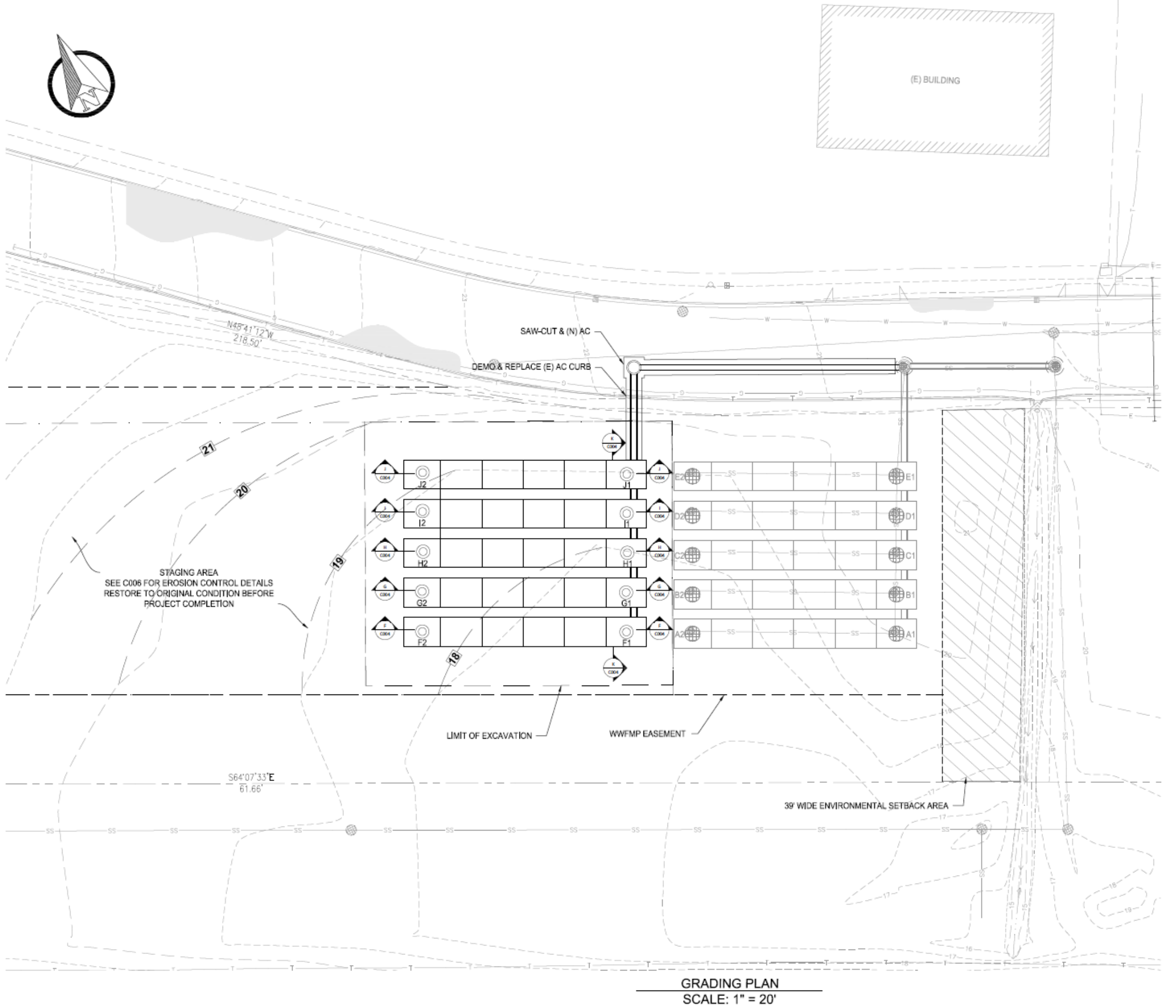
File Numbers: **PLN2018-00403**



San Mateo County Zoning Hearing Officer Meeting

Owner/Applicant: **Granada Community Services District/Sewer Authority Mid-Coastside** Attachment: **D**

File Numbers: **PLN2018-00403**



GRADING PLAN
SCALE: 1" = 20'

BENCHMARK
EXISTING MANHOLE RIM LOCATED AT INTERSECTION OF OBISPO ROAD AND AVENUE PORTOLA, ELEVATION=23.24

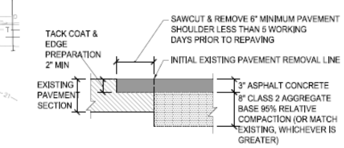
BASIS OF BEARING
PARCEL MAP FILED IN BOOK 46 AT PAGE 20 IN THE RECORDS OF SAN MATEO COUNTY, AND TWO FOUND MONUMENTS AS SHOWN.

GEOTECHNICAL NOTES
GEOTECHNICAL INVESTIGATION FOR UNDERGROUND STORM WATER STORAGE FACILITY, OBISPO ROAD & AVENUE PORTOLA, EL GRANADA, CALIFORNIA, DATED SEPT 2009, PREPARED BY ROMIG ENGINEERS, INC, PROJECT NO. 2327-1

QUANTITIES

ITEM	QUANTITY
CUT-OVERALL	5000 CY
FILL	3500 CY
DIFFERENCE	1500 CY (TOTAL VOLUME OF CHAMBERS)

ESTIMATES ONLY, NOT FOR BIDDING



1 A/C PATCH DETAIL
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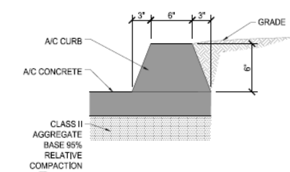


2 A/C CURB DETAIL
SCALE: NOT TO SCALE

UNDERGROUND SERVICE ALERT OF NORTHERN CALIFORNIA
DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG

VERIFY SCALE
0 1"
BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

SYM.	DESCRIPTION	DATE	APPROVED
-	1ST SET	10/2018	T.M.

REVISIONS

SRT consultants
90 New Montgomery Street, Suite 905
San Francisco, CA 94105
Ph 415.776.5800
Fx 415.776.5200

SEWER AUTHORITY MID-COASTSIDE
1000 N. CABRILLO HIGHWAY
HALF MOON BAY, CA 94019

WET WEATHER STORAGE FACILITY EXPANSION PROJECT

GRADING PLAN

DATE OCT 2018
SCALE AS SHOWN
DESIGN T. MONAHAN
DRAWN N. MAO
CHECK M. QUADY
SHEET 4 OF 8

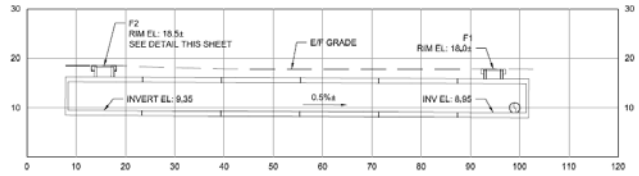
C002

San Mateo County Zoning Hearing Officer Meeting

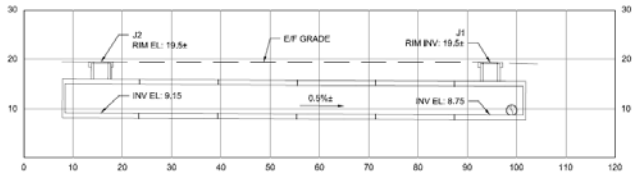
Owner/Applicant: Granada Community Services District/Sewer Authority Mid-Coastside

Attachment: D

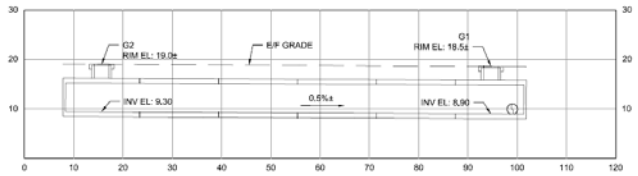
File Numbers: PLN2018-00403



SECTION OF STORAGE CHAMBER F
SCALE: 1"= 10'



SECTION OF STORAGE CHAMBER J
SCALE: 1"= 10'



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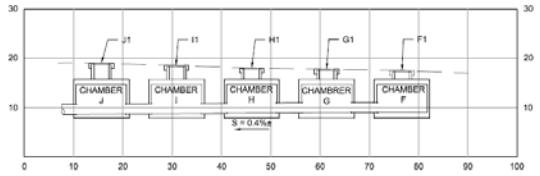
SCALE: 1"= 10'



SECTION K
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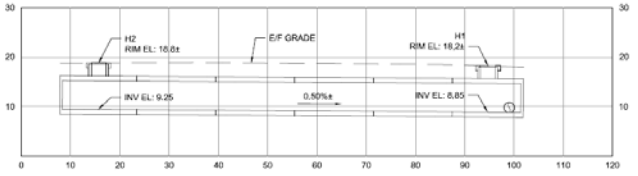
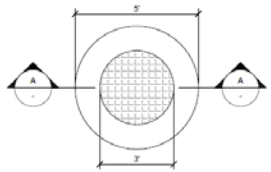
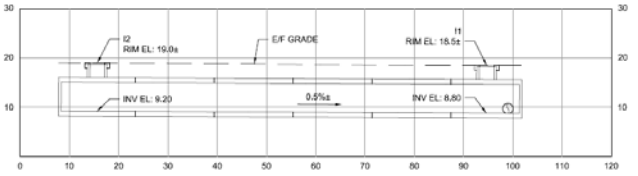


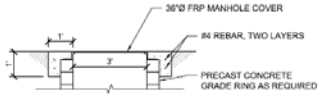
SECTION OF STORAGE CHAMBER H
SCALE: 1"= 10'



TYPICAL CHAMBER ACCESS MANHOLE DETAIL (TYP. OF 10)
SCALE: 1"= 2'



SECTION OF STORAGE CHAMBER I
SCALE: 1"= 10'



SECTION A
SCALE: 1"= 2'

VERIFY SCALE
0 1"
BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

SRT consultants
99 New Montgomery Street, Suite 905
San Francisco, CA 94105
Ph: 415.778.6280
Fx: 415.778.6290

SEWER AUTHORITY MID-COASTSIDE
1000 N CABRILLO HIGHWAY
HALF MOON BAY, CA 94019

WET WEATHER STORAGE FACILITY EXPANSION PROJECT

RCB SECTIONS

DATE: OCT 2018
SCALE: AS SHOWN
DESIGN: T. MONAMAN
DRAWN: N. MAO
CHECKED: M. QUADY
SHEET: 6 of 6

C004

San Mateo County Zoning Hearing Officer Meeting

Owner/Applicant: **Granada Community Services District/Sewer Authority Mid-Coastside** Attachment: **D**

File Numbers: **PLN2018-00403**

County of San Mateo - Planning and Building Department

ATTACHMENT E

CEQA ADDENDUM
to the
Sewer Authority Mid-Coastside (SAM) Wet Weather Flow Management Project
Initial Study/Mitigated Negative Declaration

EL GRANADA, SAN MATEO COUNTY
CALIFORNIA

Prepared for:
Kishen Prathivadi
Engineering and Construction Contracts Manager
Sewer Authority Mid-Coastside
1000 Cabrillo Highway North
Half Moon Bay, CA 94019

WRA Contact:
Geoff Reilly
Reilly@wra-ca.com

Date:

May 2018

ENVIRONMENTAL CONSULTANTS

2169-G East Francisco Blvd., San Rafael, CA 94901 (415) 454-8868 tel (415) 454-0129 fax info@wra-ca.com www.wra-ca.com

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Appendices

SEWER AUTHORITY MID-COASTSIDE (SAM)

ADDENDUM TO THE SAM WET WEATHER FLOW MANAGEMENT PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARAION

BACKGROUND

1. Project Title: Sewer Authority Mid-Coastside (SAM) Wet Weather Storage Facility Expansion Project

2. Lead Agency and Project Applicant: Sewer Authority Mid-Coastside (SAM)
1000 Cabrillo Highway North
Half Moon Bay, CA 94019

3. Contact Person and Phone Number: Kishen Prathivadi
Engineering and Construction Contracts Manager
Sewer Authority Mid-Coastside
(650) 726-0124
kishen@samcleanswater.org

4. Project Location: The project site is located within a grassy field area known as Burnham Strip, between Highway 1 (Cabrillo Highway) and El Granada, from Coronado Avenue to Capistrano Road.

The project site is located immediately adjacent to the existing SAM Wet Weather Storage Facility, on an unincorporated lot consisting of an open grassy field known as the Burnham Strip, at Assessor's Parcel Number (APN) 047-262-010. This area stretches between Highway 1 (Cabrillo Highway) and El Granada, from Coronado Avenue to Capistrano Road in western San Mateo County. The Burnham Strip is owned by both private and government entities and is serviced by State Route 1. The Initial Study/Mitigated Negative Declaration for the original project assessed a 4-acre footprint, but project components for the SAM Wet Weather Flow Management Project (Approved Project) required only 6,600 square feet (0.15 acres). The modified expansion project components (Modified Project) would require an additional 6,600 square feet within the 4-acre footprint previously assessed.

5. Introduction:

The SAM Board of Directors approved SAM Resolution No. 1-2009, an Initial Study/Mitigated Negative Declaration (IS/MND) for the SAM Wet Weather Flow Management Project on March 23, 2009. The Approved Project was constructed in 2012; it included the installation of five large underground storage tanks and associated pipes that capture stormwater flow exceeding the capacity of the Portola Pump Station, which conveys all wastewater from the communities of El Granada, Moss Beach, Princeton, and Montara to the SAM wastewater treatment plant (WWTP) located in Half Moon Bay. This pump station has been subject to sewer system overflows during heavy rainstorms. The Approved Project has a storage capacity of 200,000 gallons and it was designed to be modular. The 2009 IS/MND analyzed a footprint large enough for two expansion projects that would be adjacent to and of the same size as the original (each adding 200,000 gallons of potential storage, to total 600,000 gallons when all three components were built).

6. Statutory Background:

Under the California Environmental Quality Act (CEQA), an Addendum to a certified Environmental Impact Report (EIR) or Negative Declaration is appropriate if minor technical changes to the Modified Project occur (CEQA Guidelines 15164). An addendum is appropriate only if these minor technical changes or modifications do not result in any new significant impacts or substantially increase the severity of previously identified significant impacts. The Addendum need not be circulated for public review (CEQA Guidelines 15164 [c]); however, an addendum is to be considered by the decision making body along with the previously adopted environmental document prior to making a decision on the project (CEQA Guidelines 15164 [d]).

This Addendum demonstrates that the environmental analysis and impacts identified in the prior Initial Study/Mitigated Negative Declaration (IS/MND) remain substantially unchanged by the circumstances described herein. This document supports the finding that the Modified Project does not raise any new issues and does not exceed the level of impacts identified in the previously adopted Initial Study/Mitigated Negative Declaration.

7. Applicable Reports in Circulation:

This Addendum is prepared as an addition to the SAM Wet Weather Flow Management Project Initial Study/Mitigated Negative Declaration, adopted by the SAM Board of Directors on March 23, 2009. A copy of said document is available for review at the SAM Administrative Offices located at 1000 North Cabrillo Highway, Half Moon Bay, CA 94019.

PROJECT DESCRIPTION

The Modified Project includes an expansion of the original system to install five additional underground storage tanks, immediately adjacent to the five existing tanks, to manage the current levels of stormwater infiltration and inflow that exceed the existing system's capacity during large storm events. The Modified Project will prevent untreated sewage discharges to the environment that otherwise could result in contamination of the Pacific Ocean, Monterey Bay National Marine Sanctuary, recreational beaches, and sensitive biological habitats. Like the existing tanks, each of the five new tanks would be 6 feet high, 10 feet wide, and 90 feet long. They are designed to be connected to each other and to the existing tanks, and they would add a combined storage capacity of 200,000 gallons to the existing system. The system works by gravity and requires no pumps or new electricity usage. As the nearby Portola Pump Station becomes overwhelmed, flow backs up and fills the storage tanks. Once the flows decrease, the tanks drain by gravity back to the pump station. Site plans for the Modified Project are included as Appendix A.

Construction

Construction duration will be approximately five months (as opposed to nine months for the existing tank installment) and will include site preparation, grading, excavation, and installation of the storage tanks, followed by site backfilling. The project would require approximately 2,400 cubic yards of cut and 800 cubic yards of fill. The difference between the volume of excavation and fill is the gross volume of the storage tanks (approximately 1,600 cubic yards). Excavation would occur up to a maximum depth of approximately 12 feet. Just as with the Approved Project, installation of the tanks would predominantly utilize open cut trenching techniques, but the ground surface would be restored to its existing condition following construction activities. Construction activities would take place outside the hours of 6:00 p.m. and 7:00 a.m. on weekdays and 5:00 p.m. and 9:00 a.m. on Saturdays, or any time on Sundays, Thanksgiving, and Christmas, in accordance with the San Mateo County Ordinance Code, Chapter 4.88.

Staging

The graded/dirt area in the southeast portion of the grassy strip would be used for staging of equipment and material and construction vehicle parking.

Operation

Project operation would involve maintenance of the storage pipes to manage the wet weather flows in the same manner as the existing tanks. Access to each of the five new storage tanks for maintenance and cleaning would be provided by ten manholes, one on either end of each chamber. The manholes would be capped with vented manhole covers to allow airflow through the storage system during the filling and draining cycles. The pipes may require annual flushing of the sediment accumulated during each wet weather season. Flushing would occur once at the end of every wet weather season for up to two days; it would be completed with SAM's sewer jet truck, which would propel any accumulated sediment from the tanks to the Portola Pump Station.

The existing system has been filled dozens of times since its original construction and has not required flushing since it drains effectively after storm events.

Access and Circulation

There is no need for permanent parking at the project site, as it only will be visited for maintenance and upkeep. Parking during maintenance activities will occur on the dirt area southeast of the storage tanks. State Route 1 services the project. Construction vehicles will be using this route during the five-month construction period.

Landscaping

The project site will be backfilled upon completion of construction and replanted using a five-seed coastal variety of indigenous grasses to return it to pre-construction conditions.

Lighting

The Modified Project does not require any additional or new lighting infrastructure.

ENVIRONMENTAL ANALYSIS

The Approved Project IS/MND (SAM Resolution No. 1-2009) was prepared by SAM in accordance with the requirements of CEQA and the CEQA Guidelines. The IS/MND evaluated the standard comprehensive range of environmental topics listed in the CEQA Guidelines Appendix G and recommended mitigation measures to address the impacts associated with the Approved Project. Through implementation of mitigation measures, all of the identified potentially significant environmental impacts of the Approved Project were mitigated to a less than significant level.

The Modified Project evaluated by this Addendum calls for an expansion of the Approved Project. Five additional underground storage tanks would be installed adjacent to the existing tanks, each 6 feet high by 10 feet wide and 90 feet long, in order to accommodate current levels of stormwater flows during storm events. These modifications to the Approved Project warrant a detailed discussion of all topics that were found to require mitigation in the previously approved IS/MND. These topic areas include the following: Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Hazards and Hazardous Materials, Hydrology/Water Quality, Noise, and Public Services. Furthermore, certain topic areas such as Greenhouse Gas Emissions and Tribal Resources, along with updated questions relating to forest resources and traffic, that have been added to the CEQA Guidelines Appendix G since the original IS/MND was certified must be evaluated for the first time.

The Modified Project would not have any new significant impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts, with respect to all other environmental topics evaluated in the 2009 IS/MND for the Approved Project. This is because the Modified Project does not involve any substantial changes to the previously approved Project and would therefore have no effect on categories deemed to have *No Impact* or a *Less Than Significant Impact* on the environment.

The following sections evaluate necessary environmental topic areas, beginning with those areas from the CEQA Guidelines Appendix G Environmental Checklist Form that have been added, or for which there have been significant changes and/or updates to the topic questions, since the original IS/MND was certified. For these areas, the current checklist form has been included. The analysis continues by evaluating each topic area that was previously determined to have an impact on the environment that was *Less Than Significant with Mitigation Incorporated*. Numbering for each topic area has been made consistent with the current CEQA Guidelines Appendix G numbering scheme.

UDATED TOPIC AREAS SINCE PREVIOUS IS/MND:

AGRICULTURE AND FORESTRY RESOURCES — Would the project:	***Potentially Significant Impact***	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) 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 conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Setting

According to the California Department of Conservation, San Mateo County Important Farmland Map, the project site does not contain any Prime, Unique, Statewide, or Locally Important Farmland. The proposed project is located on "Other Land", defined as vacant and nonagricultural land (taking many forms) that is surrounded on all sides by urban development and is greater than 40 acres. Surrounding lands directly adjacent to the project site consist only of open space and urban development. Approximately 0.5 miles from the project site there is also some Prime Farmland.

Discussion of Impacts

a) ***No Impact.*** According to the 2016 Farmland Mapping and Monitoring Program from the California Department of Conservation, the project site is designated as "Other Land" and the proposed project would therefore not convert any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Therefore, the proposed project would have no impact to Farmland.

b-d) ***No Impact.*** The project site is zoned "Community Open Space Conservation District" land (San Mateo County, 1999) and is not under a Williamson Act contract (California Department of Conservation, 2006); thus, the project would not conflict with existing zoning for agricultural use nor a Williamson Act contract. The proposed project is not zoned for forest land, timberland, or timberland zoned Timberland Production, nor would it include any rezoning or have an impact related to the loss of forest land or the conversion of forest land to a non-forest use. No impact would occur.

e) ***No Impact***. Construction of the proposed project would not require rezoning and would not involve any activities that would result in the conversion of farmland to non-agricultural use or of forest land to non-forest use. Therefore, the proposed project would have no impact.

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

Environmental Setting

Assembly Bill 32 (AB 32) established the Global Warming Solutions Act of 2006, which requires the State to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020. Senate Bill 97 (SB 97), adopted in 2007, required the Governor's Office of Planning and Research to develop CEQA guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions," and the Resources Agency certified and adopted these amendments to the guidelines on December 30, 2009.

The major GHG emissions released from human activity are carbon dioxide, methane, and nitrous oxide (Governor's Office of Planning and Research, 2008). The primary sources of GHG emissions are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms).

Discussion of Impacts

a) ***Less than Significant.*** GHG emissions from the proposed project would be produced mainly from construction-related equipment emissions and only minor operational emissions, as it involves storage expansion of an existing system to manage excessive stormwater flow after storm events. The storage tanks function through gravity and not electricity, so emissions from the Portola Pump Station would not be affected. In addition, although the storage of sewage can lead to the release of methane over time, the wastewater will be stored in the tanks temporarily, immediately after a heavy rain event, before flowing back to the pump station and being conveyed to the WWTP for treatment. GHG emissions for construction of the Approved Project were modeled in the previous IS/MND and found to be less than significant. The proposed project would not alter the methods upon which these calculations were based. Given the nature of the proposed project and short duration of construction, GHG emissions resulting from the project would be less than significant.

b) ***No Impact.*** The project site is located within the San Francisco Bay air basin, which falls within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). BAAQMD produced a Clean Air Plan that was adopted on April 19, 2017. San Mateo County has also analyzed GHG emissions in their updated General Plan Energy and Climate Change Element and their Energy Efficiency Climate Action Plan, both adopted in June of 2013. These documents outline the County's GHG reduction goals, control measures, and implementation strategies; however, the project would generate emissions similar to existing conditions and therefore does not conflict with any applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The proposed project would not induce growth or cause additional traffic on roadways beyond temporary construction equipment, so the project would not conflict with implementation of AB 32. No impact would occur.

TRIBAL CULTURAL RESOURCES — Would the project:	***Potentially Significant Impact***	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***	***Source***
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of 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)?	☐	☐	☐	☒	1,10
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.	☐	☐	☐	☒	1,10

Environmental Setting

In September 2014, the California Legislature passed Assembly Bill (AB) 52, which added provisions to the Public Resources Code (PRC) concerning the evaluation of impacts on tribal cultural resources under CEQA, and consultation requirements with California Native American tribes. In particular, AB 52 now requires lead agencies to analyze a project's impacts on tribal cultural resources separately from archaeological resources (PRC Section 21074; 21083.09). Under AB 52, "tribal cultural resources" include "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either (1) listed or determined to be eligible for listing, on the state or local register of historic resources or (2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural

resource (PRC Section 21074). AB 52 also requires lead agencies to engage in additional consultation procedures with respect to California Native American tribes (PRC Sections 21080.3.1, 21080.3.2, 21082.3). If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document must discuss (1) whether the proposed project has a significant impact on an identified tribal cultural resource and (2) whether feasible alternatives or mitigation measures avoid or substantially less the impact on the identified tribal cultural resource (PRC Section 21082.3(b)). Finally, AB 52 required the Office of Planning and Research to update Appendix G of the CEQA Guidelines by July 1, 2016 to provide sample questions regarding impacts to tribal cultural resources (PRC Section 21083.09). AB 52's provisions apply to projects that have a notice of preparation filed on or after July 1, 2015.

Discussion of Impacts

a-i,ii) ***No Impact.*** No tribes have requested notification of projects from SAM as a CEQA lead agency pursuant to Public Resources Code § 21080.3.1. Notification affords California Native American tribes the opportunity for consultation pursuant to Public Resources Code § 21080.3.1. No tribal cultural resources have been identified on the site that the lead agency has determined to be significant to a California Native American tribe. Therefore, the Modified Project would have no significant impact to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

AREAS REQUIRING MITIGATION IN PREVIOUS IS/MND:

Air Quality:

The Modified Project would not result in additional impacts to air quality beyond those identified in the IS/MND. The background conditions, construction equipment mix, and construction and operation methods identified in the IS/MND have not notably changed. The San Francisco Bay air basin has not seen any changes in attainment vs. non-attainment of criteria air pollutants since the certification of the IS/MND. As with the Approved Project, construction of the proposed project would result in temporary exhaust emissions from construction equipment and fugitive dust, but Mitigation Measure AIR-1 would again be implemented to ensure that this impact is less than significant. Since the adoption of the previous IS/MND, BAAQMD produced a Clean Air Plan that was adopted on April 19, 2017 and San Mateo County released an updated General Plan Energy and Climate Change Element and an Energy Efficiency Climate Action Plan, both adopted in June of 2013. However, as shown in the IS/MND for the Approved Project, the proposed project would not facilitate an increase in population, housing, employment, or traffic and would not contribute significantly to air pollutants or violate air quality standards. The project would therefore not conflict with any air quality plan. As was the case for the Approved Project, impacts would be less than significant and no additional mitigation measures are required.

Biological Resources:

The footprint for the proposed expansion was considered under the previous IS/MND, which ensures that neither direct nor indirect impacts to biological resources would increase with the Modified Project. Furthermore, implementation of all Mitigation Measures (BIO-1 through BIO-3) from the IS/MND will ensure that impacts to biological resources remain less than significant.

Cultural Resources:

The footprint for the proposed expansion was considered under the previous IS/MND, which ensures that neither direct nor indirect impacts would increase to cause adverse change or disturbance to cultural resources with the Modified Project. As shown in the IS/MND, there are no previously recorded cultural resources present at the project site; furthermore, implementation of all Mitigation Measures (CUL-1 through CUL-4) from the IS/MND will ensure that impacts to cultural resources remain less than significant.

Geology and Soils:

The Modified Project would not result in additional impacts to geology and soils beyond those identified in the IS/MND. There are no changes to project design, construction methods, or underlying soil conditions that differ from those analyzed in the IS/MND. The footprint for the expansion project was considered in the geology and soils assessment in the previous IS/MND; furthermore implementation of all Mitigation Measures (GEO-1) from the IS/MND will ensure that impacts to geology and soils remain less than significant.

Hazards and Hazardous Materials:

The Modified Project would not result in additional impacts to hazards and hazardous materials beyond those identified in the IS/MND. The background conditions, project design, construction and operation methods, and site location identified in the IS/MND have not changed. The footprint for the expansion project was considered in the hazards and hazardous materials assessment in the previous IS/MND; furthermore implementation of all Mitigation Measures (HAZ-1 and HAZ-2) from the IS/MND will ensure that impacts to hazards and hazardous materials remain less than significant.

Hydrology and Water Quality:

The Modified Project would not result in additional impacts to hydrology and water quality beyond those identified in the IS/MND. The background conditions, project design, construction and operation methods, and site location identified in the IS/MND have not changed. The footprint for the expansion project was considered in the hydrology and water quality assessment in the previous IS/MND; furthermore implementation of Mitigation Measure HYD-1 from the IS/MND will ensure that impacts to hydrology and water quality remain less than significant

Noise:

The Modified Project would not result in additional impacts to noise beyond those identified in the IS/MND. There are no changes to project design or operational modifications to the project site or surrounding area that differ from those analyzed in the IS/MND. The overall intensity, equipment mix, duration, and proximity to sensitive receptors would not be notably different from the Approved Project. As with the Approved Project, project activities would be subject to the regulations in the San Mateo County Ordinance Code, Chapter 4.88 Noise Control, prohibiting construction noise between 6:00 p.m. and 7:00 a.m. on weekdays and between 5:00 p.m. and 9:00 a.m. on Saturdays or any time on Sundays, Thanksgiving, and Christmas. As such, while Mitigation Measure NOI-1 would still be necessary to address short-term noise increases in the project area, no new mitigation measures are required for the Modified Project.

Transportation and Traffic:

The Modified Project would not result in additional impacts to transportation and traffic beyond those identified in the IS/MND. The background conditions, project design, construction and operation methods, and site location identified in the IS/MND have not changed. As the proposed project would include the installation of five underground storage tanks and associated pipes, operation activities would only generate occasional trips for maintenance. The footprint for the expansion project was considered in the transportation and traffic assessment in the previous IS/MND; furthermore implementation of Mitigation Measure TRA-1 from the IS/MND will ensure that impacts to hydrology and water quality remain less than significant

Public Services:

The Modified Project would result in fewer impacts to Public Services beyond those identified in the IS/MND. The only issue requiring mitigation for the Approved Project was related to road closures and the effect that could have on the passage of emergency vehicles, specifically fire trucks. This was mitigated to less than significant by Mitigation Measure TRA-1, but road closures will not be required for the proposed project and therefore mitigation will not be required (see Section XVI). Otherwise, the background conditions, project design, construction and operation methods, and site location identified in the IS/MND have not changed and the impact will be less than significant.

Mandatory Findings of Significance:

The potential individual and/or cumulative impacts of the Modified Project with regard to biological resources, cultural resources, and direct and indirect effects on human beings would be comparable to the Approved Project, and the footprint for the expansion was considered in the original IS/MND. As impacts under the Modified Project would be similar to the Approved Project, impacts would be less than significant in this regard and no mitigation measures are required.

SUMMARY AND FINDINGS

Review of the Modified Project has concluded that the Modified Project will not result in new impacts beyond those analyzed in the SAM Wet Weather Flow Management Project Initial Study/Mitigated Negative Declaration adopted in 2009. This Modified Project does not propose any new ground disturbance other than what is necessary to add the five additional storage tanks. None of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a Mitigated Negative Declaration have occurred, and thus an Addendum to the 2009 SAM Wet Weather Flow Management Project Initial Study/Mitigated Negative Declaration is appropriate to satisfy CEQA requirements for the Modified Project.

The following findings are provided in accordance with CEQA Section 15164 (e) concerning the decision not to prepare a subsequent Negative Declaration pursuant to Section 15162.

(1) None of the following conditions calling for preparation of a subsequent Negative Declaration have occurred:

> (a) Substantial changes are proposed in the project which will require major revisions of the Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects;
>
> (b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions of the Negative Declaration due to involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects; or
>
> (c) New information of substantial importance which was not known could not have been known with the exercise of reasonable diligence at the time the previous Negative Declaration was adopted, shows the following:
>
> > (i) The project will have one or more significant effects not discussed in the previous Negative Declaration;
> >
> > (ii) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
> >
> > (iii) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
> >
> > (iv) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(2) Only minor technical changes or additions are necessary to make the Mitigated Negative deceleration consideration adequate under CEQA

(3) The changes to the Mitigated Negative Deceleration made by this Addendum do not raise important new issues about the significant effects on the environment

This Addendum finds that actions required for the Modified Project, as identified herein, will not result in any new significant environmental effects, or result in the substantial increase of any previously identified impacts in the 2009 Mitigated Negative Deceleration.

Signature: _____ Date:
Name and Title: Kishen Prathivadi
Engineering and Construction Contracts Manager

Appendix A: Wet Weather Storage Facility Expansion Project – SRT Memo

March 7, 2018

Wet Weather Storage Facility Expansion Project

Project Goals and Description

The goal of this project is to manage stormwater infiltration and inflow that exceeds the existing system's capacity during large storm events. This project will prevent untreated sewage discharges to the environment that would potentially result in contamination of the Pacific Ocean, Monterey Bay National Marine Sanctuary, recreational beaches, and sensitive biological habitats.

The project is proposed in a grassy open field known as the Burnham Strip, adjacent to Highway 1 (Cabrillo Highway) in El Granada, San Mateo County (see Figure 1). The Portola Pump Station, located across the street from the Burnham Strip, is owned and operated by the Sewer Authority Mid-Coastside (SAM). This pump station conveys all wastewater from the communities of El Granada, Moss Beach, and Montara to the SAM wastewater treatment plant (WWTP) located in Half Moon Bay and was subject to sewer system overflows (SSOs) during heavy rain storms.

Figure 1. Location of Proposed Project on Burnham Strip

In 2012, SAM built the Wet Weather Flow Management Project (WWFMP) involving construction of five large underground storage tanks that capture excessive wastewater flows that exceed the capacity of the Portola Pump Station.

Each tank is 6 feet high, 10 feet wide and 90 feet long (see Figure 2). The tanks are connected and have a combined storage volume of 200,000 gallons. The system works by gravity and requires no pumps. As the nearby pump station becomes overwhelmed, flow backs up and fills the storage tanks. Once the flows decrease, the tanks drain by gravity back to the pump station.

Figure 2. Construction of the Wet Weather Storage Facility on Burnham Strip in 2012

The system is modular and designed to be expandable to 400,000 gallons or ultimately to 600,000 gallons as shown in the figure below.

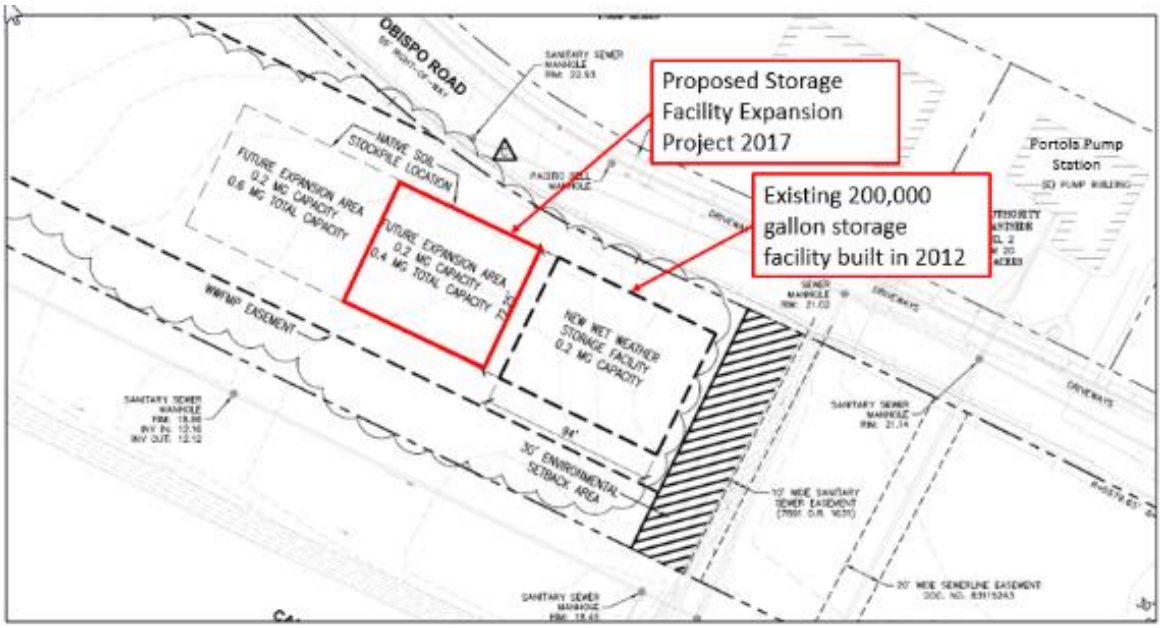

Figure 3. Proposed Expansion of The Wet Weather Storage Capacity to 400,000 gallons

The scope of the proposed project is to expand the storage capacity from 200,000 gallons to 400,000 gallons as shown in Figure 4.

Figure 4. Proposed Expansion of the Wet Weather Storage Facility

Public Draft

SAM WET WEATHER FLOW MANAGEMENT PROJECT

Initial Study/Mitigated Negative Declaration

Prepared for
Sewer Authority Mid-Coastside

January 2009

Sewer Authority Mid-Coastside

Notice of Public Review and Intent to Adopt a Proposed Mitigated Negative Declaration

SAM Wet Weather Flow Management Project

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970" as amended to date, this is to advise you that the Sewer Authority Mid-Coastside (SAM) has prepared an initial study/mitigated negative declaration (IS/MND) on the Wet Weather Flow Management Project.

SAM proposes to install two parallel, approximately 700-foot, 60-inch-diameter underground storage pipes to temporarily store excess sewage during peak flows or a storm event. The purpose of the project is to provide facilities to contain stormwater infiltration and inflow that exceed the existing system capacity during storm events and to help prevent untreated sewage discharges and resulting potential contamination of the Pacific Ocean, beaches and sensitive biological habitats. The project site is located within a grassy field area known as Burnham Strip, between Highway 1 (Cabrillo Highway) and El Granada, from Coronado Avenue to Capistrano Road. As the peak flows subside, the sewage would drain from the pipes by gravity to the Portola Pump Station wet well. The storage pipes would be installed immediately east of the Montara interceptor pipeline, and would provide approximately 205,000 gallons of storage. An approximately 15-inch-diameter pipeline would connect the new facilities to the existing 15-inch Montara Interceptor. The parallel storage pipes would be sloped at up to 0.5 percent to allow self-draining to the Montara Interceptor. At this slope, sediments (sand and grit) may accumulate over a wet weather season; therefore, the pipes would require annual flushing at the end of each wet weather season. The IS/MND describes the proposed project, analyzes whether the project would result in any potential significant environmental impacts, and describes measures that would mitigate any potential significant impacts to less than significant level.

Public Comment Period - The period for accepting comments on the adequacy of the environmental documents extends to ***5:00 P.M., February 28, 2009.*** Any comments should be in writing and submitted to the following address:

John F. Foley III, Manager
Sewer Authority Mid-Coastside
1,000 N. Cabrillo Highway
Half Moon Bay, CA 94019

The proposed IS/MND will be considered for adoption at the regularly scheduled SAM Board of Directors meeting on **March 23rd, 2009** at **7 p.m**.

Public Draft

SAM WET WEATHER FLOW MANAGEMENT PROJECT

Initial Study/Mitigated Negative Declaration

Prepared for
Sewer Authority Mid-Coastside

January 2009

225 Bush Street
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207202

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CHAPTER 1
Project Description

1.1 Introduction

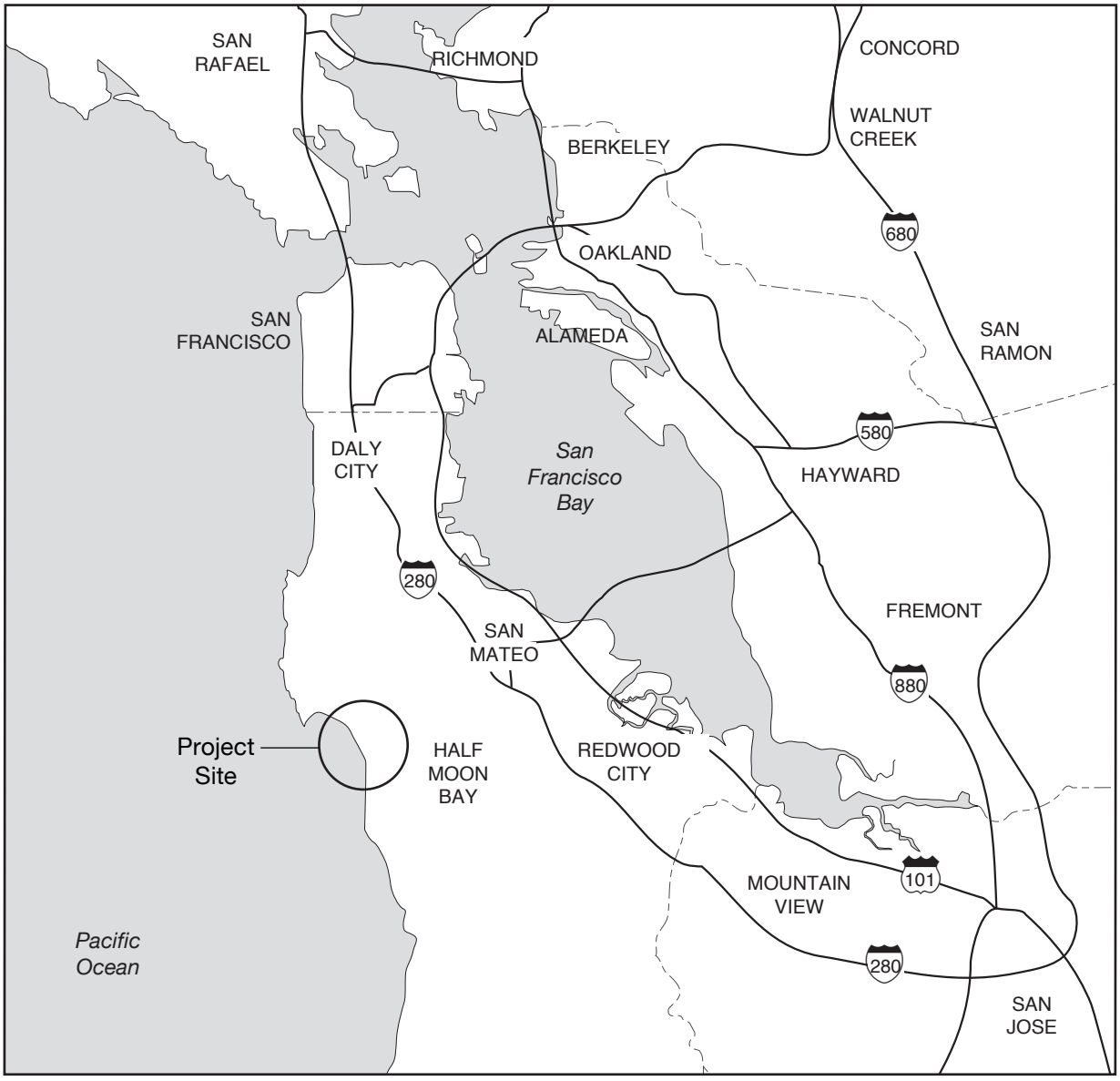
The Sewer Authority Mid-Coastside (SAM) proposes implementation of the Wet Weather Flow Management Project in El Granada, unincorporated San Mateo County, California (Figure 1-1). SAM provides sewage collection and treatment services to an approximately 12-square-mile area on the western edge of San Mateo County. Approximately half of the service area lies within the boundaries of the city of Half Moon Bay, with the remainder divided between Montara Water and Sanitary District and Granada Sanitary District service areas. The purpose of the project is to provide facilities to contain wet weather (including stormwater infiltration and inflow) that currently exceeds the existing system capacity during storm events and to help prevent untreated sewage discharges and resulting potential contamination of the Pacific Ocean, beaches and sensitive biological habitats.

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to provide the public and responsible and trustee agencies reviewing this project with information about the potential effects on the local and regional environment. This IS/MND has been prepared in compliance with the Public Resources Code Section 21000 et seq., California Environmental Quality Act (CEQA) of 1970 (as amended), and Title 14, Chapter 3 of the California Administrative Code. In accordance with the CEQA Guidelines, California Code of Regulations Title 14, Chapter 3, Section 15070, a Mitigated Negative Declaration shall be prepared if the following criteria are met:

- There is no substantial evidence that the project may have a significant effect; or
- Where there may be a potentially significant effect, revisions to the project would avoid or mitigate the effects to a point where clearly no significant effects would occur.

In accordance with Section 15073 of the CEQA Guidelines, this document is being circulated to local, state and federal agencies and to interested organizations and individuals who may wish to review and comment on the report. Written comments may be forwarded to:

John F. Foley III, Manager
Sewer Authority Mid-Coastside
1000 N. Cabrillo Highway
Half Moon Bay, CA 94019



SOURCE: ESA

Sewer Authority Mid-Coastside Wet Weather Flow Management Project MND . 207202.01

Figure 1-1
Site Location Map

1.2 Project Background

1.2.1 Existing Facilities

SAM is a Joint Power Authority formed in 1976 by three member agencies: the City of Half Moon Bay, Montara Water and Sanitary District and Granada Sanitary District. Each agency acts independently under the direction of its respective governing board and/or city council and owns, operates, and maintains sewer collection systems in its respective service area. SAM's regional system includes an Intertie Pipeline System consisting of four pumping stations (Portola, Montara, Vallemar and Princeton); gravity sewer and force main pipelines including an 8,860-foot, 14-inch-diameter force main along Highway 1; and a wastewater treatment plant (WWTP) in Half Moon Bay (Figure 1-2).

Sewage collected from the Montara Water and Sanitary District and Granada Sanitary District service area is conveyed by the 14-inch-diameter force main to the SAM WWTP for treatment. The treated effluent is then discharged to the Pacific Ocean via an ocean outfall west of Pilarcitos Creek. The treated wastewater is discharged under SAM's National Pollutant Discharge Elimination System (NPDES) permit issued by the San Francisco Bay Regional Water Quality Control Board (RWQCB). The outfall consists of a discharge pipe that extends 1,900 feet from the shoreline with a submerged diffuser placed at a depth of approximately 40 feet. The discharge occurs within the Monterey Bay National Marine Sanctuary.

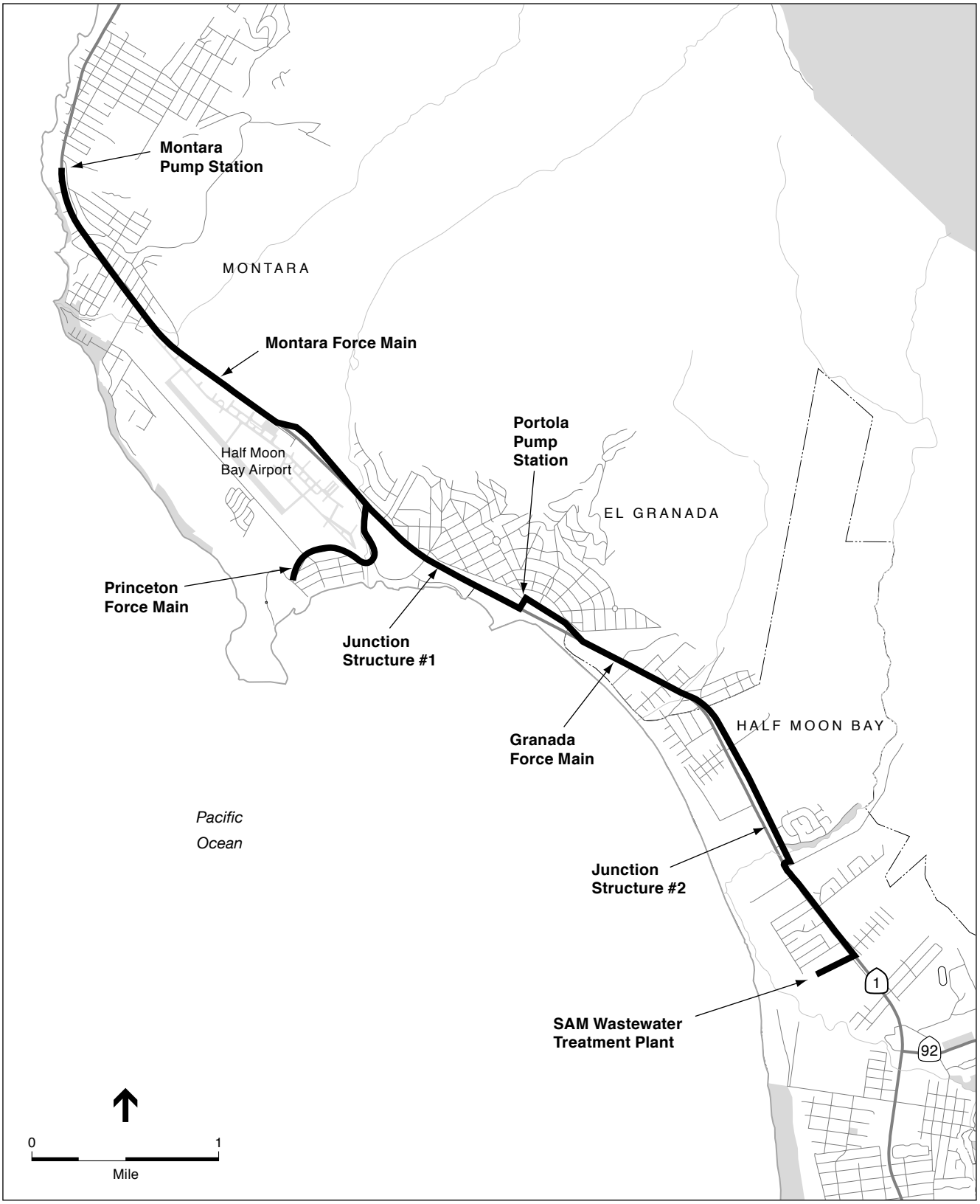
1.2.2 Sanitary Sewer Overflows

The U.S. Environmental Protection Agency (USEPA) issued an NPDES Compliance Evaluation Report to SAM in August 2006. The report described the existing SAM system and the sanitary sewer overflows (SSOs) that have occurred through 2005, and made recommendations to eliminate SSOs. The USEPA report stated that the SAM sewer system does not have sufficient capacity to convey peak flows during the winter rains. The capacity shortages are manifested most noticeably in the large-volume overflows at the Montara Pump Station and from manholes upstream of the Portola Pump Station. The excess wet weather flow can also cause spills within the member agencies' systems. The largest spills, however, have occurred when the excess wet weather flow reached bottlenecks in the SAM Intertie Pipeline System at the Montara and Portola Pump Stations.

Capacity assessment studies conducted by SAM indicate that the capacity problems stem primarily from excess infiltration and inflow (I/I) in the member agencies' sewer systems. Capacity limitations caused by I/I can be managed either by reducing I/I, conveying the excess flow through larger sewers and storage basins, or a combination of these basic approaches.

1.2.3 Alternatives Considered

SAM conducted a series of studies to evaluate wet weather flows in the Intertie Pipeline System and developed recommendations for relieving capacity restrictions in the system. The studies made general recommendations to install off-line flow storage, expand the capacity of the system



SOURCE: Whitley Burchett & Associates

Sewer Authority Mid-Coastside Wet Weather Flow Management Project MND . 207202.01

Figure 1-2
Existing Facilities

downstream of the Portola Pump Station, and/or conduct a comprehensive I/I evaluation and corrective measures in each of the member agency collection systems.

The Portola Pump Station is considered a bottleneck due to inadequate capacity of the Intertie Pipeline System downstream. Therefore, the alternatives that were evaluated were located at or near the Portola Pump Station. The alternatives included either constructing a storage facility at or near the pump station, or enlarging the Intertie Pipeline System downstream of the pump station. SAM conducted a study to evaluate several alternatives consisting of storage facilities of varying capacities, additional pipelines, and pump station improvements. Based on the study, SAM initially considered two alternatives for further analysis: a 600,000-gallon underground tank or an approximately 8,850-foot underground pipeline along with installing offline storage at the WWTP or the Portola Pump Station and improvements at the existing Portola Pump Station.

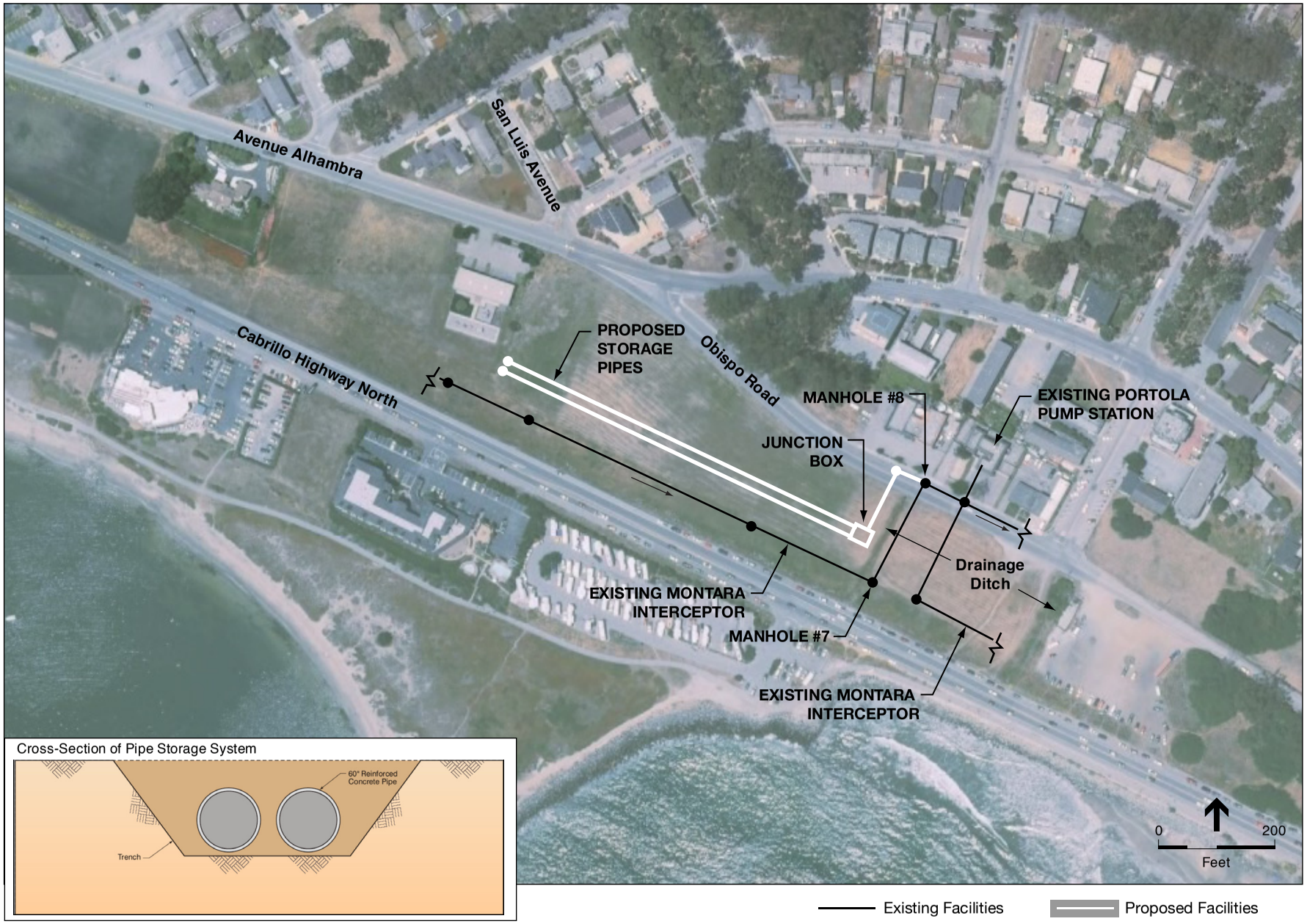
SAM issued a Notice to Preparation (NOP) of an Environmental Impact Report (EIR) that was circulated to local, state, and federal agencies as well as other interested parties on August 15, 2007, by the Governor's Office of Planning and Research, State Clearinghouse (SCH) and Planning Unit. The NOP (SCH # 2007082091) provided a description of the proposed project (i.e., implementation of one or both of the tank and pipeline alternatives). The public review period for the NOP started on August 15, 2007 and ended on October 19, 2007. A scoping meeting was held on August 28, 2007 to present the project components and the environmental review process and to solicit public comments.

Following the scoping period, SAM re-evaluated the two alternatives based on project feasibility, anticipated potential environmental impacts, and comments received on the project. SAM selected an alternative, which is evaluated as the proposed project in this document. The selected alternative consists of construction and operation of a storage facility in the form of two pipes at the Portola Pump Station. The scale of the project was reduced to almost one-third: storage capacity of 205,000 gallons from the originally proposed capacity (600,000 gallons).

1.3 Project Location

The proposed project site lies in El Granada on the western edge of San Mateo County, California (Figure 1-1). The project site is located within a grassy field area known as Burnham Strip, between Highway 1 (Cabrillo Highway) and El Granada, from Coronado Avenue to Capistrano Road, as shown in Figure 1-3. The strip is partly privately owned and partly owned by government agencies. El Granada Fire Station is located adjacent to the Portola Pump Station. The project components would be constructed in an approximately four-acre area east of Cabrillo Highway and west of the existing Portola Pump Station, and in a portion of Obispo Road.

The project components would be partly located in the portion owned by the San Mateo County Harbor District. As part of the project, the Granada Sanitary District would acquire the portion of the property owned by the Harbor District. SAM would enter into a lease or an agreement with the Granada Sanitary District for use of the property for the proposed project.



SOURCE: Carollo Engineers; ESA

Sewer Authority Mid-Coastside Wet Weather Flow Management Project MND . 207202.01

Figure 1-3
Project Facilities

1.4 Project Objectives and Need

SAM proposes to implement the Wet Weather Flow Management Project for the following key reasons:

- The existing conveyance and treatment facilities lack the ability to convey excess stormwater received by the system during wet seasons, and
- Sewage overflows and potential raw sewage discharge into the Pacific Ocean adversely affect the Monterey Bay National Marine Sanctuary, a sensitive biological habitat, and a recreational beach area.

The proposed project is intended to serve the following objectives:

- Assist in preventing untreated sewage overflows impacting public health and/or safety and the coastal sensitive biological resources in the Monterey Bay National Marine Sanctuary;
- Provide efficient management of sewage flows and prevent sewage overflows; and
- Establish increased capacity to contain stormwater infiltration and inflow during storm events.

1.5 Proposed Project

The proposed project consists of installing two parallel, approximately 700-foot, 60-inch-diameter reinforced concrete storage pipes to temporarily store excess sewage during peak flows or a storm event (see Figure 1-3). As the peak flows subside, the sewage would drain from the pipes by gravity to the Portola Pump Station wet well. The storage pipes would be installed immediately east of the Montara interceptor pipeline, and would provide approximately 205,000 gallons of storage. The proposed pipes would connect to a new junction box as shown in Figure 1-3. An approximately 15-inch-diameter pipeline would begin at the junction box and traverse east to Obispo Road, and then south along Obispo Road for approximately 40 feet to connect with the existing 15-inch Montara Interceptor at Manhole No. 8. The storage pipes would be sloped at up to 0.5 percent to allow self-draining to the Montara Interceptor. At this slope, sediments (sand and grit) may accumulate over a wet weather season; therefore, the pipes would require annual flushing at the end of each wet weather season.

1.5.1 Construction

Project construction would involve site preparation, grading, excavation, and installation of the storage pipes, connecting pipelines, and ancillary facilities (e.g., a junction box), followed by site backfilling. Excavation would occur up to a depth of approximately 12 feet. The graded/dirt area in the southeast portion of the grassy strip would be used for staging of equipment and material and construction vehicle parking. The proposed storage pipes would be installed at a distance from the existing pipelines to allow for sloped trenching, which reduces the need for shoring. Installation of the pipelines would predominantly utilize open cut trenching technique. Manholes

would extend from the top of the junction box to the ground surface. Construction activities along Obispo Road would be planned so as to provide sufficient width for access for emergency vehicles from the El Granada Fire Station. Following construction, the ground surface would be restored to its existing condition. Construction is scheduled to occur in summer 2009 and continue for approximately nine months. Approximately six workers would be employed for the construction activities.

1.5.2 Operation

Project operation would involve maintenance of the storage pipes to manage the wet weather flows. Access to the north end of the storage pipes for maintenance and cleaning would be provided by two manholes, one for each pipe (see Figure 1-3). The manholes would be covered with grating to allow airflow through the storage system during the filling and draining cycles. The pipes would require annual flushing of the sediment accumulated during every wet weather season. Flushing would occur once, at the end of every wet weather season, for up to 2 days and would either be an automatic hydraulic activity (i.e., automated routing of the debris to the Portola Pump Station) or a pumping activity (i.e., use of a mobile truck with a pump to flush the debris into the Portola Pump Station). In both cases, the debris would be conveyed to the WWTP for treatment.

1.6 Potential Permit Requirements

Following are the permits or agreements that may be required for project implementation:

- *State Water Resources Control Board*: General Construction Permit;
- *San Mateo County*: Coastal Development Permit or a Waiver;
- *San Mateo County*: Encroachment Permit; and
- *Granada Sanitary District*: Lease or other agreement enabling SAM to use the property for construction and maintenance of the proposed facilities following acquisition of the land parcel by Granada Sanitary District.

References – Project Description

SAM, *Draft Wet Weather Flow Management Project Description*, 2008.

U.S. Environmental Protection Agency (USEPA) Region 9, NPDES Compliance Evaluation Report, Sewer Authority Mid-Coastside, Half Moon Bay, Granada Sanitary District, Montara Water and Sanitary District, August 18, 2006.

CHAPTER 2
Environmental Checklist

1.	**Project Title:**	Wet Weather Flow Management Project
2.	**Lead Agency Name and Address:**	Sewer Authority Mid-Coastside (SAM) 1,000 N. Cabrillo Highway Half Moon Bay, CA 94019
3.	**Contact Person and Phone Number:**	John F. Foley III, Manager Sewer Authority Mid-Coastside 1,000 N. Cabrillo Highway Half Moon Bay, CA 94019
4.	**Project Location:**	El Granada, San Mateo County
5.	**Project Sponsor's Name and Address:**	John F. Foley III, Manager Sewer Authority Mid-Coastside 1000 N. Cabrillo Highway Half Moon Bay, CA 94019
6.	**General Plan Designation(s):**	Open space, commercial recreation
7.	**Zoning Designation(s):**	Community Open Space Conservation District land

8. Description of Project:

The proposed project consists of installing two parallel, approximately 700-foot, 60-inch-diameter reinforced concrete storage pipes in El Granada, San Mateo County, to temporarily store excess sewage during peak flows or a storm event. See Chapter 1, Project Description, for additional information.

9. Other public agencies whose approval is required:

State Water Resources Control Board (General Construction Permit); County of San Mateo (Encroachment Permit and Coastal Development Permit or a Waiver); Granada Sanitary District (Lease or other agreement enabling SAM to use the property for construction and maintenance of the proposed facilities) following acquisition of the land parcel by Granada Sanitary District.

Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☐ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology, Soils and Seismicity
☒ Hazards and Hazardous Materials	☒ Hydrology and Water Quality	☒ Land Use and Land Use Planning
☐ Mineral Resources	☒ Noise	☐ Population and Housing
☒ Public Services	☒ Recreation	☒ Transportation and Traffic
☐ Utilities and Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

☐ 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, no further environmental documentation is required.

Signature — Date: Jan 27, 2009

John F. Foley III, Manager
Printed Name

Sewer Authority Mid-Coastside
For

Environmental Checklist

Aesthetics

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
1.	**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 corridor?	☐	☐	☒	☐
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☐	☒

Discussion

a,c) **Less than Significant Impact.** The project site is near the Pacific Ocean; scenic vistas in the project area include views of the shoreline to the west from residences located east of the Burnham Strip. Construction activities at the site could temporarily obstruct views of the coast for residences located along a portion of Obispo Road and at the corner of Coronado Street and San Luis Avenue. However, once installation of the pipelines is complete, the project site would be restored to existing conditions. Since construction activities would be short-term (i.e., approximately nine months), the project would not have adverse effects on scenic vistas nor would it substantially degrade the existing visual character of the surrounding area. All the proposed facilities would be underground, therefore there would be no long term impact. The impact is considered less than significant.

b) **Less than Significant Impact.** As stated in Chapter 1, Project Description, the project would be located just east of the Cabrillo Highway, a County-designated scenic route between Junipero Serra Freeway and the northern limits of the city of Half Moon Bay (San Mateo, 1986). Construction activities could temporarily obstruct views for drivers along the Cabrillo Highway. However, the project would not result in impacts to trees, outcroppings or historic buildings. After project construction is complete, the project site would be restored to existing conditions. Because construction activities would be temporary, impacts to existing scenic resources including the Cabrillo Highway would be less than significant.

d) **No Impact.** The proposed storage pipes, connecting pipelines, and other facilities would be installed underground within the Burnham Strip and a portion of Obispo Road. Since construction of the new pipeline would be conducted during daytime hours, the project would not create a new source of substantial light or glare during nighttime hours.

No new lighting would be installed as part of the project. Therefore, the proposed project would not adversely affect daytime or nighttime views in the area.

References

San Mateo County, *General Plan Policies*, November 1986.

Agricultural Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
2. AGRICULTURAL RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. **Would the project:**				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance to non-agricultural use?	☐	☐	☐	☒

Discussion

a) **No Impact.** There is no prime, unique or farmland of statewide importance at the project site. The project would not convert any of the farmland area to a non-agricultural use. No impact is expected.

b,c) **No Impact.** The project site is zoned as Community Open Space Conservation District land (San Mateo County, 1999) and does not conflict with a Williamson Act contract (California Department of Conservation, 2006). Thus, the project would not conflict with existing zoning for agricultural use nor would it involve other changes in the existing environment related to the conversion of farmland. No impact is expected.

References

California Department of Conservation, Williamson Act Program, San Mateo County Williamson Act 2006 map, Available online at ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Map%20and%20PDF/San%20Mateo/, Accessed on September 16, 2008.

San Mateo County Planning and Building Division, *Zoning Regulations*, Zoning Map, July 1999.

Air Quality

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
3. 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) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion

a) **No Impact.** Regulation of air pollution is achieved through both national and State ambient air quality standards and emission limits for individual sources of air pollutants. As required by the federal Clean Air Act, the U.S. Environmental Protection Agency (USEPA) has identified criteria pollutants and has established the National Ambient Air Quality Standards (NAAQS) to protect public health and welfare. The NAAQS have been established for the following pollutants: ozone (O_3); carbon monoxide (CO); nitrogen dioxide (NO_2); sulfur dioxide (SO_2); particulate matter less than 10 microns in diameter (PM10); particulate matter 2.5 microns or less in diameter (PM2.5); and lead (Pb). These pollutants are called "criteria" air pollutants because standards have been established for each of them to meet specific public health and welfare criteria. The State of California has also established its own more stringent set of air quality standards commonly referred to as the California Ambient Air Quality Standards (CAAQS). The CAAQS have been established for the criteria pollutants identified above and also for sulfates, hydrogen sulfide, and vinyl chloride.

The project site is located in San Mateo County within San Francisco Bay air basin, which falls within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). Pursuant to the federal and State Clean Air Acts, the BAAQMD is required to develop plans to reduce emissions of pollutants for which the air basin is designated as non-attainment. The San Francisco Bay air basin is currently designated as non-attainment for the federal 8-hour ozone standard and for the State 1- and 8-hour ozone standards as well as the State particulate matter (PM10 and PM2.5) standards.

The BAAQMD is currently preparing the *2009 Bay Area Clean Air Plan*, which will replace the existing *Bay Area 2005 Ozone Strategy*. This plan will include ozone control measures and will also consider the impacts of these control measures on particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan (BAAQMD, 2008). However, until the new plan is published, the *Bay Area 2005 Ozone Strategy* is the applicable air quality plan for the project site.

The *Bay Area 2005 Ozone Strategy* outlines control strategies to reduce emissions of ozone and ozone precursors to help the Bay Area achieve attainment for the State 1-hour ozone standard. The Plan also discusses related air quality issues such as climate change, fine particulate matter and the BAAQMD's Community Air Risk Evaluation program (BAAQMD, 2006).

Since air pollutant emissions are a function of population and human activity, emission reduction strategies set forth in the *Bay Area 2005 Ozone Strategy* were developed based on regional population, employment, and housing projections. The proposed project would not facilitate and increase in population in the air basin nor would it generate housing or substantial employment opportunities leading to increased population. As such, the proposed project would be consistent with the assumptions contained within the *Bay Area 2005 Ozone Strategy*. No impact would occur.

b) **Less than Significant with Mitigation.** Based on the following analysis, construction and operation of the proposed project would not result in a violation of an air quality standard or contribute significantly to an existing or projected air quality violation.

Construction

Construction of the proposed project would include site preparation, excavation, installation of storage pipes, backfilling, and site restoration. These activities would have the potential to affect air quality through the use of heavy-duty construction equipment, haul trucks for import and export of materials, and vehicles used by workers to travel to and from the construction site. In addition to exhaust emissions caused by the use of mobile equipment, trenching and earthmoving activities would result in emissions of fugitive dust including PM10.

Excavation and backfilling of the site would cause fugitive dust emissions on a temporary and intermittent basis. The BAAQMD's approach to CEQA analyses of construction emissions is to emphasize the implementation of control measures rather than require detailed quantification of emissions. The BAAQMD recommends implementation of a set of feasible fugitive PM10 control measures for construction projects of all sizes referred to as "Basic Control Measures" as well as a number of "Enhanced Control Measures" for construction sites larger than four acres. According to the BAAQMD, impacts from construction would be less than significant if all applicable measures are applied (BAAQMD, 1999). Since the construction would occur over an approximately four-acre area, **Mitigation Measure AIR-1a** includes both the basic and enhanced control measures as defined by the BAAQMD. Implementation of this mitigation

measure would reduce construction impacts from fugitive dust emissions to less-than-significant levels.

Construction equipment would also generate ozone precursors such as reactive organic gases and nitrogen oxides from exhaust emissions. However, the BAAQMD includes these emissions in its emissions inventory that serves as the basis for all regional air quality plans, including the current ozone attainment plan. Therefore, exhaust emissions from construction equipment would not be expected to impede attainment of ozone standards in the Bay Area nor would they interfere with the applicable clean air plan. While exhaust emissions are not expected to result in a significant impact to air quality, implementation of **Mitigation Measure AIR-1b** would nonetheless help in reducing exhaust emissions. The impact would be less than significant.

> **Mitigation Measure AIR-1a:** During construction activities, SAM shall require the construction contractor(s) to implement a dust abatement program that includes, but is not necessarily limited to, the following BAAQMD-recommended measures as needed to control dust:
>
> - Water all active construction areas at least twice daily;
> - Cover all trucks hauling soil, sand, and other loose materials *or* require all trucks to maintain at least two feet of freeboard;
> - Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites;
> - Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites;
> - Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets;
> - Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
> - Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.);
> - Limit traffic speeds on unpaved roads to 15 miles per hour;
> - Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and
> - Replant vegetation in disturbed areas as quickly as possible.
>
> **Mitigation Measure AIR-1b:** During construction activities, SAM shall ensure that the construction contractor(s) implement the following measures:
>
> - On-road construction vehicle idling time shall not exceed five minutes. Additionally, off-road equipment engines shall not idle for longer than five

minutes per Section 2449(d)(3) of Title 13, Article 4.8, Chapter 9 of the California Code of Regulations.

Operation

The proposed project would be designed so that the sewage stored in the proposed pipes would drain by gravity and no mechanical equipment would be necessary for operation. Therefore, no emission-generating equipment would be used continuously onsite during operation of the proposed project. The storage pipes would require annual flushing at the end of each wet weather season. The flushing activity would last up to two days and would either be an automatic hydraulic activity within the existing system or a pumping activity. If a mobile pump were used, minor amounts of air pollutant emissions could be generated at the project site. However, the flushing activity would last for a maximum of two work days per wet weather season (i.e., once every year) and would therefore result in a less-than-significant impact to air quality.

Mobile source emissions would result from the vehicle trips for workers to conduct routine maintenance operations at the project site, as required. As with flushing equipment, emissions from mobile sources would occur on a maximum of two days per wet weather season. Therefore, air pollutant emissions associated with operation of the proposed project would be less than significant.

c) **Less than Significant Impact.** According to the *BAAQMD CEQA Guidelines,* for a project to have a less-than-significant cumulative impact on air quality it must not have an individually significant operational air quality impact and it must be consistent with the local general plan as well as the regional air quality plan (BAAQMD, 1999). As demonstrated in a) and b) above, the proposed project would be consistent with the adopted Ozone Strategy and would not result in a significant operational air quality impact. Neither the Montara-Moss Beach-El Granada Community Plan nor the San Mateo County General Plan contains air quality policies applicable to the proposed project. As such, the proposed project would not conflict with an applicable local or regional air quality plan, and cumulative impacts would be less than significant.

Greenhouse Gas Emissions

Some gases in the atmosphere affect the Earth's heat balance by absorbing infrared radiation. These gases can prevent the escape of heat in much the same way as glass in a greenhouse. This process is often referred to as the "greenhouse effect" and is responsible for maintaining a habitable climate on earth. The gases believed to be most responsible for global warming (i.e., greenhouse gases [GHGs]) are water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. To account for the warming potential of the GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2E). Enhancement of the greenhouse effect can occur when concentrations of these gases exceed the natural concentrations in the atmosphere. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities; emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 primarily results from off-gassing associated with agricultural

practices and landfills. There is widespread international scientific agreement that human-caused increase in GHGs has and will continue to contribute to global warming, although there is much uncertainty concerning the magnitude and rate of the warming. Some of the potential resulting effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CARB, 2006).

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that statewide greenhouse gas emissions are reduced to 1990 levels by 2020 (representing an approximate 25 percent reduction in emissions). SB 97 "2007 Statutes, Ch. 185" acknowledges that local agencies must analyze the environmental impact of GHG under CEQA. Furthermore, the bill requires the State Office of Planning and Research (OPR) to develop CEQA guidelines for analyzing and mitigating greenhouse gas emissions. To comply with requirements set for in SB 97, OPR published a technical advisory titled *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*. This advisory acknowledges the need for a set threshold for GHG emissions and notes that OPR has asked CARB to recommend a method for setting thresholds to encourage consistency and uniformity in GHG analyses in CEQA documents throughout the State. In the interim, OPR recommends that compliance with CEQA be evaluated using three steps: 1) identify and quantify the GHG emissions generated by a project; 2) assess the significance of the impact on climate change; and 3) identify alternatives and/or mitigation measures if the impacts are determined to be significant (OPR, 2008).

Greenhouse gas emissions from project construction were estimated using the URBEMIS 2007 computer model. To be conservative, it was assumed that construction of the project would take approximately ten months to complete. Based on modeling results, project construction could generate up to 240 metric tons of CO_2 emissions.

Any major polluting facility that emits more than 25,000 metric tons per year of CO_2E is required to report GHG emissions to CARB pursuant to the requirements of AB 32. In the absence of a set quantitative threshold for GHG emissions, the lower reporting requirement of 25,000 metric tons per year is used to determine significance. As mentioned above, the project would likely result in 240 metric tons or less of CO_2 emissions during project construction. Since the construction emissions would be significantly lower than the CARB reporting value, GHG emissions generated by construction equipment would be less than significant.

As discussed previously, emissions associated with operation of the proposed project would result from vehicle trips required to transport workers to the project site to conduct routine maintenance. These emissions would be less than the emissions associated with

construction emissions; therefore, it is anticipated that greenhouse gas emissions associated with operation of the project would be less than significant.

d) **Less than Significant Impact.** The proposed project would not emit toxic air contaminants (TACs) in substantial concentrations that would affect offsite sensitive receptors. The nearest sensitive receptor to the project site is a preschool, located less than 200 feet northwest of the project site. There are also a number of residences located within 250 feet of the project site to the north across from Obispo Road.

Diesel particulate matter (DPM) would be emitted from use of heavy duty equipment during construction activities. DPM has been identified as a carcinogen; therefore, health effects from exposure to DPM are described in terms of individual cancer risk. Individual cancer risk refers to the likelihood that a person exposed to a carcinogen will contract cancer. The Office of Environmental Health Hazards Assessment (OEHHA) has established a methodology for calculating individual cancer risk based on dosage over a 70-year lifetime. Dosage is determined by the amount of a pollutant that an individual is exposed to over a given period of time. OEHHA does not recommend calculating cancer risk from exposure durations of less than nine years due to uncertainties in risk from short-term exposure to carcinogens (OEHHA, 2003). Construction activities associated with the proposed project would last less than a year; therefore, cancer risk based on this exposure is considered low.

Small quantities of DPM emissions may occur during routine maintenance activities associated with operation of the proposed project; however, these emissions would be small in quantity and would only occur on an intermittent basis during annual maintenance of the proposed project. Therefore, air emissions associated with the operation and maintenance of the proposed project would have a less-than-significant impact on nearby sensitive receptors.

e) **Less than Significant Impact.** Diesel equipment used during project construction may emit objectionable odors associated with combustion of diesel fuel. However, these emissions would be temporary and intermittent in nature, thus odor impacts associated with diesel combustion during construction activities would be less than significant.

The proposed project includes temporary storage of excess sewage in the proposed storage pipes during peak flows until the flows subside and are conveyed toward Portola Pump Station. Since the proposed facilities would be located underground (similar to the existing Montara Interceptor pipeline) and would only receive sewage for short periods of time during wet weather seasons, objectionable odors are not anticipated from operation of the project and impacts would be less than significant.

References

Bay Area Air Quality Management District (BAAQMD), 1999. *BAAQMD CEQA Guidelines*, December 1999.

Bay Area Air Quality Management District (BAAQMD), 2006. *Bay Area 2005 Ozone Strategy*, adopted January 4, 2006.

BAAQMD, 2008. *Public Workshop: 2009 Bay Area Clean Air Plan*, accessed online at (www.baaqmd.gov/pln/plans/ozone/2009_strategy/cap_workshop_july_15_2008.pdf), September 8, 2008.

California Air Resources Board, 2006. Climate Change website (http://www.arb.ca.gov/cc/120106workshop/intropres12106.pdf) created December 1, 2006.

Governor's Office of Planning and Research (OPR), 2008. *Technical Advisory: CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, June 19, 2008.

Office of Environmental Health Hazards Assessment (OEHHA), 2003. *The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, available online at: http://www.oehha.org/air/hot_spots/pdf/HRAguidefinal.pdf, accessed September 8, 2008.

Biological Resources

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
4.	**BIOLOGICAL RESOURCES— Would the project:**				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of 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?	☐	☐	☐	☒

Discussion

a) **Less than Significant with Mitigation.** ESA conducted a reconnaissance-level field survey of the project site on September 4, 2008 to verify existing biological conditions, assess vegetation and wildlife habitats, and identify potential for special-status[1] species to occur on-site. The project site is located on a strip of disturbed, non-native grassland between Cabrillo Highway and Obispo Road north of Half Moon Bay, in El Granada (unincorporated San Mateo County). Birds observed during the reconnaissance survey include rock dove (*Columba livia*), white-crowned sparrow (*Zonotrichia leucophrys*), red-tailed hawk (*Buteo jamaicensis*), American goldfinch (*Carduelis tristis*), and Brewer's blackbird (*Euphagus cyanocephalus*); none of these species are special-status species.

The California Natural Diversity Data Base (CNDDB) documents nine special-status species within the Half Moon Bay U.S. Geologic Survey (USGS) quadrangle that includes the project site, however several of the species are historical (CDFG, 2008). Due to the disturbed nature of the site, the project is unlikely to have direct or indirect adverse effects on any rare, endangered, or threatened species, aside from the California red-legged frog (*Rana draytonii*), the San Francisco garter snake (*Thamnophis sirtalis tetrataenia*), and nesting birds.

California red-legged frog

The California red-legged frog is a federally threatened species, and a California species of special concern. This species spawns in sunlit ponds and slow sections of permanent or seasonal streams, preferably with emergent vegetation. The species habitat is unknown, but is presumed to be root channels, burrows, and pond bottoms.

The closest records of California red-legged frogs in the project vicinity include a 2001 occurrence approximately one-half mile north, a 1999 and a 2006 occurrence approximately 1.3 miles northwest of the project site (CDFG, 2008). Two drainage ditches, one just south of the proposed storage pipes and the junction box, and another approximately 300 feet south of the project site (see Figure 1-3 in Chapter 1, Project Description), provide moderately suitable habitat for this species. Although impacts to the drainage on the site would be avoided, red-legged frogs may still be adversely affected during project construction if they travel, hibernate, or aestivate in the grassy areas on the project site. Implementation of **Mitigation Measure BIO-1a** below would minimize potential impacts to the California red-legged frog to a less-than-significant level.

[1] The term "special-status" species includes those species that are listed and receive specific protection defined in federal or state endangered species legislation, as well as species not formally listed as Threatened or Endangered, but designated as "Rare" or "Sensitive" on the basis of adopted policies and expertise of state resource agencies or organizations, or policies adopted by local agencies such as counties, cities, and special districts to meet local conservation objectives. A principle source for this designation is the California "Special Animals List" (http://www.dfg.ca.gov/whdab/pdfs/spanimals.pdf).

San Francisco garter snake

The San Francisco garter snake is a federal and state endangered species, and a California Fully Protected species under Section 5050 of the CDFG Code. A Fully Protected species may not be taken or possessed at any time, except possibly for necessary scientific research. The garter snake is found on the San Francisco peninsula in San Mateo and Santa Cruz counties. The species inhabits marshlands that border ponds and sloughs, riparian cover along streams, and bordering meadows with scattered brush, typically supporting a population of breeding ranid[2] frogs for prey, such as Pacific tree frogs and California red-legged frogs.

Exact locations of the San Francisco garter snake in the project vicinity are not disclosed by CDFG, however there are records of this species from the Half Moon Bay wastewater treatment plant area (Swaim, 2006). Moderately suitable habitat is present for this species in the riparian brush along the drainage ditch immediately south of the project site. Although direct and indirect impacts to the drainage would be avoided through implementation of **Mitigation Measure BIO-1a** below, this species may be injured or killed from construction activities while moving from the riparian area into the adjacent grasslands. Implementation of **Mitigation Measure BIO-1a** below would reduce potential impacts to San Francisco garter snake to less-than- significant levels.

Mitigation Measure BIO-1a: SAM will implement the following measures:

- Prior to the start of all project construction activities, a worker education program shall be presented at the project site by a biologist familiar with the species. Associated written material, including a California red-legged frog and San Francisco garter snake species identification card, shall be distributed. It shall be the onsite foreman's responsibility to ensure that all construction personnel and subcontractors receive a copy of the education program. The education program shall include a description of the California red-legged frog and San Francisco garter snake specific to the project, and the work boundaries of the project;

- A pre-construction survey for the California red-legged frog shall be conducted between two and four weeks prior to initiation of any ground disturbance activities in the project site, including the staging area. At a minimum, two surveys of the project site shall be conducted. All amphibians observed shall be recorded or reported as "unidentified" if positive identification is not possible. If no red-legged frogs are observed, a letter report shall be submitted to the County of San Mateo. If red-legged frogs are observed, they will be photographed if possible, and their locations mapped relative to the project site. A letter report shall be submitted to the County of San Mateo and all other regulatory agencies, two weeks prior to the start date of construction, with a request to U.S. Fish and Wildlife Service (USFWS) for guidance;

- At least two weeks prior to any construction activities, exclusion silt fencing will be installed (1) for the drainage ditch south of the project site, between the top of banks and the project work area, and (2) surrounding the staging

[2] Red-legged frogs that exhibit certain behavioral characteristics, such as inhabit uplands and breed in water.

area in the southeast portion of the grassy strip. This fencing will help prevent California red-legged frogs and San Francisco garter snakes from moving into the project work area. The fence will be constructed of geotextile (silt fence) fabric, with a minimum of 3.5-inch overlap between panels. Panels are to be attached to wooden or metal fence posts at the overlap, sunken a minimum of six inches below grade, and with at least three wire attachment points on each post;

- A qualified biologist shall remain onsite to observe all construction activities within 100 feet of the drainage ditch, to ensure that there is no "take" of special-status species during construction activities, and to verify that the practices of clean-up and site restoration are completed in a manner that will avoid significant impacts to these species;

- Any open trench construction with a depth of two feet or greater shall be covered before the end of construction activities each day. If this is not feasible, trenches may be equipped with ramps to allow any animals that may become entrapped in the trench to escape overnight. The ramps shall be constructed of dirt fill, wood planking, or other suitable materials placed at an angle of no greater than 30 degrees. These trenches will be inspected prior to the start of work each day. Any native wildlife entrapped shall be released in nearby habitat;

- Use of plastic monofilament netting shall be avoided for erosion control or other purposes to prevent California red-legged frogs or San Francisco garter snakes becoming entangled in the netting; and

- During work activities, all trash that may attract predators shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from the work areas.

Nesting birds

Large trees and shrubs in the project vicinity, including but not limited to the eucalyptus (*Eucalyptus globulus*) grove east of the project site and the riparian scrub south of the project site, are suitable nesting habitats for breeding birds. Most native, breeding birds are protected under Section 3503 of the CDFG Code (Code), and raptors are protected under Section 3503.5 of the Code. In addition, both Section 3513 of the Code and the Federal Migratory Bird Treaty Act (16 U.S. Code, Sec. 703 Supp. I, 1989) prohibit the killing, possession, or trading of migratory birds. Finally, Section 3800 of the Code prohibits the taking of non-game birds, which are defined as birds occurring naturally in California that are neither game birds nor fully protected species. Potential impacts to breeding or nesting birds occurring as a result of project construction would be minimized to less-than-significant levels with the implementation of **Mitigation Measure BIO-1b**, below.

> **Mitigation Measure BIO-1b:** To the extent practicable, construction activities shall be performed or vegetation shall be removed from September through February to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys shall be performed by a qualified biologist (hired by SAM) no more than 14 days prior to

construction activities to locate any active nests prior to the start of construction. If active nests are observed, buffer zones shall be established around trees/shrubs with nests, with a buffer size established by the qualified biologist through consultation with the CDFG. Buffered zones shall be avoided during construction activities until young have fledged or the nest is otherwise abandoned.

b) **Less than Significant with Mitigation.** An unlined drainage lying in the southern portion of the project site may provide habitat to a sensitive community. Potential impacts are discussed in c), below.

c) **Less than Significant with Mitigation.** Wetlands are a subset of "waters of the United States," which are defined in the Code of Federal Regulations (CFR) (33 CFR 328.3[a]; 40 CFR 230.3[s]) as rivers, streams, mud flats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation, or destruction of which could affect interstate or foreign commerce including any such waters. These waters fall under the jurisdiction of the U.S. Army Corps of Engineers (Corps) and San Francisco Bay Regional Water Quality Control Board (RWQCB) under Sections 404 and 401 of the Clean Water Act, respectively, and CDFG jurisdiction under Sections 1600 through 1616 of the California Fish and Game Code. Riparian corridors associated with these streams are also protected under Sections 1600 through 1616 of the California Fish and Game Code. In addition, the California Coastal Commission applies the policies of the California Coastal Act to "sensitive habitat," which includes intermittent streams and wetland resources[3], through the San Mateo County Local Coastal Program (LCP).

As described previously, a drainage ditch runs east to west approximately 300 feet south of the project site. This drainage is lined with riparian scrub; standing water with floating vegetation (e.g. duck weed [*Lemna minor*]) was observed during ESA's site reconnaissance (2008). This drainage is likely considered a "sensitive habitat" by the San Mateo Local Coastal Program (LCP)(San Mateo County, 1998), and while the project activities would occur at greater than 300 feet north of the ditch, the staging area would lie in the disturbed and predominantly unvegetated pull-out area, immediately north of the ditch. Direct impacts to the ditch and its riparian scrub would be avoided through implementation of **Mitigation Measure BIO-2**, below.

A second drainage ditch runs east to west, immediately south of the proposed work area[4]. The ditch is unlined and is culverted under Cabrillo Highway, and likely flows into the Pacific Ocean at El Granada Beach, approximately 250 feet west of the project site. This drainage ditch is likely man-made, and lacks a riparian corridor. The ditch was dry at the time of the survey (ESA, 2008). The ditch may fall under the jurisdiction of the Corps, San Francisco Bay RWQCB, and CDFG, because it is directly hydrologically connected to the Pacific Ocean; it may also be considered a "sensitive habitat" by the San Mateo County LCP, because of the presence of wetland plant species (e.g. *Cyperus* spp. and

[3] San Mateo County LCP defines "wetland" as an area where the water table is at, near, or above the land surface long enough to bring about the formation of hydric soils or to support the growth of plants which normally are found to grow in water or wet ground.

[4] North of the drainage ditch discussed above.

Rumex spp.) along the drainage. In order to avoid direct impacts to this "sensitive habitat," the proposed project would be implemented around the drainage ditches, in accordance with San Mateo LCP Policy 4.31 – Locational Criteria, which states, "When feasible, pipelines shall be routed to avoid important coastal resources, including recreation, sensitive habitats and archaeological areas and seismically active or geologically unstable areas."

Under the San Mateo LCP, SAM would be required to obtain a Coastal Development Permit prior to construction activities, and follow all mitigation measures designed to reduce impacts to sensitive habitats (unless this project qualifies for a waiver or an exemption). The San Mateo LCP also requires all projects to be reviewed by CDFG to determine appropriate mitigation measures. In addition to those mitigation measures required by the Coastal Development Permit and CDFG, significant impacts to wetlands would be minimized through implementation of **Mitigation Measure BIO-2**.

> **Mitigation Measure BIO-2a:** No equipment, personnel, or ground disturbance shall occur below the top of bank of the two erosion ditches or within the riparian area of the southern drainage ditch, including truck and equipment traffic that goes between the staging and work areas. Erosion control measures, such as silt fencing or properly staked straw wattles, shall be installed between the work area and the top of bank of the ditch immediately south of the storage pipes and ancillary facilities, as well as surrounding the staging area, to ensure that sediment and other debris do not enter the ditches[5].
>
> **Mitigation Measure BIO-2b:** To reduce runoff and soil erosion into the drainage ditches, all disturbed areas shall be revegetated as soon as possible after construction activities are complete. Revegetation will be conducted according to general restoration methods, such as preparation of soil conditions, use of native plants, plant protection, irrigation or watering by a water truck, and control of aggressive non-native species. Revegetation will be completed either through a seed mixture and mulch using broadcast methods, or hydroseed.

d) **No Impact.** The proposed project does not include any activities that would interfere substantially with the movement of fish or wildlife species. In addition, the project would not substantially affect any wildlife migration corridors. No impact is expected.

e) **Less than Significant with Mitigation.** According to the California Coastal Conservation Act of 1973, the proposed project site lies within the Coastal Zone and would require a Coastal Development Permit, unless it qualifies for a waiver. Coastal Development Permits aim to ensure that areas designated as protected coastal land are protected and to ensure that the safety, health and welfare of surrounding neighborhoods and communities are upheld. A Coastal Development Permit application includes but is not limited to:

- An Environmental Information Disclosure Form from the County of San Mateo (which requires a description of existing site conditions).

[5] This fencing requirement may be satisfied by the biological fencing required by Mitigation Measure BIO-1a.

- Three complete sets of project plans (including a location map and site plan).
- Permit application fees.

Additional Coastal Development Permit conditions apply to projects if sensitive habitats are present. For the purposes of this IS/MND it is assumed that the two drainage ditches south of the project site are intermittent streams, which are sensitive habitats according to the San Mateo County LCP. **Mitigation Measure BIO-3** would ensure compliance with sensitive habitat permit conditions and the San Mateo LCP Policy 7.11 – Establishment of Buffer Zones[6], and reduce impacts to less-than-significant.

> **Mitigation Measure BIO-3:** SAM shall comply with all Coastal Development Permit conditions regarding sensitive habitats, including but not limited to the submittal of a Biological Impact Report to the County, which demonstrates that no significant impact on sensitive habitats will occur from proposed project activities. In addition, the proposed project facilities shall not extend within 30 feet of the centerline of the northernmost drainage ditch, and the staging area shall not extend within 30 feet of the riparian scrub bordering the southernmost drainage ditch.

f) **No Impact.** The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Mitigation Measures BIO-1 and BIO-2 are designed to reduce cumulative impacts to special-status species and wetlands, and avoid conflicting with the California Coastal Act. Because of the disturbed character of the site, no additional biological impacts are anticipated to result from this project.

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California Department of Fish and Game (CDFG). California Natural Diversity Data Base for 7.5 minute topographic quadrangle of Half Moon Bay. Commercial version August 31, 2008.

County of San Mateo – Environmental Services Agency, Local Coastal Program, 1998. http://ceres.ca.gov/planning/lcp/sanmateo/index.html, accessed 2008 September 16.

ESA, 2008. Site Reconnaissance, September 4, 2008.

Swaim Biological Inc. Letter re: potential for the San Francisco garter snake (*Thamnophis sirtalis tatrateania*) to occur at the Pilarcitos Quarry expansion area 2 in Half Moon Bay, San Mateo County, CA, 2006.

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6 San Mateo County LCP Policy 7.10 – Permitted Uses in Riparian Corridors and Policy 7.12 – Permitted Uses in Buffer Zones exempts pipeline projects from buffer requirements around sensitive habitats, when no feasible alternatives exist.

Cultural Resources

Issues (and Supporting Information Sources):		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
5.	**CULTURAL RESOURCES— Would the project:**				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b)	Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion

a,b) **Less than Significant with Mitigation.**

Records Search of the Existing Cultural Resources at the Project Site

ESA conducted a cultural resource record search at the Northwest Information Center (NWIC) in August, 2008. This records search included an examination of previous survey coverage and reports, historic maps, and known cultural resources within a 0.5-mile-radius of the project site. Other sources that were reviewed included the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the California Register of Historic Resources (California Register), the National Register of Historic Places (National Register), and the California State Historic Resources Inventory (HRI). Historical maps were also referenced, including the 1896, 1915, 1942, and 1956 Montara Mountain 7.5' United States Geologic Survey (USGS) topographic quadrangles, and the 1892, 1914, and 1939 San Mateo 15' USGS topographic quadrangles. In addition, aerial photographs dating 1946, 1956, 1968, and 1980 were referenced.

Results of the cultural resources records search conducted at the NWIC indicate that the project site had not been previously surveyed. However, 33 archaeological studies had been performed within 0.5 mile of the project site. At least one of these studies included the portion of Highway 1 (Cabrillo Highway) immediately adjacent to the project site.

No previously recorded cultural resources are present at the project site. Two previously recorded sites are located within 0.5-mile-radius of the project site: one site (CA-SMA-194H) consists of a large pink office building owned by the Fredrick Lane Residential Commercial Investments Company and is located nearly 0.5 mile from the project site; the second site (CA-SMA-365H), originally recorded in 1970, is more than 500 feet north of the project site (it is unknown whether the structure exists anymore). The second site is the foundation and remains of the Hotel El Granada, constructed in 1908. The foundation was destroyed in 1999.

While there are no known prehistoric cultural resources within the 0.5-mile records search area around the project site, numerous prehistoric sites exist within a few miles of the project site. At least five prehistoric sites lie immediately west of the project site at Pillar Point and Princeton, two of which are listed on the National Register of Historic Places. The prehistoric sites may be associated with the Ohlone village of Satunumo, which early visitors recorded as being located along the beach in the vicinity of El Granada and Princeton. Several other sites have been recorded south and east in the vicinity of Highway 1, all located along waterways running from the Santa Cruz Mountains to the ocean, including Frenchman's Creek and Arroyo de en Medio, located one to two miles from the project site. Deer Creek, a small seasonal waterway, runs through El Granada, and empties into the Pacific Ocean less than a quarter-mile from the project site, making the area an attractive location for prehistoric settlement (Clark, 2007).

Results from both the information center review and the independent research of historical maps conducted by ESA did not identify the presence of potentially significant historical structures or complexes, such as homesteads or adobes, nor did it indicate the presence of historically sensitive areas. The historic topographic maps and aerials revealed that the project site has been vacant of any structures since at least 1915. The project site seems to have been open space for at least the last 60 years.

Native American Contact

ESA requested a Sacred Lands File record search with the Native American Heritage Commission (NAHC) in August 2008, and conducted follow-up consultation with all individuals and groups indicated by the NAHC as having affiliation with the project site in September 2008. Follow-up consultation consisted of submittal of a letter describing the proposed project and a map indicating the project area. Recipients were requested to reply with any information that they are able to share about Native American resources that could be affected by the proposed project.

Sacred Lands Search results prepared by the NAHC in September 2008 did not indicate presence of Native American cultural resources in the immediate project area. However, the NAHC results noted that the "absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area." One response received to date (Zwierlein, 2008) indicated that artifacts had been found during monitoring in the area and that the project site should be considered sensitive and should be monitored.

Site Survey

An archaeological survey was performed by ESA archaeologist Madeleine Bray, on August 26, 2008. The survey was performed in transects of 15 meters (approximately 49 feet). Overall surface visibility within the project site ranged from poor to fair (5 to 50 percent) depending on ground cover, which generally consisted of mowed tall grasses. The southwestern edge of the project site (along Highway 1) contained tall, unmowed grasses.

No cultural resources were observed. The soil in the survey area consisted of dark, loose silty material, with a significant amount of gravel. The soil was not well compacted. The survey also indicated several large (one to two feet in diameter) pieces of concrete scattered across the survey area. It appears that this area may have been either built up with fill, or have been a dumping ground for material related to some construction episode.

Impact Assessment

Two historic cultural resources are located within 0.5 miles of the project site; however, no historic resources (e.g. historic-era architectural resources) are located on the project site or would be affected by the proposed project. Reviews of historic maps and photographs did not identify any evidence that structures were present on the site at any point in the past. Therefore, the project would have no impact on built historic resources.

While it appears that the project site has been vacant for most of its history, the site has also been historically bordered or been crossed by several roadways and the Ocean Shore Railway. The railway, constructed in 1908, traversed immediately north of the project site, then south of and parallel to Avenue Alhambra until its intersection with Avenue Balboa. From this point, the track extended in between the streets now known as Plaza Alhambra and Obispo Road to the main Granada station, which was located on Avenue Portola (VanderWerf, 1992).

In 1915, a section of the Coastside Boulevard, which extended along the ocean, was looped up to Granada. The loop began at the coast and ran parallel to the tracks for several hundred feet before heading south back towards the coast. A small portion of this loop ran through the western end of the project site; this portion is still visible on a 1946 aerial photograph (VanderWerf, 1992). This route became obsolete in the late 1920s when a new state highway was constructed along the abandoned Ocean Shore railway route.

Because of the proximity to these transportation corridors, it is possible that historic deposits related to the construction or operation of the roads and railroad, such as trash dumps or railroad support structures, may be encountered at the project site. Given the proximity of the project site to the historic roads and railway, as well as prehistoric sites and Deer Creek as discussed above, the project site should be considered sensitive for both prehistoric and historic buried archaeological resources. As a result of the low surface visibility and apparent recent artificial fill episode, any cultural resources that may have once been present at the project site may not have been visible on the surface during this survey. Project construction activities could affect such resources and would result in a potentially significant impact. Implementation of **Mitigation Measures CUL-1** and **CUL-2** below would reduce impacts to archaeological resources to a less-than-significant level.

> **Mitigation Measure CUL-1:** Prior to construction, SAM shall retain an archaeologist meeting the Secretary of the Interior's Standards[7] for professional archaeology to monitor ground-disturbing activities, including (but not limited to)

[7] Code of Federal Regulations as Appendix A of 36 CFR Part 61

brush clearance, grading, and excavation, in previously undisturbed sediments. Construction activities that will not disturb previously undisturbed sediments, such as backfilling or landscaping, need not be monitored unless the archaeological monitor determines that these activities will impact a sensitive cultural resource. The purpose of archaeological monitoring will be to provide protection against adverse impacts to significant archaeological resources. The archaeological monitor will observe ground-disturbing activities to identify, record, and retain any archaeological data uncovered.

The duration and timing of monitoring shall be determined by the qualified archaeologist in consultation with SAM and based on the grading plans. Initially, all ground-disturbing activities should be monitored by a qualified archaeologist. However, if, during the course of monitoring, the archaeologist determines that the potential for uncovering buried cultural resources during project excavation is virtually nonexistent, the level of monitoring may be adjusted to circumstances as warranted.

If cultural resources are encountered, whether the archaeological monitor is present or not, all activity in the vicinity of the find shall cease until it can be evaluated by the archaeological monitor. If the archaeological monitor determines that the resources may be significant, the archaeological monitor will notify SAM and will develop an appropriate treatment plan for the resources. The archaeologist shall consult with Native American monitors or other appropriate Native American representatives in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native American in nature.

The archaeologist shall prepare a final report to be filed with the SAM and the California Historic Resources Information System. The report shall include a description of resources unearthed, if any, treatment of the resources, and evaluation of the resources with respect to the California Register of Historic Resources and the National Register of Historic Places. If the resources are found to be significant, a separate report including the results of the recovery and evaluation process shall be required.

Mitigation Measure CUL-2: Due to the sensitivity of the project site for Native American resources, at least one Native American monitor shall also monitor ground-disturbing activities at the site. Selection of monitors shall be made by agreement of the Native American groups identified by the Native American Heritage Commission as having affiliation with the project area.

c) **Less than Significant with Mitigation.** The surface geology of the project site consists of upper Pleistocene marine terrace deposits, made up of "poorly to moderately consolidated deposits of marine, eolian, and alluvial sand, silt, gravel, and clay" (Pampeyan, 1994). These deposits, formed from marine sediments, can sometimes be fossil-bearing (Knudsen et al., 1997). The marine terrace deposits are known to be as thick as 60 feet between El Granada and Princeton.

A search of the University of California's Museum of Paleontology Database revealed that 61 fossil specimens from 24 separate localities that date to the Pleistocene have

been found in San Mateo County. At least one specimen was found in the vicinity of El Granada, but its exact location and the rock unit from which it originated, is unknown.

While no known fossils or fossil localities are known to be located at the project site, there is still a possibility of encountering paleontological resources during ground disturbing activity, especially if project construction extends below the surface soil and into the Pleistocene deposits, in which case the impact would be significant. Implementation of **Mitigation Measures CUL-3** would reduce the impact to paleontological resources to a less-than-significant level.

> **Mitigation Measure CUL-3:** If paleontological resources are encountered during the course of construction and monitoring, the applicant shall halt or divert work and notify a qualified paleontologist who shall document the discovery as needed, evaluate the potential resource, assess the significance of the find, and develop an appropriate treatment plan in consultation with the applicant.

d) **Less than Significant with Mitigation.** Based on present knowledge, the discovery of human remains seems unlikely within the project site. However, given the proximity of prehistoric sites and since the nature of the proposed project would involve ground-disturbing activities, it is possible that such actions could unearth, expose, or disturb previously unknown human remains. With implementation of **Mitigation Measure CUL-4**, the proposed project would reduce impacts to human remains to a less-than-significant level.

> **Mitigation Measure CUL-4:** If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.

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Geology, Soils, and Seismicity

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
6. GEOLOGY, SOILS, AND SEISMICITY— 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 geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

Discussion

a.i) **Less than Significant Impact.** The State Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) prohibits the development of structures for human occupancy across active fault traces.[8] Under the Alquist-Priolo Act, the California Geological Survey

[8] The Alquist-Priolo Act designates zones that are most likely to experience fault rupture, although surface fault rupture is not necessarily restricted to those specifically zoned areas. The zones are defined by the California Geological Survey. An active fault is defined by the State of California as a fault that has had surface displacement within Holocene time (approximately the last 11,000 years). A potentially active fault is defined as a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years), unless direct geologic evidence demonstrates inactivity for all of the Holocene or longer. This definition does not, of course, mean that faults lacking evidence of surface displacement are necessarily inactive. Sufficiently active is also used to describe a fault if there is some evidence that Holocene displacement occurred on one or more of its segments or branches. A structure for human occupancy is one that is intended for supporting or sheltering any use or occupancy, which is expected to have a human occupancy rate of more than 2,000 person hours per year (Hart, 1997).

(CGS, formerly the California Division of Mines and Geology) has established zones on either side of the active fault that delimits areas susceptible to surface fault rupture. These zones are referred to as fault rupture hazard zones and are shown on official maps published by the CGS. The project site does not lie within a fault rupture hazard zone (Hart, 1997). The closest active fault is the Northern San Gregorio located approximately 1.7 miles northwest of the project site. The Northern San Gregorio Fault Zone is designated as an active fault and is consequentially mapped under the Alquist-Priolo Act (ABAG, 2007). The Association of Bay Area Governments (ABAG) has developed Alquist-Priolo Earthquake Fault Zone Maps, which depict the fault zones for the major faults in the Bay Area. According to this map, no active faults are known to traverse through the project area, therefore the possibility of surface fault rupture onsite is very low (ABAG, 2007).

Although fault rupture is not necessarily bound by the limits of a fault rupture hazard zone, ground displacement is most commonly seen along traces of active faults during major earthquakes that result in observable offsets. Because the proposed facilities would not be located on an active or potentially active fault, the likelihood for surface fault rupture is low and the impact is considered less than significant. Following construction the routine maintenance activities would be minimal. Therefore, potential damage to property or injury/loss of life to people as a result of fault rupture is considered less than significant.

a.ii) **Less than Significant with Mitigation.** According to the U.S. Geologic Survey Working Group on California Earthquake Probabilities, there is a 62 percent likelihood that an earthquake of magnitude 6.7 or higher will occur in the Bay Area between 2003 and 2032 (USGS, 2003). The Hayward and San Andreas faults are the most likely to experience a major earthquake. There is a 10 percent probability of a 6.7 or larger earthquake occurring on the San Gregorio fault in the next 30 years.

The ABAG has developed Earthquake Shaking Hazard Maps, which predict the potential for ground shaking during major earthquakes on the active fault in the Bay Area. The Shaking Hazard Maps rank degrees of ground shaking intensity based on the Modified Mercalli Intensity (MMI) scale. Because the project site is in the vicinity of the Northern San Gregorio fault, the ground shaking intensity could range from very strong (MMI-VIII moderate damage) to very violent (MMI-X, damage considerable, underground pipes broken, masonry and frame structures destroyed along with their foundations) (ABAG, 2007).

The project site is ranked by ABAG at IX and X MMI. In the event of an earthquake on the Northern San Gregorio fault the project site could experience very violent ground shaking. However, the project does not include any habitable structures. Additionally, buried pipelines, such as those proposed in the project are generally less susceptible to damage from strong ground shaking than aboveground structures, since they are embedded in compacted backfill that can tolerate more seismic wave motion. Although some structural damage is typically not avoidable during an earthquake, building codes,

construction ordinances, and modern construction materials have been established to protect against structural damage and major injury during a seismic event. Incorporation of **Mitigation Measure GEO-1** below would ensure that the level of risk from ground shaking would be less than significant.

> **Mitigation Measure GEO-1:** SAM shall conduct a design level geotechnical investigation to identify geologic hazards and provide recommendations to mitigate those hazards in the final design of the proposed project. The geotechnical investigation report shall evaluate the potential for ground shaking, liquefaction, and landslide hazards and shall include recommendations to ensure slope stability. The investigation shall be conducted by a California registered engineer or certified engineering geologist and all recommendations made in the investigation report, including any support structures that may be required to prevent damage from potential geologic hazards, shall be incorporated into the project design specifications.

a.iii) **Less than Significant with Mitigation.** Strong seismic shaking can accelerate and accentuate settlement in dry granular soils. During an earthquake that causes prolonged ground shaking, soil particles rearrange, compact, and settle more quickly than in the absence of a seismic event. The effects of the shaking differ based on the types of soils present and the amount of moisture contained in the soils. Strong shaking in dry, granular soils accelerates and accentuates settlement either evenly or unevenly across a given area. Due to strong shaking, moist or saturated granular soils develop characteristics as that of a dense fluid resulting in liquefaction. The soil types present at the project site indicate a low to moderate risk of liquefaction. According to a Soil Resource Report compiled by the United States Department of Agriculture (USDA) and the Natural Resource Conservation Service (NRCS) Web Soil Survey, the project area contains nearly level clay loam and gently sloping loam (NRCS/ USDA, 2007). Both soil types are moderately well drained and granular. Given the amount of water retention and soil texture the risk of liquefaction is low to moderate.

ABAG has prepared a Liquefaction Susceptibility Map that confirms that the project site is in a location designated with moderate to low risk for liquefaction (ABAG, 2007). Therefore, the potential for impacts at the project site resulting from liquefaction and secondary ground failures associated with liquefaction also are moderate to low and the impact is less than significant. Additionally, implementation of **Mitigation Measure GEO-1** would ensure that potential impacts relating to ground shaking impacts would be less than significant.

a.iv) **Less than Significant Impact.** Saturated soil on slopes can result in seismically-induced landslides. The overall topography of the project site is flat with slightly sloping terrain in the southwestern portion of the project site. ABAG has not yet mapped the project for landslide susceptibility. Based on the relatively flat topography and moderately well drained soil types present at the site, the impacts associated with landslide hazard would be less than significant.

b) **Less than Significant Impact.** As discussed in Section 3, Biological Resources, two drainage ditches lie in immediate site vicinity; one in the southern portion of the site and the other approximately 300 feet south of the site. Construction activities associated with the project would require land disturbing activities such as earthmoving, backfilling, and compaction that would expose soils to the effects of wind and stormwater runoff, and could result in significant soil loss and/or discharge of sediment in downstream and coastal areas.

In order to minimize erosion impacts, SAM would implement best management practices (BMPs) as required under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit for Discharges of Storm Water Runoff Associated with Construction Activity, which involves preparing a Storm Water Pollution Prevention Plan (SWPPP) for all construction phases of the proposed project (also refer to Section 8, Hydrology and Water Quality). BMPs are individual or combined measures that can be implemented in a practical and effective manner on the project site which, when applied, prevent or minimize the potential release of contaminants into surface waters and groundwater. BMPs include measures to protect waterways from runoff during construction. Since BMPs have been recognized as methods to effectively prevent or minimize the potential release of contaminants into surface waters and groundwater, the potential for erosion impacts during project construction would be less than significant.

c) **Less than Significant with Mitigation.** The project area is predominantly underlain by loam and clay loam soil types. The proposed facilities would lie in an area that has low to moderate risk of liquefaction and low risk of landslide during a seismic event (as discussed in a.iii and a.iv, above). The proposed project would include a design-level geotechnical investigation that would include recommendations for foundation soils compaction and backfill compaction specifications to ensure geotechnically sound installation of the pipes (see **Mitigation Measure GEO-1**). With incorporation of geotechnical recommendations made in the design level-investigation, the potential hazard from unstable soils would be considered less than significant.

d) **Less than Significant with Mitigation.** Expansive soils are generally clayey soils that swell when wetted and shrink when dried. Expansive soils located beneath structures can result in cracks in foundations, walls, and floors. The soils underlying the project site are composed of soils with moderate clay content. The design of the proposed facilities would comply with the recommendations of a geotechnical investigation completed as part of project design (see **Mitigation Measure GEO-1**), as well as applicable Uniform Building Code and California Building Code (Title 24) requirements. Therefore, potential impacts resulting from expansive soils as well as lateral spreading, subsidence, liquefaction, or collapse would be less than significant.

e) **Less than Significant.** Implementation of the proposed project would not involve the use of septic tanks or alternative wastewater treatment disposal systems to handle wastewater generation. The proposed pipes would be used for storage of sewage at peak flows during the wet weather season. When the peak flows subside, the sewage would flow to the

existing Portola Pump Station by gravity. Given temporary and seasonal use of the pipelines, a less-than-significant impact is expected.

References

Association of Bay Area Governments (ABAG), Shaking Hazard Maps for San Mateo County 2007, available online at http://www.abag.ca.gov/bayarea/eqmaps/mapsba.html, Accessed September 2008.

Hart, E.W, 1997. Fault-Rupture Hazard Zones in California: Alquist-Priolo Special Studies Zones Act of 1972 with Index to Special Studies Zones Maps. California Division of Mines and Geology, Special Publication 42, revised and updated 1997.

Natural Resource Conservation Service (NRCS)/ United States Department of Agriculture (USDA), Web Soils Survey, available online at http://websoilsurvey.nrcs.usda.gov/app/, Accessed September 2008.

United States Geological Survey (USGS) Working Group on California Earthquake Probabilities (WG02), Fact Sheet 039-03, *Summary of Earthquake Probabilities in the San Francisco Bay Region: 2003-2032*, 2003.

United States Geological Survey, available online at http://www.usgs.gov/newsroom/article.asp?ID=1216, Accessed September 2008.

Hazards and Hazardous Materials

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
7.	**HAZARDS AND HAZARDOUS MATERIALS Would the project:**				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the 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?	☐	☒	☐	☐

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Discussion

a,b,d) **Less than Significant with Mitigation.** Project construction would include excavation of subsurface materials for installing the proposed pipelines and ancillary facilities. Subsurface soils excavated during construction could potentially be contaminated with hazardous substances from releases in the area, which could be a significant impact. A review of available environmental databases maintained by the State Water Resources Control Board (SWRCB) for sites that have been impacted by leaking underground fuel tanks and non-fuel related cases known as Spills, Leaks, Investigative Cleanup, was conducted for the project site and the vicinity. EnviroStor, the database of sites overseen by Department of Toxic Substances Control, which consists of confirmed hazardous waste and hazardous substance sites in California was also reviewed. Research of the databases revealed no active contaminated sites that coincided with the proposed site.

Sites that are listed as "closed" and do not present any potential, direct impact on project activities in the project vicinity include Pillar Point Harbor, Portola Pump Station, and Westar Cable within 1,000 feet southeast of the project site and three additional sites located within 2,000 feet east of the project site (SWRCB, 2006). Although not expected at the project site, in the event contaminated soil or groundwater is encountered during excavation activities, the impact to the surface water or exposure to the workers could be significant. Implementation of **Mitigation Measure HAZ-1a** would minimize the impact to less-than-significant level.

Project construction would require the use of certain hazardous materials such as fuels, oils, and solvents. Inadvertent release of these materials into the environment could adversely impact soil, surface waters, or groundwater quality. This could be a significant impact. Implementation of **Mitigation Measure HAZ-1b** would reduce any risk associated with hazardous materials used during construction to less-than-significant levels.

Mitigation Measure HAZ-1a: The construction contractor shall follow the procedures below in the event contaminated soil or groundwater is encountered (either visually or through odor detection) during excavation activities:

- Stop work in areas of contact;
- Notify the San Francisco Bay Regional Water Quality Control Board and the California Department of Toxic Substances Control;
- Contain the areas of contamination;
- Perform appropriate clean up procedures; and
- Segregate, profile, and dispose of all contaminated soil. Required disposal method shall depend on the type and concentration of contamination identified. Any site investigation or remediation shall be performed in accordance with applicable regulations.

Mitigation Measure HAZ-1b: SAM shall require the contractor to use best management practices (BMPs) that will minimize the potential adverse effect of the project to groundwater and soils from chemicals used during construction activities. The BMPs shall include the following measures:

- Follow manufacturer's recommendations on use, storage and disposal of chemical products used in construction;
- Avoid overtopping construction equipment fuel gas tanks;
- During routine maintenance of construction equipment, properly contain and remove grease and oils; and
- Properly dispose of discarded containers of fuels and other chemicals.

The proposed storage pipes would be used to store sewage during peak, wet weather flows (i.e., typically only during certain peak flow or wet weather seasons). When the flows subside, the sewage would flow by gravity into the Portola Pump Station (see Chapter 2, Project Description). The pipes would be inspected as a part of regular monitoring operations to ensure the integrity of the pipes. In the unlikely event of any leakage from the pipes, SAM would immediately notify the San Francisco Bay Regional Water Quality Control Board and the California Department of Toxic Substances Control. Clean-up procedures would follow those outlined by State Water Resources Control Board Resolution No. 92-49.

c) **Less than Significant with Mitigation.** There are two school facilities located within two miles of the project site: Picasso Preschool located at 480 Avenue Alhambra, immediately north of the project site and Wilkinson School, a private pre-Kindergarten through 8th-grade school located approximately 135 feet northeast of the project site at 750 Avenue Alhambra. The primary risk of hazardous material exposure to the schools particularly the Picasso Preschool may occur during the construction phase of the project,

as described in a), b), d) above. The impact could be significant. However, implementation of **Mitigation Measures HAZ-1b and HAZ-2** would reduce any risk associated with hazardous materials used during construction to less than significant.

> **Mitigation Measure HAZ-2:** Prior to the commencement of construction activities, SAM shall require the construction contractor(s) to notify nearby schools and residents of the proposed construction schedule, the potential for hazardous material leakage, and proper safety procedures in the event of such a leakage.

e,f) **No Impact.** The Half Moon Bay Airport is located approximately one mile northwest of the project site. Given that the proposed project facilities would be located underground and would not result in any increased physical or visual obstruction to the airport, no impact is anticipated.

g) **Less than Significant Impact.** Project operation would predominantly consist of short-term construction activities with minimal long-term maintenance and inspection activities including a debris flushing activity once a year. While there is no recent history of a tsunami, the San Mateo County Office of Emergency Services has specific protocols for residents and emergency service providers in the event of a tsunami (San Mateo County, 2006[9]) that would apply to the proposed project. However, as discussed in Section 15, Transportation and Traffic, the traffic impacts would be minor and intermittent; the project is not anticipated to interfere with emergency response plans or emergency evacuation plans. Therefore, a less-than-significant impact would occur.

h) **Less than Significant Impact.** The project site partly lies in open space and partly within Obispo Road. The site is adjacent to an area where residential use is mixed with wildlands. According to the ABAG Wildfire Threat Map that uses existing fuel/ground cover to determine the level of wildfire hazard, the types of land cover in the project area indicate a moderate threat of wildfire at the site (ABAG, 2007). However, the proposed pipelines would be located underground and would not include any habitable structures. The proposed project would not increase the risk of wildfire. The impact would be less than significant.

References

Association of Bay Area Governments (ABAG), Fire Threat Maps for San Mateo County, available online at http://gis.abag.ca.gov/website/Fire_Threat/viewer.htm, Accessed September 2008.

Association of Bay Area Governments (ABAG), Tsunami Evacuation Planning Map for San Mateo County, available online at http://www.abag.ca.gov/bayarea/eqmaps/tsunami/tsunami.html, Accessed September 2008.

California Department of Toxic Substances Control (DTSC), EnviroStor Database search, http://www.envirostor.dtsc.ca.gov/public/, accessed September, 2008.

[9] San Mateo County is now a registered TsunamiReady county with the National Weather Service.

San Mateo County, Summary of Tsunami Alert and Evacuation of the San Mateo County Coast, http://www.sanmateocourt.org/grandjury/2006/reports/TsunamiReportFinal.pdf, accessed September 15, 2008.

State Water Resources Control Board (SWRCB), *Geotracker, LUFT and SLIC database search*, http://geotracker.swrcb.ca.gov/, accessed September, 2008.

Hydrology and Water Quality

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

Discussion

a,f) **Less than Significant with Mitigation.** The project site is located at approximately 40 feet above sea level and drains westward toward the Pacific Ocean. The topography at the site is generally flat with a slightly sloping gradient toward the west. As discussed in Section 3, Biological Resources, a drainage ditch lies across the southern portion of the project site. A second drainage ditch is located approximately 300 feet from the southern edge of the project site. Both the drainage ditches flow west underneath the Cabrillo Highway toward the Pacific Ocean.

Project construction would involve activities such as site preparation, grading, and excavation during trenching prior to installation of the pipelines. The construction activities would cause dislodging of soil and erosion potentially resulting in sedimentation. Particularly given that the pipelines and the junction box would be installed in close proximity of the drainage ditches (see Figure 1-3, in Chapter 1, Project Description) sedimentation could cause an adverse water quality impact to the drainage ditch. The San Francisco Bay Regional Water Quality Control Board (RWQCB) regulates water quality in the project area. The project site is greater than an acre, therefore project construction would be subject to a General Construction Permit under the National Pollutant Discharge Elimination System (NPDES) permit program of the federal Clean Water Act. Project construction would involve use of chemicals and solvents such as fuel and lubricating grease for motorized heavy equipment. Inadvertent spills of such chemicals into nearby ditches could cause an adverse water quality impact. This impact could be significant; however, implementation of the required erosion and stormwater runoff control measures in compliance with the General Construction Permit would ensure that the project would not substantially degrade water quality.

As required under the General Construction Permit, SAM would prepare and implement a stormwater pollution prevention plan (SWPPP). SAM would prepare the SWPPP and submit a notice of intent (NOI) application to the San Francisco Bay Regional Water Quality Control Board (RWQCB) prior to construction activities. Implementation of the SWPPP would be consistent with the San Mateo Countywide Stormwater Pollution Prevention Program and would begin with the commencement of construction and continue though the completion of the project. The objectives of the SWPPP are to identify pollutant sources (such as sediment) that may affect the quality of stormwater discharge and to implement best management practices (BMPs) to reduce pollutants in stormwater. A notice of termination (NOT) application would be filed at the end of construction. SAM and/or the construction contractor would install erosion and stormwater control measures on the construction site such as installation of a silt fence and other BMPs, particularly at locations close to storm drains and water bodies and maintain sufficient distance from the ditches during construction. The BMPs shall also include practices for proper handling of chemicals such as avoiding fueling at the construction site and overtopping during fueling and installing containment pans. Further, implementation of standard construction procedures and precautions as discussed in Section 7, Hazards and Hazardous Materials, and compliance with the County regulations

(i.e., Chapter 4 of the County Code regulating stormwater management and discharge control) as required would also ensure that the water quality impacts related to the handling of chemicals from project construction would be less than significant.

Trenching during project construction could intercept the shallow groundwater table and would require dewatering. Dewatering involves pumping the subsurface water out of areas to keep the construction area to remain dry. Discharge of water resulting from dewatering operations would require an NPDES permit, or a waiver (exemption) from the RWQCB, which would establish discharge limitations for specific chemicals (if they occur in the dewatering flows). Compliance with the dewatering permit requirement that would include proper testing and disposal of the extracted water prior to disposal would ensure that the impacts would be minimal (see **Mitigation Measure HYD-1**). There is negligible risk of leaks associated with the storage pipes as stated in Sections 6, Geology and Soils, and 8, Hazards and Hazardous Materials. Following construction, the project site would be restored to existing conditions. There would be no adverse water quality or stormwater runoff impacts in the long term. The impact would be less than significant.

> **Mitigation Measure HYD-1:** SAM shall comply with the NPDES permit requirements by the RWQCB for dewatering activities as follows:
>
> - The RWQCB could require compliance with certain provisions in the permit such as treatment of the flows prior to discharge. The groundwater removed by dewatering would be discharged to the sanitary sewer or storm drain system with authorization of and required permits from the applicable regulatory agencies; and
>
> - SAM shall comply with applicable permit conditions associated with the treatment of groundwater prior to discharge.

The purpose of the proposed project is to contain the sewage and prevent adverse water quality impacts. In the long term, the proposed pipes would provide for storage of sewage during peak storm events, which may otherwise overflow the existing pipelines and cause an adverse water quality impact. The impact would be less than significant.

b) **Less than Significant Impact.** The proposed project would not require withdrawal of groundwater. However, project construction activities could require temporary dewatering, which is discussed in detail in a,f) above. There would be no permanent, adverse impacts to groundwater supplies or aquifers as a result of the project. As a result the impact is less than significant.

c,d) **Less than Significant Impact.** The proposed project would not significantly alter the drainage patterns on the existing project site. The proposed underground storage pipes would be installed east of the existing Montara Interceptor. Following construction, the project site would be restored to the existing conditions. There would be no significant change in drainage patterns or in the course of any river or stream that would result in

erosion or other degradation of surface water quality or siltation offsite. Also, refer to a, f) above. The impact would be less than significant.

e) **Less than Significant Impact.** The proposed project consists of installation of underground storage pipes and ancillary facilities that would remain buried and would not affect the current stormwater runoff flows and remain in compliance with SAM's NPDES permit. Stormwater at the project site would continue to be collected and conveyed to the existing drainages and stormwater drains, which discharge eventually to the Pacific Ocean. There would be no significant change from the existing conditions. The project would not contribute substantially to increased runoff or result in flooding offsite. The impact would be less than significant.

g,h,i) **Less than Significant Impact.** According to the Flood Emergency Management Agency (FEMA) flood maps, the project site lies in Flood Zone D, which is an area of undetermined but possible flood hazards (FEMA, 1984). The proposed project would involve construction and operation of underground storage pipes adjacent to the existing Montara Interceptor; there would be no habitable structures constructed within a 100-year floodplain. The project would not impede or redirect flows or expose people or structures to significant risk of flooding. The impact would be less than significant.

j) **Less than Significant Impact.** Seiches form in enclosed bodies of water, such as lake or reservoir. There is no enclosed water body in the immediate project vicinity. Therefore risk from seiche is considered low. Since the project site is overall flat, the possibility of a mudflow is considered very low. The project site lies on the Pacific Coast and therefore is susceptible to a tsunami, which is a large wave or series of waves usually generated by an earthquake, volcanic eruption or coastal landslide. San Mateo County has been announced as a Tsunami-Ready County by the National Weather Service for taking steps necessary to prepare for emergency response infrastructure (San Mateo County, 2008). The proposed project would not involve any habitable structures that would expose public to the risk of flooding from a tsunami. The storage pipes would be underground, therefore the project would not be subject to a significant risk from a tsunami. The impact would be less than significant.

References

FEMA, 1984. National Flood Insurance Program, Flood Insurance Rate Map, San Mateo County, California (Unincorporated Areas), Panel 113 of 450, Community Panel Number 060311 0113B.

San Mateo County, Sheriff's Office of Emergency Services, Press Release – San Mateo County to Be Designated "Tsunami Ready", 2008.

Land Use and Land Use Planning

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
9.	**LAND USE AND LAND USE PLANNING— Would the project:**				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion

a) **No Impact.** The project site partly lies on a portion of the Burnham Strip which is designated as open space land and partly along a portion of Obispo Road. The site is bordered by residential uses to the north and northeast and by the Cabrillo Highway to the west (San Mateo County, 2002). The portion of the project in Obispo Road would lie in developed and commercial recreation area. Since the proposed pipelines would be installed underground and the project site would be restored to existing conditions, the project would only entail temporary construction-related impacts. Thus, the project would not result in the direct or indirect physical division of an established community. No impact is expected.

b) **Less than Significant Impact.** The San Mateo County General Plan (2002) designated the project site for community open space, public recreation and commercial recreation uses. Relevant open space policies include maintenance of the open space character of lands designated as general open space and locating development in areas that would cause the least disturbance to scenic resources (San Mateo County, 1986). The proposed project would also be subject to the Montara-Moss Beach-El Granada Community Plan which was created to plan for future growth in the mid-coast community. The Community Plan later became part of the San Mateo County Local Coastal Program (LCP). The Community Plan indicates that the project site is located within a recreational corridor. However, as stated above, the proposed project would mainly involve temporary construction-related impacts and following construction, the site would be restored to existing conditions (San Mateo County, 1977). Thus, the project would not conflict with either the County's open space policies or the Community Plan.

The project site is located within the Coastal Zone, therefore SAM would be required to comply with the policies of San Mateo County's LCP by acquiring a Coastal Development Permit from the California Coastal Commission (San Mateo County, 2002). As stated in Section 4, Biological Resources, SAM would be required to acquire a Coastal Development Permit or a waiver, if applicable, and adhere to all requirements outlined in the permit. Regulatory compliance would ensure a less-than-significant impact.

c) **No Impact.** The proposed project would not be subject to any applicable habitat conservation plan or natural community conservation plan. Therefore, there would be no impact.

References

San Mateo County, Montara-Moss Beach-El Granada Community Plan, prepared by the San Mateo County Planning Department, June 1977.

San Mateo County, *General Plan Policies*, November 1986.

San Mateo County Planning and Building Division, San Mateo County Local Coastal Program Update, Midcoast LCP Update Project Map, May 30, 2002.

Mineral Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
10. MINERAL RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion

a,b) **Less than Significant.** The project site is located in an area classified as MRZ-3 (i.e., an area containing mineral deposits, the significance of which cannot be evaluated from the available date (Kohler-Antablin, 1996). Although there may be areas with mineral sources in the site vicinity (Pilarcitos Quarry located two miles south) (Kohler-Antablin, 1996; Stinson et al., 1983), there are existing sewage facilities (e.g., the Montara Interceptor) adjacent to the project site and the proposed storage pipes would be installed in parallel with the existing pipeline. Project implementation would not result in the loss of regionally or locally significant mineral resources. Therefore, any impacts would be less than significant.

References

Kohler-Antablin, Susan, Generalized Mineral Land Classification Map of the South San Francisco Bay Production-Consumption Region, Update of Mineral Land Classification: Aggregate Materials in the South San Francisco Bay Production-Consumption Region, Department of Conservation, Division of Mines and Geology, 1996.

Stinson, M.C., Manson, M.W., and Plappert, J.J., 1983. Mineral Land Classification: Aggregate Materials in the San Francisco - Monterey Bay Area, Part II: Classification of Aggregate Resource Areas, South San Francisco Bay Production-Consumption Region (Special Report 146).

Noise

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
11.	**NOISE—Would the project:**				
a)	Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b)	Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d)	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e)	For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☒	☐
f)	For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

a) **Less than Significant with Mitigation.** Noise level restrictions applicable to the proposed project are set forth in the San Mateo County Ordinance Code, Chapter 4.88, Noise Control. **Table 11-1** provides exterior noise level standards for residences, schools, hospitals, churches, or public library properties in the county. If background noise levels exceed the applicable noise level standard, the applicable standards are adjusted in five decibel increments to encompass the background noise levels. Construction equipment noise is exempt from these standards, however is prohibited between the hours of 6:00 p.m. and 7:00 a.m. on weekdays and between 5:00 p.m. and 9:00 a.m. on Saturdays. Construction noise is also prohibited at all times on Sundays, Thanksgiving, and Christmas days. Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle, or work is exempt from the exterior noise level standards outlined in Table 11-1. Emergency work is defined as any work performed to protect, maintain, or restore safe and/or health conditions in the community,

TABLE 11-1
EXTERIOR NOISE LEVEL STANDARDS (DBA) IN THE PROJECT AREA

Category	Cumulative Number of Minutes in any one hour period	Daytime 7 a.m. to 10 p.m.	Nighttime 10 p.m. to 7 a.m.
1	30	55	50
2	15	60	55
3	5	65	60
4	1	70	65
5	0	75	70

SOURCE: San Mateo County, 2008.

along with work performed by private or public utilities when restoring utility service (San Mateo County, 2008).

Short term noise measurements were taken at three locations (see **Figure 11-1**) at and around the project site to characterize ambient noise conditions in the vicinity of the proposed project. **Table 11-2** includes a description of each of the monitoring locations as well as the background noise levels presented as the average (L_{eq}) and maximum (L_{max}) noise levels recorded during the 10-minute measurement periods. As shown in the table, background noise levels were measured to be moderate, averaging between 54.5 dBA and 60.1 dBA. The primary noise source during the measurement periods was automobile traffic on nearby roadways such as Cabrillo Highway, Avenue Alhambra, and Obispo Road, and the intermittent fog horn.

TABLE 11-2
AMBIENT NOISE LEVELS IN THE PROJECT AREA

Site No.	Monitoring Location	Time	L_{eq}	L_{max}	Predominant Noise Sources
1	Near the intersection of Avenue Alhambra and Obispo Road. Approximately 100 feet east of Picasso Preschool and approximately 50 feet south of the roadway edge.	9:45 a.m.	58.5	73.2	Automobile traffic; children playing at the preschool; planes flying overhead; foghorn sounding
2	Approximately 25 feet northwest of the intersection of Avenue Balboa and Avenue Alhambra.	9:58 a.m.	60.1	73.1	Automobile traffic; dog barking in truck passing by; foghorn sounding
3	Approximately 50 feet southwest of the intersection of Avenue Portola and Avenue Alhambra.	10:14 a.m.	54.5	69.3	Automobile traffic; foghorn sounding

NOTE: Short-term (ten minute) measurements were collected on Thursday, September 4, 2008.

Figure 11-1
Noise Monitoring Locations

As demonstrated in the analysis below, construction and operation of the proposed project would not result in significant impacts associated with exposure of persons to, or generation of, noise levels in excess of standards set forth in local noise ordinances.

Construction

Construction activities would require the use of heavy-duty construction equipment such as cranes, excavators, and backhoes or loaders. Typical noise levels for these types of equipment measured 50 feet from the source range from 80 dBA to 88 dBA (FTA, 2006).

The nearest sensitive receptor is a preschool (Picasso Preschool) located approximately 200 feet north of the project site. There are also a number of residences located approximately 250 feet northeast of the project site by Avenue Alhambra. Given the nature of attenuation of noise levels over soft surfaces (e.g., grass, dirt, etc.) from a point source, such as a compact construction site, peak construction noise levels would be as high as 73 dBA at a distance of 200 feet from the activities and approximately 71 dBA at a distance of 250 feet from the construction activities. These noise levels would be noticeable and would likely constitute a nuisance at the nearby residences and the preschool, which could be a significant impact.

Although, as discussed previously, construction noise is exempt from exterior noise standards set forth in the County's noise ordinance, implementation of **Mitigation Measure NOI-1** would ensure that the short-term construction noise nuisance would not result in significant impacts. In addition, as discussed above, construction activities would be prohibited between 6:00 p.m. and 7:00 a.m. on weekdays, between 5:00 p.m. and 9:00 a.m. on Saturdays, and during all hours on Sunday, Thanksgiving, and Christmas days. Implementation of the mitigation measure would ensure that construction noise impacts associated with the proposed project would be less than significant.

> **Mitigation Measure NOI-1:** SAM shall require the construction contractor(s) to implement the following construction noise measures:
>
> - Construction equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an un-muffled exhaust.
>
> - Prior to the commencement of construction activities, nearby residences and the adjacent preschool shall be notified of the proposed construction schedule and when high noise producing activities are anticipated to occur. In addition, the administration of the preschool shall be consulted regarding the proposed construction schedule and procedures.

Operation

Operation of the proposed project would not include any new stationary noise sources at the project site. The only noise source that would be associated with operation of the project would be the annual maintenance and flushing of the storage pipes. Flushing of the accumulated debris would occur for a maximum of two work-days at the end of each

wet weather season. Noise sources from these activities may include a pump used to flush the pipes as well as vehicles used to transport workers to the site. Typical noise levels for pumps measured 50 feet from the source are approximately 76 dBA (FTA, 2006). Therefore, the pumping activities could generate noise levels up to 61 dBA at the preschool and up to 59 dBA at the nearest residence. While these activities could result in minor temporary increases in noise levels, they would be classified as "emergency work" under the San Mateo County noise ordinance because they would be performed to maintain safe and healthy conditions in the community, and would thus be exempt from exterior noise level standards. As with construction, flushing activities would be restricted between 6:00 p.m. and 7:00 a.m. on weekdays, between 5:00 p.m. and 9:00 a.m. on Saturdays, and during all hours on Sunday, Thanksgiving, and Christmas days. The impact would be less than significant.

b) **Less than Significant Impact.** Heavy duty equipment used during construction of the proposed project could generate perceptible vibration in the immediate vicinity of the construction site. The proposed project would not include any blasting techniques or pile driving that would tend to cause excessive vibration. The impacts from construction-related vibration would be short-term and would be confined to only the immediate area (within 10 to 25 feet of the source). Vibration at the nearest sensitive receptor, located approximately 200 feet from the project site, would not be perceptible. Therefore, impacts would be less than significant.

As discussed previously, operation of the proposed project would include annual maintenance and flushing of the proposed storage pipes. These activities would not result in any ground borne vibration perceptible at sensitive receptor locations. Therefore, operational ground borne vibration impacts would be less than significant.

c) **Less than Significant Impact.** As discussed under a) above, operation of the proposed project would not introduce any permanent noise sources that could cause a substantial change to ambient noise levels in the project area. Annual flushing of the storage pipes could result in minor temporary noise level increases; however, these activities would only occur for up to two work-days a year. The impact would be less than significant.

d) **Less than Significant with Mitigation.** As discussed under item a), the proposed project would cause temporary noise increases during construction activities that would be perceptible at nearby sensitive land uses. Noise levels would vary depending on the types and number of construction equipment in operation at any given time. Implementation of **Mitigation Measure NOI-1** would reduce this impact to less-than-significant levels. Refer to a), above, for further discussion.

e) **Less than Significant Impact.** The Half Moon Bay Airport is located approximately one mile northwest of the project site. However, construction and maintenance workers at the project site would not be exposed to excessive noise levels from the nearby airport. The impact would be less than significant.

f) **No Impact.** There are no private airstrips located within the vicinity of the project site; therefore, no impact would occur.

References

Federal Transit Authority (FTA), 2006. *Transit Noise and Vibration Impact Assessment,* May 2006.

San Mateo County, 2008. *San Mateo County Code, Chapter 4.88 Noise Control*, available online at (http://municipalcodes.lexisnexis.com/codes/sanmateo/), accessed September 8, 2008.

Population and Housing

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
12.	**POPULATION AND HOUSING— Would the project:**				
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a) **Less than Significant Impact.** As discussed in Chapter 1, Project Description, SAM has experienced sanitary sewer overflows during wet weather seasons and the USEPA report issued to SAM had identified that SAM should provide additional capacity to contain the sewer overflows. The purpose of the proposed project is to provide capacity to contain sewage flows in a storm event that would otherwise exceed the existing capacity and cause sanitary sewer overflows adversely affecting water quality. The existing conveyance and treatment facilities lack the ability to convey excess stormwater received by the system during wet seasons and sewage overflows resulting in potential raw sewage discharge into the Pacific Ocean adversely affecting the Monterey Bay National Marine Sanctuary -a sensitive biological habitat and a recreational beach area. The proposed project would assist in preventing untreated sewage overflows impacting the coastal sensitive biological resources, would provide efficient management of sewage flows and prevent sewage overflow, and would contain stormwater infiltration and inflow during storm events. The project, therefore would not induce substantial population growth, but rather would assist in protection of the environment during extreme wet weather events. The impact would be less than significant.

b,c) **No Impact.** The proposed project would involve only temporary workers during the short-term project construction period. The project would include construction of underground facilities. There is no existing housing on the project site. No long term employees would be employed. The project would not displace existing housing units or people. No impact is anticipated.

Public Services

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
13. PUBLIC SERVICES— Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the 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 following public services:				
i) Fire protection?	☐	☒	☐	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Discussion

a.i) **Less than Significant Impact with Mitigation.** Half Moon Bay Fire Protection District (District), a subdivision of the San Mateo County Fire Service, provides fire protection and emergency medical services to the city of Half Moon Bay and the unincorporated coast-side area from Montara to South Tunitas Creek Road that includes the project site (San Mateo County, 2008). The District includes the El Granada Station 41, which is located west of the Portola pump station on Obispo Road, less than 110 feet from the project site (Ortez, 2008).

Project construction would require temporary construction workers and no new permanent employees, therefore no significant additional demand for fire protection services is expected. Project construction activities including daily arrival and departure of construction workers and trucks hauling equipment and materials could cause temporary traffic congestion along Obispo Road. As noted in Chapter 1, Project Description, and Section 15, Transportation and Traffic, sufficient width would be maintained on Obispo Road during project construction to allow for access for emergency vehicles, particularly from the El Granada Station 41. However the response

times for fire protection provider could get affected. The impact would be less than significant with **Mitigation Measures TRA-1a or TRA1b**. See Section 15, Transportation and Traffic, for additional information.

a.ii) **Less than Significant Impact.** Unincorporated areas of San Mateo County, such as El Granada, lie under the jurisdiction of the San Mateo County Sheriff's Department (San Mateo County, 2008). Construction and operation of the proposed project would not significantly increase demand for police protection services throughout the area or the project site. The impact would be less than significant.

a.iii) **Less than Significant Impact.** The Cabrillo Unified School District provides public school education services to the project area through four elementary schools, one intermediate school, one high school, a continuation school, and an adult education program. There are two private school facilities located within 500 feet of the project site. The Wilkinson School is located at the intersection of Avenue Alhambra and Obispo Road northeast of the project site and Picasso Preschool located along the Burnham Strip, north of the site. Because the proposed project would only result in a temporary increase of construction worker employees in the project area, there would be no substantial adverse impacts to schools. The impact would be less than significant.

a.iv) **Less than Significant Impact.** The California Department of Parks and Recreation owns and maintains various park facilities throughout the state, including Half Moon Bay State Beach, which is four miles long and extends from El Granada south to Poplar Street in Half Moon Bay (California State Parks, 2008). The El Granada beach portion of Half Moon Bay State Beach is located less than 500 miles southwest of the project site. Pillar Point Beach lies west of the project site across from Cabrillo Highway. The proposed project would not result in an increase of employees, therefore it would not result in a permanent increase in the use of existing park and recreation facilities. Additionally, access points to El Granada Beach lie along Highway 1, which would not be disrupted by construction related activities. Therefore the impact would be less than significant.

a.v) **Less than Significant Impact.** The proposed project would not involve new permanent employees and therefore is not expected to increase the use of other public facilities such as libraries or hospitals.

References

Ortez, Michelle. Half Moon Bay Fire Protection District Personal Communication. September 11, 2008.

California State Parks, Half Moon Bay State Beach, http://www.parks.ca.gov/default.asp?page_id=531, accessed on September 11, 2008.

San Mateo County, Sheriff Department, General Information, http://www.co.sanmateo.ca.us/smc/department/home/0,,14095463_14132006,00.html, accessed on September 11, 2008.

San Mateo County, Fire Services, Fire Protection Services, http://www.co.sanmateo.ca.us/smc/department/home/0,,793206416_793206467,00.html, accessed on September 11, 2008.

Recreation

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
14.	**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 facilities would occur or be accelerated?	☐	☐	☒	☐
b)	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

a) **Less than Significant Impact.** As described in Section 13, Public Services, recreational areas closest to the project site lie west of Cabrillo Highway and include Pillar Point Beach to the north and Half Moon Bay State Beach to the south. Pillar Point, which comprises the southern portion of Fitzgerald Marine Reserve, is located approximately 1.5 miles north of the project site (San Mateo County, 2008). The main access road to Pillar Point is Capistrano Road located off of Highway 1. Half Moon Bay State Beach stretches for four miles between the southern portion of El Granada to the city of Half Moon Bay (California State Parks, 2008). The project site is located approximately 0.1-mile north of the El Granada portion of the State Beach. Major access roads include Kelly Avenue, Venice Boulevard, and Young Avenue, all of which are located south of the project site and can be accessed off of Cabrillo Highway. The third nearest park, Frenchmans Creek Park, is located approximately 2.5 miles southeast of the project site (City of Half Moon Bay, 2008).

The project would not result in a permanent increase in the use of the existing park and recreational facilities. Also, project construction activities would not interfere with access points to Half Moon Bay State Beach or Pillar Point Beach. The impact to recreational resources is considered less than significant.

b) **No Impact.** The proposed project does not include construction or expansion of any recreation facilities. In addition, the proposed project would not result in the need for construction of new or expanded recreational facilities. Therefore, there would be no impact.

References

California State Parks, Half Moon Bay State Beach, Available online at http://parks.ca.gov/default.asp?page_id=531, Accessed on September 16, 2008.

City of Half Moon Bay, Parks and Recreation Department, Available online at http://www.half-moon-bay.ca.us/recreation_services/recreation_041807.htm, Accessed on September 16, 2008.

San Mateo County, Parks and Recreation Department, San Mateo County Parks, Available online at http://www.co.sanmateo.ca.us/smc/department/home/0,2151,5556687_10575168,00.html, Accessed on September 19, 2008.

Transportation and Traffic

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
15. TRANSPORTATION AND TRAFFIC— Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☒	☐	☐
f) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.)?	☐	☐	☐	☒

Discussion

a) **Less than Significant Impact.**

Key Access Roadways

Regional access to the project site and local roadways is provided by State Route (SR) 1 and SR 92, and local access is provided by Obispo Road, Avenue Alhambra, Capistrano Road, and Coronado Street (see Figure 1-3 in the Chapter 1, Project Description).

SR 1 is a winding two-lane roadway following the west coast of the San Francisco Peninsula, passing through Half Moon Bay to the south (where it connects with SR 92), and Moss Beach and Montara to the north. SR 1 is generally oriented in the north-south direction, but in the localized project area, it aligns in more of an east-west direction. The most recent data published by the California Department of Transportation (Caltrans) indicates that the average daily traffic volume on SR 1 in the project area is about 16,500 to 19,000 vehicles (Caltrans, 2008). The project site / staging area on Obispo Road is accessed from SR 1 (Cabrillo Highway) at either of two signalized intersections at SR 1 / Capistrano Road or SR 1 / Coronado Street.

SR 92 is mainly an undivided two- and three-lane roadway that connects SR 1 (at Half Moon Bay) with I-280 to the east. The average daily traffic volume on SR 92 at SR 1 is approximately 21,000 vehicles (Caltrans, 2008).

Obispo Road, a two-lane road between Avenue Alhambra and Coronado Street, provides direct access to the project site (via a temporary curb cut). There are no signs prohibiting parking on Obispo Road, and the road width in the project area (Avenue Alhambra to Avenue Portola) is about 38 to 40 feet, sufficient to accommodate on-street parking. However, the vacant property on one side, and off-street parking provided for land uses on the other side, results in minimal demand for parking on this street.

Avenue Alhambra, which connects Capistrano Road to Obispo Road (and continues past Obispo Road as Plaza Alhambra), is a two-lane road. SamTrans buses (Routes 17 and 294) operate on Avenue Alhambra (SamTrans, 2008).

As described above, *Capistrano Road* and *Coronado Street* intersect SR 1 (Cabrillo Highway) at signalized intersections, and connect with Avenue Alhambra and Obispo Road, respectively.

Project Characteristics

The proposed project would not result in long-term, ongoing transportation effects. Occasional post-construction maintenance activities such as annual flushing of the sediment accumulated in the storage pipes during every wet weather season would briefly affect local road segments only; the impacts from the activities would be minimal. The duration of potentially significant impacts related to short-term disruption of traffic flow and increased congestion generated by construction vehicles would be limited to the period of time needed to complete construction of the project components. Therefore, the analysis presented herein is focused on the short-term project construction effects.

Construction activities associated with the proposed project would temporarily affect transportation and circulation patterns on segments of the roadway network in the project area by increasing traffic volumes on roads that provide access to the construction work site, and by restricting use of Obispo Road during installation of the 15-inch-diameter pipeline. Emergency access would be temporarily affected, requiring implementation of measures to mitigate the impact to a less-than-significant level. There also would be an

increased potential for traffic accidents. Traffic-generating construction activities related to the proposed project would consist of the daily arrival and departure of construction workers; trucks hauling equipment and materials; and trucks hauling excavated spoils from and importing new fill to the work site. The typical crew size would consist of six people. The following assumptions were made as part of the truck trip generation estimate:

- The capacity of haul trucks would average 9 cubic yards.
- Trench dimensions: 60-inch-diameter pipes: depth of 12 feet and width of 25 feet at the bottom of the trench and 40 feet at the top; 15-inch-diameter pipe: depth of 10 feet and width of 4 feet.
- The pace of installation would average about 40 feet of pipe each workday.
- SAM typically uses excavated material as backfill unless that material is unsuitable for that use. For purposes of this analysis, it is assumed that approximately 95 percent of backfill material would comprise excavated material. The remaining 5 percent would be imported from an off-site source. The volume of excavated material displaced by the two 60-inch-diameter pipes, and the 15-inch-diameter pipeline, would be hauled away from the site. As stated in Chapter 1, Project Description, installation of the 15-inch-diameter connection pipe would not occur at the same time as the 60-inch-diameter pipes.

On the basis of the above-described assumptions, it is estimated that the proposed project would generate an average of about 16 truck haul round-trips (32 one-way trips) per workday. There also would be miscellaneous deliveries of other construction components, which would be shipped on demand to the site throughout the construction period.

Construction-generated traffic would be temporary and therefore would not result in any long-term degradation in operating conditions or level of service on any project area roadways. The primary offsite impacts resulting from the movement of construction trucks would include a short-term and intermittent lessening of roadway capacities due to the slower movements and larger turning radii of the trucks compared to passenger vehicles.

Project-related hauling and deliveries would be dispersed throughout the day, thus lessening the effect on peak-hour traffic. Construction-related truck traffic occurring on weekdays from approximately 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. would coincide with peak-period traffic on access roadways and therefore would have the greatest potential to impede traffic flow. However, the estimated number of project-generated trips on both a daily and hourly basis would not be substantial relative to background traffic conditions on the roadways in the area and would fall within the daily fluctuations of traffic volumes for these roadways. Therefore, this short-term increase in vehicle trips would have a less-than-significant effect on levels of service (LOS) and traffic flow on roadways.[10] The traffic generated by construction activities would be mostly apparent (i.e., would represent a higher percent increase in traffic volumes) on the

[10] The operation of a local roadway network is commonly measured and described using a grading system called Level of Service (LOS). The LOS grading system qualitatively characterizes traffic conditions associated with varying levels of vehicle traffic.

local-serving roadways serving the construction site, but the effect on traffic flow would be less than significant because the traffic volumes would remain at levels within the carrying capacity of two-lane roads.

b) **No Impact.** The LOS standards for roadways that are part of the San Mateo County Congestion Management Program network are intended to regulate long-term traffic increases from operation of new development and do not apply to temporary construction projects. As discussed above, long-term project operation would be similar to the existing traffic and circulation conditions within the project area, with the addition of a minimal increase in maintenance worker trips related to annual flushing of the sediment accumulated in the storage pipes at the end of every wet weather season. As such, the proposed project would not exceed LOS standards established by the San Mateo County Congestion Management Agency (C/CAG) for designated Congestion Management Program roadways.

c) **Less than Significant Impact.** Proposed project facilities would not affect air traffic patterns of the nearby airport (Half Moon Bay Airport). Construction equipment would not exceed height restrictions within this area. Therefore, the proposed project would not alter air traffic patterns nor result in substantial safety risks associated with airport operations. The impact would be less than significant.

d) **Less than Significant Impact.** The proposed project would not include any permanent design features (e.g., new facilities or obstructions) within public roadways or alterations of existing roadway features (e.g., road realignment). Heavy equipment operating adjacent to or within a road right-of-way could increase the risk of accidents. Trucks associated with construction on project area roadways would interact with other vehicles. Potential conflicts also could occur between construction traffic and bicyclists (there is no sidewalk for pedestrians on the west side (project site-side) of Avenue Alhambra and Obispo Road). Contract specifications for the project would specify that all contractors working on the project would comply with standard roadside safety protocols (e.g., specifications in Caltrans' *Construction Manual)* to reduce the risk of accidents. Construction personnel would be trained to apply appropriate safety measures as described in the plan. Compliance with standard roadside safety protocols would ensure that the impact would be less than significant.

e) **Less than Significant with Mitigation.** The proposed storage pipes would not be installed within the travel lanes of roadways. However, the proposed 15-inch-diameter pipeline would be installed to connect the junction box and the Montara Interceptor at Manhole No. 8 (see Figure 1-3 in Chapter 1, Project Description). The pipeline would traverse through a portion of Obispo Road. Installation of the pipeline would occur over two days, and it is anticipated that Obispo Road would be closed, except to emergency vehicles, during construction hours.[11] Implementation of either one of the measures under **Mitigation Measure TRA-1 (a or b)** would ensure that access for

[11] SAM would attempt to keep sufficient portion of Obispo Road open during installation of the 15-inch-diameter pipeline to maintain alternate one-way traffic flow (managed by flaggers), but because the exact location of the pipe is not known at this time and could be affected by existing utility lines within the road, this analysis assumes full closure of the road (except for emergency vehicles) during the construction hours.

emergency vehicles would be maintained at all times, and local police, fire, and emergency service providers would be given advance notification of the timing, location, and duration of construction activities that could affect the movement of emergency vehicles on area roadways.

Mitigation Measure TRA-1: SAM shall require the construction contractor(s) to implement either of the following measures (depending upon the location of the 15-inch pipeline in Obispo Road):

a. Provide public notification to non-emergency vehicles seven days in advance of the closure of Obispo Road, install signs to direct non-emergency vehicles on the detour route on Avenue Alhambra and Avenue Portola, and maintain a minimum 12-foot pavement width clear of open trench, excavated material, pipe, and equipment on Obispo Road for emergency vehicles.

b. If the location of the proposed storm drain pipe makes it possible to do so, install traffic cones and signs to direct traffic on a minimum 12-foot pavement width, using flaggers to manage alternate one-way traffic flow past the construction zone.

f) **No Impact.** The proposed project construction would create a limited, temporary parking demand for construction workers and construction vehicles. The project site would be used for construction-related staging (for material and equipment storage, and parking of construction worker vehicles), thereby ensuring adequate capacity to accommodate the project-generated parking demand. There would be no impact.

g) **No Impact.** The proposed project would not directly or indirectly eliminate alternative transportation corridors or facilities (e.g., bike paths, lanes, bus turnouts, etc.) both because of facility locations and because of the short-term nature of construction activities where potential effects could occur. In addition, the proposed project would not include changes in policies or programs that support alternative transportation. Therefore, the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

References

California Department of Transportation (Caltrans), *2007 Traffic Volumes on California State Highways*, published 2008, and available at http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm, accessed September 2008.

San Mateo County Transit District (SamTrans), Schedule Information (as of August 25, 2008), available at http://www.samtrans.org/schedules.html, accessed December 2008.

Utilities and Service Systems

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
16. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Require new or expanded water supply resources or entitlements?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

a) **Less than Significant Impact.** The proposed project would provide storage for peak sewage flows during peak wet weather or storm events to prevent sanitary sewer overflows (SSOs). As the peak flows subside, the sewage would flow by gravity into the existing Portola Pump Station and eventually would be treated at the SAM WWTP prior to discharge. The discharge of the treated wastewater would occur under SAM's National Pollutant Discharge Elimination System permit issued by the San Francisco Bay Regional Water Quality Control Board and would be in compliance with the wastewater treatment requirements. The impact would be less than significant.

b,e) **Less than Significant Impact.** SAM provides wastewater treatment services to approximately 12-square-mile-area on the western edge of San Mateo County. The proposed project would provide capacity to contain excess stormwater flows during storm events, implementing recommendations made in the NPDES Compliance Evaluation Report issued by the USEPA. Thus, the proposed project would prevent SSOs (see Chapter 1, Project Description) and would have a beneficial impact. As discussed in this chapter, project construction would not cause significant environmental effects. The impact would be less than significant.

c) **Less than Significant Impact.** The proposed project would involve construction of facilities that would provide storage for wet weather flows and to prevent SSOs (see Chapter 1, Project Description). Construction of the project would not cause significant environmental effects as discussed in the Sections 1 through 16 of this chapter. The impact would be less than significant.

d) **Less than Significant Impact.** The Coastside County Water District serves the city of Half Moon Bay and a part of the unincorporated area of San Mateo County including El Granada. The proposed project would not require new water entitlement, as the project does not propose to increase the water supply demand. The impact would be less than significant.

f) **Less than Significant Impact.** Soil removed from the excavation at the site would be filled back into the excavated area following installation of the proposed facilities. In the long term, the sediment debris that would be accumulated in the storage pipes would be removed at the end of every wet season. The flushed debris would be conveyed to the WWTP for treatment prior to disposal. The project would not affect available solid waste disposal capacity in the project area. The impact would be less than significant.

g) **Less than Significant Impact.** The proposed project includes installation and maintenance of the proposed pipes to manage wet weather flows. Construction-related energy demands would be temporary and would include construction equipment use for site excavation and jack and bore tunneling. Maintenance of the pipes would require flushing of the sediment once per year at the end of every wet weather season through either an automatic hydraulic activity or a pumping activity using existing equipment. Energy consumption for the project would be low. The impact would be less than significant.

Mandatory Findings of Significance

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
17. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
b) Have impacts that would be 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) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

a,c) **Less than Significant Impact.** As discussed in the sections above, the proposed project would not permanently degrade the quality of the environment. There could be short-term and temporary effects associated with construction, such as increased dust, noise, and traffic, which would be either minimized by regulatory compliance or through implementation of proposed mitigation measures, as described in the individual resource sections. As discussed in Chapter 1, Project Description, SAM has experienced sanitary sewer overflows during wet weather seasons and the USEPA report issued to SAM recommended that SAM provide additional capacity to contain the sewer overflows. The purpose of the project is to provide storage to peak flows that would otherwise flow into the ocean, causing adverse effects to the environment and humans. Project implementation would assist in reducing sewer discharges and have a beneficial impact. There would be no substantial adverse effects on human beings. The impact would be less than significant.

b) **Less than Significant with Mitigation.** A review of the projects proposed in the past, present, and in the reasonably foreseeable future in the project area and the vicinity (e.g., in and around El Granada and Half Moon Bay) indicates that roadway construction or drainage or utilities improvement projects may take place concurrently with proposed project in the area although not in the immediate vicinity (e.g., in Montara)[12]. As discussed previously, project impacts would be primarily associated with construction activities and would be short-term and temporary. The impacts would be less than significant on incorporation of **Mitigation Measure CUMU-1**. As such, when considered with other projects within the region, the proposed project's contribution would not be cumulatively considerable. Therefore, potential cumulative impacts are considered less than significant.

> **Mitigation Measure CUMU-1:** SAM will coordinate with or notify the local agencies (e.g., San Mateo County, Caltrans) concerning construction schedule, as required and implement measures such as scheduling project traffic during construction to minimize any construction-related cumulative impacts.

[12] California Department of Transportation, 2008; San Mateo County Department of Public Works, 2008; Crabtree, Michael, et al, 2008.

References

San Mateo County Department of Public Works, Current and Recent Projects, accessed online at http://www.co.sanmateo.ca.us/smc/department/dpw/home/0,,5562541_5562587,00.html, on September 24, 2008.

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CHAPTER 3
Mitigation Measures and Mitigation Monitoring and Reporting Program

This chapter summarizes the mitigation measures that would be integrated into the proposed project to reduce the potentially significant impacts to a less-than-significant level. Also provided is a Mitigation Monitoring and Reporting Program (MMRP) organized in a tabular format, keyed to each mitigation measure incorporated into the project. The tables following each measure provide a breakdown of how the mitigation measure would be implemented, who would be responsible, and when it would occur. The tables consist of four column headings which are defined as follows:

- *Implementation Procedure*: If needed, this column provides additional information on how the mitigation measures would be implemented.
- *Monitoring and Reporting Actions*: This column contains an outline of the appropriate steps to verify compliance with the mitigation measure.
- *Monitoring Responsibility*: This column contains an assignment of responsibility for the monitoring and reporting tasks.
- *Monitoring Schedule*: The general schedule for conducting each monitoring and reporting task, identifying where appropriate both the timing and the frequency of the action.

Air Quality

Mitigation Measure AIR-1a

During construction activities, SAM shall require the construction contractor(s) to implement a dust abatement program that includes, but is not necessarily limited to, the following BAAQMD-recommended measures as needed to control dust:

- Water all active construction areas at least twice daily;
- Cover all trucks hauling soil, sand, and other loose materials *or* require all trucks to maintain at least two feet of freeboard;
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites;
- Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites;

- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets;
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 mph;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and
- Replant vegetation in disturbed areas as quickly as possible.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM includes dust abatement requirements in construction specifications.	1. SAM reviews dust abatement program.	1. SAM	1. Prior to construction
2. Contractor implements measures in the program.	2. SAM documents that measures are being implemented.	2. SAM	2. During construction and final inspection

Mitigation Measure AIR-1b

During construction activities, SAM shall ensure that the construction contractor(s) implement the following measures:

- On-road construction vehicle idling time shall not exceed five minutes. Additionally, off-road equipment engines shall not idle for longer than five minutes per Section 2449(d)(3) of Title 13, Article 4.8, Chapter 9 of the California Code of Regulations.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM includes vehicle idling requirements in construction specifications.	1. SAM reviews contract.	1. SAM	1. Prior to construction
2. Contractor implements measures in the program.	2. SAM documents that measures are being implemented.	2. SAM	2. During construction and final inspection

Biological Resources

Mitigation Measure BIO-1a

SAM will implement the following measures:

- Prior to the start of all project construction activities, a worker education program shall be presented at the project site by a biologist familiar with the species. Associated written material, including a California red-legged frog and San Francisco garter snake species identification card, shall be distributed. It shall be the onsite foreman's responsibility to ensure that all construction personnel and subcontractors receive a copy of the education program. The education program shall include a description of the California red-legged frog and San Francisco garter snake specific to the project, and the work boundaries of the project;

- A pre-construction survey for the California red-legged frog shall be conducted between two and four weeks prior to initiation of any ground disturbance activities in the project site, including the staging area. At a minimum, two surveys of the project site shall be conducted. All amphibians observed shall be recorded or reported as "unidentified" if positive identification is not possible. If no red-legged frogs are observed, a letter report shall be submitted to the County of San Mateo. If red-legged frogs are observed, they will be photographed, if possible, and their locations mapped relative to the project site. A letter report shall be submitted to the County of San Mateo and all other regulatory agencies, two weeks prior to the start date of construction, with a request to U.S. Fish and Wildlife Service (USFWS) for guidance;

- At least two weeks prior to any construction activities, exclusion silt fencing will be installed (1) for the drainage ditches south of the project site, between the top of banks and the project work area, and (2) surrounding the staging area in the southeast portion of the grassy strip. This fencing will help prevent California red-legged frogs and San Francisco garter snakes from moving into the project work area. The fence will be constructed of geotextile (silt fence) fabric, with a minimum of 3.5-inch overlap between panels. Panels are to be attached to wooden or metal fence posts at the overlap, sunken a minimum of six inches below grade, and with at least three wire attachment points on each post;

- A qualified biologist shall remain onsite to observe all construction activities within 100 feet of the drainage ditch, to ensure that there is no "take" of special-status species during construction activities, and to verify that the practices of clean-up and site restoration are completed in a manner that will avoid significant impacts to these species;

- Any open trench construction with a depth of two feet or greater shall be covered before the end of construction activities each day. If this is not feasible, trenches may be equipped with ramps to allow any animals that may become entrapped in the trench to escape overnight. The ramps shall be constructed of dirt fill, wood planking, or other suitable materials placed at an angle of no greater than 30 degrees. These trenches will be inspected prior to the start of work each day. Any native wildlife entrapped shall be released in nearby habitat;

- Use of plastic monofilament netting shall be avoided for erosion control or other purposes to prevent California red-legged frogs or San Francisco garter snakes becoming entangled in the netting; and

- During work activities, all trash that may attract predators shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from the work areas.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM shall contract with a qualified biologist to conduct a worker education program.	1. SAM executes contract.	1. Onsite foreman, SAM	1. No more than 2 weeks prior to construction, and prior to the removal of any vegetation
2. SAM shall contract with a qualified biologist to conduct a pre-construction survey for California red-legged frog.	2. SAM executes contract.	2. Qualified biologist, SAM	2. Between two and four weeks prior to construction, and prior to the removal of any vegetation
3. SAM shall include in the contractor specifications, installation of exclusion fencing for the drainage ditch on the project site and the drainage ditch south of the site.	3. SAM executes contract.	3. SAM	3. Prior to construction
4. SAM shall contract with a qualified biologist to remain onsite to observe construction activities within 100 feet of the drainage ditch.	4. SAM executes contract.	4. Qualified biologist, SAM	4. During construction
5. SAM shall include in the contractor specifications, that any open trench with a depth of two feet or greater should be covered before the end of construction activities each day.	5. SAM executes contract.	5. SAM	5. During construction
6. SAM shall include in the contractor specifications that use of plastic monofilament netting should be avoided for erosion control to prevent any species becoming entangled.	6. SAM executes contract.	6. SAM	6. During construction
7. SAM shall include in the contractor specifications that all trash be properly contained, removed from work site, and disposed off regularly and all trash and construction debris be removed from work areas.	7. SAM executes contract.	7. SAM	7. During and following construction

Mitigation Measure BIO-1b

To the extent practicable, construction activities shall be performed or vegetation shall be removed from September through February to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys shall be performed by a qualified biologist (hired by SAM) no more than 14 days prior to construction activities to locate any active nests prior to the start of construction. If active nests are observed, buffer zones shall be established around trees/shrubs with nests, with a buffer size established by the qualified biologist through consultation with the California Department of Fish and Game (CDFG). Buffered zones shall be avoided during construction activities until young have fledged or the nest is otherwise abandoned.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM shall contract with a qualified biologist to conduct a pre-construction survey if during the nesting season.	1. SAM executes contract.	1. SAM	1. No more than 14 days prior to construction
2. SAM shall include potential work limitations in construction specifications.	2. SAM reviews construction specifications.	2. SAM	2. Prior to construction
3. If nesting raptors are found biologist shall identify appropriate actions to avoid effects.	3. Sign-off by SAM that measures are being implemented.	3. SAM	3. During construction

Mitigation Measure BIO-2a

No equipment, personnel, or ground disturbance shall occur below the top of bank of the two erosion ditches or within the riparian area of the southern drainage ditch, including truck and equipment traffic that goes between the staging and work areas. Erosion control measures, such as silt fencing or properly staked straw wattles, shall be installed between the work area and the top of bank of the ditch immediately south of the storage pipes and ancillary facilities, as well as surrounding the staging area, to ensure that sediment and other debris do not enter the ditches[1].

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM shall obtain required permits and include work limitations such as exclusionary fencing in construction specifications.	1. SAM reviews construction specifications.	1. SAM	1. Prior to construction
2. Contractor shall implement required measures including fencing.	2. Periodic inspections during construction along the drainage ditch. Sign-off by SAM that measures are being implemented.	2. SAM	2. During construction

Mitigation Measure BIO-2b

To reduce runoff and soil erosion into the drainage ditches, all disturbed areas shall be hydroseeded as soon as possible after construction activities are complete. Revegetation will be conducted according to general restoration methods, such as preparation of soil conditions, use of native plants, plant protection, irrigation or watering by a water truck, and control of aggressive non-native species. Revegetation will be completed either through a seed mixture and mulch using broadcast methods, or hydroseed.

[1] This fencing requirement may be satisfied by the biological fencing required by Mitigation Measure BIO-1a.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. Contractor shall revegetate disturbed areas after completion of construction activities.	1. SAM reviews construction specifications.	1. SAM	1. Following construction

Mitigation Measure BIO-3

SAM shall comply with all the conditions in the Coastal Development Permit or the waiver regarding sensitive habitats, including but not limited to the submittal of a Biological Impact Report to the County, which demonstrates that no significant impact on sensitive habitats will occur from proposed project activities. In addition, the proposed project facilities shall not extend within 30 feet of the centerline of the northernmost drainage ditch, and the staging area shall not extend within 30 feet of the riparian scrub bordering the southernmost drainage ditch.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM shall contract with a qualified biologist to submit a Biological Impact Report to the County.	1. SAM executes contract.	1. SAM	1. Prior to construction
2. SAM shall include in the contractor specifications that no ground disturbance shall occur within 30 feet of the centerline of the northern drainage, or within 30 feet of the outer edge of riparian vegetation of the southern drainage.	2. SAM reviews construction specifications.	2. SAM	2. Prior to construction

Cultural Resources

Mitigation Measure CUL-1

Prior to construction, SAM shall retain an archaeologist meeting the Secretary of the Interior's Standards for professional archaeology to monitor all ground-disturbing activities, including (but not limited to) brush clearance, grading, and excavation, in previously undisturbed sediments. Construction activities that will not disturb previously undisturbed sediments, such as backfilling or landscaping, need not be monitored unless the archaeological monitor determines that these activities will impact a sensitive cultural resource. The purpose of archaeological monitoring will be to provide protection against adverse impacts to significant archaeological resources. The archaeological monitor will observe ground-disturbing activities to identify, record and retain any archaeological data uncovered.

The duration and timing of monitoring shall be determined by the qualified archaeologist in consultation with SAM and based on the grading plans. Initially, all ground-disturbing activities should be monitored by a qualified archaeologist. However, if, during the course of monitoring, the

archaeologist determines that the potential for uncovering buried cultural resources during project excavation is virtually nonexistent, the level of monitoring may be adjusted to circumstances as warranted.

If cultural resources are encountered, whether or not the archaeological monitor is present, all activity in the vicinity of the find shall cease until it can be evaluated by the archaeological monitor. If the archaeological monitor determines that the resources may be significant, the archaeological monitor will notify SAM and will develop an appropriate treatment plan for the resources. The archaeologist shall consult with Native American monitors or other appropriate Native American representatives in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native American in nature.

The archaeologist shall prepare a final report to be filed with the SAM and the California Historic Resources Information System. The report shall include a description of resources unearthed, if any, treatment of the resources, and evaluation of the resources with respect to the California Register of Historic Resources and the National Register of Historic Places. If the resources are found to be significant, a separate report including the results of the recovery and evaluation process shall be required.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM shall contract with an archaeologist meeting the Secretary of the Interior's Standards for professional archaeology to monitor all ground-disturbing activities.	1. SAM executes contract.	1. SAM, qualified archaeologist	1. Prior to and during construction
2. SAM shall review construction specifications to ensure procedures for cultural resources discovery are included.	2. SAM reviews construction specifications.	2. SAM	2. Prior to construction
3. In the event subsurface cultural resources are discovered, construction within 50 feet of the find shall be halted and the qualified archaeologist shall be notified	3. SAM shall notify the County of the discovery.	3. SAM	3. During construction
4. The archaeologist shall complete a final monitoring report	4. Archaeologist completes report	4. Qualified archaeologist	4. Following construction

Mitigation Measure CUL-2

Due to the sensitivity of the project site for Native American resources, at least one Native American monitor shall also monitor all ground-disturbing activities at the site. Selection of monitors shall be made by agreement of the Native American groups identified by the Native American Heritage Commission as having affiliation with the project area.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM shall retain a Native American monitor to monitor all ground-disturbing activities	1. SAM executes contract	1. SAM, Native American Monitor	1. Prior to and during construction
2. SAM shall review construction specifications to ensure procedures for human remains discovery are included.	2. SAM reviews construction specifications.	2. SAM	2. Prior to construction
3. In the event human remains are discovered, construction in the area shall be halted and SAM shall consult the San Mateo County Coroner.	3. The contractor shall notify SAM of the discovery.	3. SAM	3. During construction

Mitigation Measure CUL-3

If paleontological resources are encountered during the course of construction and monitoring, the applicant shall halt or divert work and notify a qualified paleontologist who shall document the discovery as needed, evaluate the potential resource, assess the significance of the find, and develop an appropriate treatment plan in consultation with the applicant.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM shall review construction specifications to ensure procedures for discovery of paleontological resources are included.	1. SAM reviews construction specifications.	1. SAM	1. Prior to construction
2. In the event paleontological resources are discovered, construction within 50 feet of the find shall be halted and SAM shall consult a qualified paleontologist	2. SAM shall notify the County of the discovery.	2. SAM	2. During construction

Mitigation Measure CUL-4

If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM shall review construction specifications to ensure procedures for human remains discovery are included.	1. SAM reviews construction specifications.	1. SAM	1. Prior to construction

Geology and Soils

Mitigation Measure GEO-1

SAM shall conduct a design level geotechnical investigation to identify geologic hazards and provide recommendations to mitigate those hazards in the final design of the proposed project. The geotechnical investigation report shall evaluate the potential for ground shaking, liquefaction, and landslide hazards and shall include recommendations to ensure slope stability. The investigation shall be conducted by a California registered engineer or certified engineering geologist and all recommendations made in the investigation report, including any support structures that may be required to prevent damage from potential geologic hazards, shall be incorporated into the project design specifications.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM incorporates recommendations and findings from the geotechnical report prepared for the project.	1. SAM reviews construction specifications.	1. SAM	1. Prior to construction
2. The contractor implements the recommendations.	2. SAM documents that measures are being implemented.	2. SAM	2. During construction and final inspection

Hazards and Hazardous Materials

Mitigation Measure HAZ-1a

The construction contractor shall follow the procedures below in the event contaminated soil or groundwater is encountered (either visually or through odor detection) during excavation activities:

- Stop work in areas of contact;
- Notify the San Francisco Bay Regional Water Quality Control Board and the California Department of Toxic Substances Control;
- Contain the areas of contamination;
- Perform appropriate clean up procedures; and

- Segregate, profile, and dispose of all contaminated soil. Required disposal method shall depend on the type and concentration of contamination identified. Any site investigation or remediation shall be performed in accordance with applicable regulations.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM includes procedures in the event that contaminated soils are identified in construction specifications.	1. SAM reviews construction specifications.	1. SAM	1. Prior to construction
2. Contractor implements measures in the program.	2. SAM documents that measures are being implemented.	2. SAM	2. During construction

Mitigation Measure HAZ-1b

SAM shall require the contractor to use best management practices (BMPs) that will minimize the potential adverse effect of the project to groundwater and soils from chemicals used during construction activities. The BMPs shall include the following measures:

- Follow manufacturer's recommendations on use, storage and disposal of chemical products used in construction;
- Avoid overtopping construction equipment fuel gas tanks;
- During routine maintenance of construction equipment, properly contain and remove grease and oils; and
- Properly dispose of discarded containers of fuels and other chemicals.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM incorporates requirements in construction specifications.	1. SAM reviews construction specifications.	1. SAM	1. Prior to construction
2. Contractor implements measures in the program.	2. SAM documents that measures are being implemented.	2. SAM	2. During construction

Mitigation Measure HAZ-2

Prior to the commencement of construction activities, SAM shall require the construction contractor(s) to notify nearby schools and residents of the proposed construction schedule, the potential for hazardous material leakage, and proper safety procedures in the event of such a leakage.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM incorporates notification requirements in construction specifications.	1. SAM reviews construction specifications.	1. SAM	1. Prior to construction
2. Contractor implements measures in the program.	2. SAM documents that measures are being implemented.	2. SAM	2. During construction

Hydrology and Water Quality

Mitigation Measure HYD-1

SAM shall comply with the NPDES permit requirements by the RWQCB for dewatering activities as follows:

- The RWQCB could require compliance with certain provisions in the permit such as treatment of the flows prior to discharge. The groundwater removed by dewatering would be discharged to the sanitary sewer or storm drain system with authorization of and required permits from the applicable regulatory agencies; and
- SAM shall comply with applicable permit conditions associated with the treatment of groundwater prior to discharge.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM shall incorporate the NPDES permit requirements for dewatering in construction specifications.	1. SAM reviews construction specifications.	1. SAM	1. Prior to construction
2. Contractor implements the required measures for dewatering.	2. SAM documents that appropriate measures are being implemented during construction.	2. SAM	2. During construction

Noise

Mitigation Measure NOI-1

SAM shall require the construction contractor(s) to implement the following construction noise measures:

- Construction equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an un-muffled exhaust.
- Prior to the commencement of construction activities, nearby residences and the adjacent preschool shall be notified of the proposed construction schedule and when high noise producing activities are anticipated to occur. In addition, the administration of the preschool shall be consulted regarding the proposed construction schedule and procedures.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM incorporates the noise control measures and requirements in construction specifications.	1. SAM reviews construction specifications.	1. SAM	1. Prior to construction
2. The contractor implements measures.	2. SAM documents that measures are being implemented.	2. SAM	2. During construction

Traffic and Transportation

Mitigation Measure TRA-1

SAM shall require the construction contractor(s) to implement either of the following measures (depending upon the location of the 15-inch pipeline in Obispo Road):

a. Provide public notification to non-emergency vehicles seven days in advance of the closure of Obispo Road, install signs to direct non-emergency vehicles on the detour route on Avenue Alhambra and Avenue Portola, and maintain a minimum 12-foot pavement width clear of open trench, excavated material, pipe, and equipment on Obispo Road for emergency vehicles.

b. If the location of the proposed storm drain pipe makes it possible to do so, install traffic cones and signs to direct traffic on a minimum 12-foot pavement width, using flaggers to manage alternate one-way traffic flow past the construction zone.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM notifies the closure of Obispo Road to non-emergency vehicles.	1. SAM records notification.	1. SAM	1. Prior to construction (7 days prior to road closure)
2. SAM installs signs to direct non-emergency vehicles.	2. SAM documents that measures are being implemented.	2. SAM	2. During construction
3. SAM maintains a minimum 12-foot pavement width clearance	3. SAM documents that clearance was maintained	3. SAM	3. During construction
4. SAM installs traffic cones and signs to direct traffic	4. SAM documents that measures are being implemented	4. SAM	4. During construction

Mandatory Findings of Significance

Mitigation Measure CUMU-1

SAM will coordinate with or notify the local agencies (e.g., San Mateo County, Caltrans) concerning construction schedule, as required and implement measures such as scheduling project traffic during construction to minimize any construction-related cumulative impacts.

Implementation Procedure	Monitoring and Reporting Actions	Monitoring Responsibility	Monitoring Schedule
1. SAM coordinates with or notifies other local agencies concerning issues such as scheduling project traffic during construction	1. SAM documents that measures are being implemented	1. SAM	1. Prior to construction