

PACIFICA ESPLANADE COASTAL TRAIL PROJECT

City of Pacifica

Initial Study and Mitigated Negative Declaration



City of Pacifica
170 Santa Maria Ave
Pacifica, CA 94044

Draft
May 2018

TABLE OF CONTENTS

I	INTRODUCTION	1
	1.1 California Environmental Quality Act Compliance.....	1
	1.2 Public Review Proess.	2
	1.3 Report Organization.....	1
	1.4 Project Location and Overview.	2
	1.5 Finding.	2
	1.6 Mitigation Measures.....	3
	1.7 Less than Significant and No Impacts.....	4
2	INITIAL STUDY CHECKLIST	5
	2.1 Background and Project Description.....	5
	2.2 Enviromental Factors Potentially Affected.	7
	2.3 Determination.	8
	I. Aesthetics	16
	II. Agriculture And Forestry Resources	19
	III. Air Quality.....	21
	IV. Biological Resources	25
	V. Cultural Resources	33
	VI. Geology and Soils	35
	VII. Greenhouse Gas Emissions	39
	VIII. Hazards and Hazardous Materials	41
	IX. Hydrology and Water Quality.....	43
	X. Land Use and Planning	48
	XI. Mineral Resources.....	49
	XII. Noise	50
	XIII. Population and Housing	52
	XIV. Public Services	53
	XV. Recreation	54
	XVI. Transportation and Traffic	55
	XVII. Tribal Cultural Resources	57
	XVIII. Utilities and Service Systems	58
	XIX. Mandatory Findings of Significance.....	59
3	REFERENCES AND PREPARERS	61
	3.1 References.	61
	3.2 List of Preparers.....	62

FIGURES

1 Regional Location Map	9
2 City of Pacifica Zoning Map	10
3 Proposed Project	11
4 Project Cross Section and Photo Simulation	12
5 Existing Vegetation on Aerial Photo	13
6 Existing Site Photos (6A – 6F)	14
7 City of Pacifica Visual Resources Map	18
8 City of Pacifica Vegetation Resources Map	31
9 City of Pacifica Sensitive and Critical Habitat Map	32
10. City of Pacifica Hydrology Resources Map	47

APPENDICES

Appendix A	Special Status Species Tables
Appendix B	Mitigation and Monitoring Reporting Program.

1 Introduction

1.1 California Environmental Quality Act Compliance

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

An Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment [CEQA Guidelines Section 15063 (a)]. If there is substantial evidence that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) must be prepared, in accordance with CEQA Guidelines Section 15064(a). However, if the lead agency determines that revisions in the project plans or proposals made by or agreed to by the applicant mitigate the potentially significant effects to a less-than-significant level, a Mitigated Negative Declaration may be prepared instead of an EIR (CEQA Guidelines Section 15070(b)). The lead agency prepares a written statement describing the reasons a proposed project will not have a significant effect on the environment and, therefore, why an EIR need not be prepared. The contents of the MND conforms to the content requirements under CEQA Guidelines Section 15071.

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

1.2 Public Review Process

The Initial Study and Mitigated Negative Declaration will be published and circulated for review and comment by the public and other interested parties, agencies, and organizations for a 30-day public review period from May 7, 2018 through June 7, 2018. Written comments may be submitted to the City of Pacifica at the address below or may be submitted by email to marquezr@ci.pacifica.ca.us by 5:00 pm on June 4, 2018.

City of Pacifica Department of Public Works
151 Milagra Drive
Pacifica, CA 94044

1.3 Report Organization

The purpose of this document is to evaluate the potential environmental effects of the proposed Pacifica Esplanade Coastal Trail Project, located within the City of Pacifica. Mitigation measures have been incorporated into the project as needed. This document is organized as follows:

Section 1 - Introduction

This chapter includes the objectives, location, description, and implementation of the project.

Section 2 – Initial Study

This section includes a description of the setting and a discussion of the environmental issues (Aesthetics, Agriculture and Forestry, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials,

Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation/Traffic, Tribal Cultural Resources, and Utilities and Services Systems). For each of these issues, the potential environmental impacts are identified. Mitigation measures are incorporated, where appropriate, to reduce the potential impacts to a less-than-significant level. This Chapter also includes the Mandatory Findings of Significance, which summarizes the overall significance of any potential impacts to natural and cultural resources, cumulative impacts, and impacts to human beings, as identified in the Initial Study.

Section 3 – References and Preparers

This section includes the references and sources used in the preparation of this IS/ND and a list of those involved in the preparation of this document.

Appendices

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

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

1.4 Project Location and Overview

The City of Pacifica Department of Public Works (project proponent) intends to develop public access improvements on property owned by the City of Pacifica located on the west side of the 400 block and a portion of the 500 block of Esplanade Avenue (APNs 009-161-020; 009-161-010; 009-131-030), in Pacifica, California.

The Pacifica Esplanade Coastal Trail Project (proposed project) involves approximately 725 linear feet of trail and public access improvements (Figure 7). Work will include construction of a 6 to 14-foot wide stamped-concrete path, decomposed granite seating areas with benches or seat walls. A small gateway plaza is proposed at the end of West Manor Drive. The plaza will feature picnic tables with two CorTen steel shade structures. Due to the rapid erosion of the coastal bluff, the trail will be aligned adjacent to the curb as a sidewalk or promenade. A revegetation plan, consisting of low-maintenance, soil stabilizing native plants, would help reduce future erosion as well as reduce the amount of sand that is carried by wind onto Esplanade Avenue. The project area encompasses approximately 24,000 square feet (0.55 acre).

The existing chain link fencing along the property frontage will be removed. Existing on-street parking along west side of Esplanade Avenue would be retained. An existing City maintenance vertical access way to the beach/ shoreline will also be retained.

1.5 Finding

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

Therefore, the City of Pacifica as the lead agency finds that a Mitigated Negative Declaration can be prepared.

1.6 Mitigation Measures

Based on the IS, the proposed project would result in potentially significant impacts on biological resources, cultural resources, and geology and soils. With implementation of the following mitigation measures, the proposed project would result in less-than-significant impacts.

Biological Resources

Mitigation Measure BIO-1. Avoid Impacts to Nesting Birds. To avoid impacts to nesting birds, the City will implement the following:

- If possible, schedule construction activities involving grading, vegetation stripping, or other involving heavy equipment, outside the migratory bird breeding season, which is August 1 – February 1.
- If construction-related activities must be scheduled during the breeding season, then focused surveys to identify active nests of migratory bird species will be conducted by a qualified biologist no more than 7 days before heavy equipment construction activities occur in these months.
- If a nest is found during construction, any disruptive work in the immediate area will be halted and construction must be shifted to another area of the project far enough away as to limit disrupting the active nest, the buffer area to be determined by the biologist. The nest will be monitored to determine when chicks have fledged and when it is safe to resume work around the nest site.

Cultural Resources

Mitigation Measure CULT-1. Treatment of Previously Unidentified Human Remains.

During project construction, if human remains are discovered, the project applicant and/or its contractor shall cease all work within 25 feet of the find and notify the City of Pacifica and the county coroner, per California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission within 24 hours.

Geology and Soils

Mitigation Measure GEO-1. Minimize Hazards from Bluff-Top Retreat. The proposed improvements shall be designed for appropriate visitor safety relative to bluff-top retreat. The evaluation of that safety shall assume that hazards exist from the existing bluff edge inland to the trail and Esplanade Avenue. Those hazards may consist of bluff-top instability driven by coastal erosion and seismic shaking. Erosion may cause vertical drop-offs, rills, and gullies that can present tripping or slip and fall risks, and ocean wave impact. The City shall periodically monitor, repair, and maintain the improvements to maintain safe conditions. Appropriate signage shall be installed to warn visitors of hazardous and risky conditions. During hazardous ocean conditions, the City may close those sections of the trail and other site facilities to public use when there is an immediate threat to public safety. Coastal bluff erosion within five feet of the trail will result in closure of the trail until maintenance and repairs occur.

1.7 Less than Significant and No Impacts

Less-than-significant impacts were identified for the following resources:

- Aesthetics (scenic vista, degradation of visual character of the areas)
- Air Quality (effect on sensitive receptors)
- Biological Resources (sensitive habitat)
- Geology and Soils (seismic and geologic hazards, soil erosion,)
- Hydrology and Water Quality (runoff, degradation of water quality)
- Noise (temporary construction, permanent ambient noise)
- Public Resources (fire and police protection, park maintenance)
- Transportation/Traffic (construction traffic)
- Utilities and Service Systems (water supplies)

No impacts were identified for the following resources:

- Aesthetics (scenic resources, light or glare)
- Agriculture and Forestry Resources
- Air Quality (conflicts with plans, air quality violations, ambient air quality, odors)
- Biological Resources (sensitive species, wetlands, policies or plans)
- Cultural Resources (historical resources, archaeological or paleontological resources)
- Geology and Soils (landsliding, expansive soils, soil suitability for septic systems)
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality (groundwater, alteration of creek, flooding, failure of levee or dam, mudflow, seiche, tsunami)
- Land Use and Planning
- Mineral Resources
- Noise (noise standards, vibration, aircraft noise)
- Population and Housing
- Public Services (schools, other public facilities)
- Recreation
- Transportation/Traffic (parking capacity, air traffic, hazards, conflict with plans)
- Tribal Cultural Resources
- Utilities and Service Systems (wastewater, waste disposal)

2 INITIAL STUDY CHECKLIST

2.1 Background and Project Description

1. **Project Title:** Pacifica Esplanade Coastal Trail Project
2. **Lead Agency Name and Address:**
City of Pacifica
170 Santa Maria Avenue
Pacifica, CA 94044
3. **Contact Person and Phone Number:**
Ryan Marquez, P.E. Associate Civil Engineer
City of Pacifica Public Works Department
(650) 738-3769 marquezr@ci.pacifica.us
4. **Project Location:** City owned property west of Esplanade Avenue, Pacifica located on the west side of the 400 block and a portion of the 500 block of Esplanade Avenue (APNs 009-161-020; 009-161-010; 009-131-030), in Pacifica, California (Figure 1).
5. **Project Sponsor's Name and Address:**
City of Pacifica Public Works Department
151 Milagra Drive.
Pacifica, CA 94044
6. **General Plan Designation:** City of Pacifica Land Use Plan Designation: Medium Density Residential and Low Density Residential (West Edgemar Pacific West Manor Land Use Plan, City of Pacifica General Plan, 1980)
7. **Zoning:** City of Pacifica Zoning Designation: R-3.1/C-Z (Multiple- Family Residential/Coastal Combining Zone) and R-1/C-Z (Single Family Residential/Coastal Combining Zone) (Zoning Map 4, City of Pacifica Planning Department, February 2001)
8. **Environmental Setting and Surrounding Land Uses:** The project site is located west of Esplanade Avenue, along approximately 725 feet of coastline. Inland of Esplanade Avenue is multi-family residential development (Land Use R-3, Multiple Family Residential) and commercial developments (Land Use C-1, Neighborhood Commercial). Single-family residential properties are located south and southeast of the project area (Land Use R-1, Single Family Residential). The San Francisco RV Resort is located south of the project area (Land Use C-3, Service Commercial) (Figure 2). On-street parking is available on both sides of Esplanade Avenue, West Manor Drive and nearby residential streets.
9. **Description of Project:**

Project Need. This project addresses a 725- foot stretch of coastline in the City of Pacifica seaward of Esplanade Avenue. It is characterized by a sandy open area with steep cliffs above the beach/Pacific Ocean. The cliff is subject to frequent pounding by storm-driven waves,

resulting in bluff erosion. Two houses along the cliff were recently demolished due to bluff erosion and slope instability. Currently, the California Coastal Trail (CCT) exists along portions of the coast within the City of Pacifica, including a section immediately south of the project site. The Pacifica Esplanade Coastal Trail Project will infill the CCT in this 600-foot long segment and improve pedestrian safety and enhance the user experience. The project will facilitate public enjoyment of the Pacifica coastline in a safe and environmentally responsible manner. A formal coastal trail, envisioned as a 6 to 14-foot wide concrete surface, will make it easier and safer for people to walk seaward of Esplanade Avenue. This formal trail with benches and other amenities will also provide greater coastal access to those with limited mobility. The project will include landscaping and revegetation of dune areas using native plants and seed stock.

The Pacifica coastline is very popular with visitors and local residents for views and access to the highly scenic coastline. The on street parking immediately adjacent to the bluff is an attractive opportunity, and the roadside parking often fills to capacity. However, the bluff is exhibiting erosion and the lack of a sidewalk or other walking area limits safe access. The area also lacks vegetation and is subject to erosion. This project proposes to revegetate open areas for increased slope stability and provide trail and visitor amenities that will be more sustainable and enjoyable in the long term. The project area supports some “social” trails created by users to connect Esplanade Avenue to the bluff and the beach.

Esplanade Avenue is a two-lane City residential street with bike lanes striped on each side. On street parking is available along both sides Esplanade Avenue as well as West Manor Drive. There is no existing ADA (Americans with Disabilities Act)-compliant parking on Esplanade Avenue. Due to the informal nature of the on-street parking, an exact quantification of the current number of parking spaces is not possible. Based on field observations and examination of aerial photography, there is currently space for approximately 34 standard vehicles along the southbound side of Esplanade Avenue, adjacent to the project site.

Public transportation travels along Esplanade Avenue. San Mateo County Transit District (SamTrans) Bus Route 140 travels Palmetto Avenue and Esplanade Avenue. Bus route 16 (school day route) travels on Palmetto Avenue, which is two blocks inland of the project site. A Class II bike lane exist along Esplanade Avenue.

Public Outreach. On October 4, 2017 the City and Alta Planning + Design held a public meeting in the Pacifica City Council Chambers to review the conceptual design for the coastal trail, including the materials to be used and proposed amenities. Fourteen community members attended the meeting. Specific concerns raised by the public including the need to maintain the proposed landscaping and ensuring there was enough waste receptacles along the trail.

Project Description. The proposed project is development of a 6 to 14-foot wide concrete surfaced coastal trail to connect from the existing trail to the south of West Manor Drive and travel northward approximately 600 linear feet. The project locates the trail seaward of the existing curb on Esplanade Avenue. Figures 7 and 8 depict the proposed trail alignment, seating and picnic amenities, landscape areas and slope stability plantings.

California Coastal Trail. The trail would be designated as part of the Coastal Trail. The Coastal Trail is an on-going effort to establish a trail along the California Coast, extending 1,200 miles from Oregon to Mexico. The California Coastal Conservancy is one of the state agencies involved in promoting and developing the Coastal Trail. The Coastal Conservancy is contributing funding to this project. The proposed project includes improvements to 600 linear feet of trail, which would be designated as Pacifica Esplanade Coastal Trail. The Coastal Trail will be constructed in areas that are a currently bare, degraded, or are vegetated by ice plant, an invasive, non-native plant species.

Project Implementation. The coastal trail project would be constructed by the City and/or their designated contractors. The Coastal Trail improvements would be constructed using mechanized materials, hand tools, power tools, and gas-powered tools. The construction staging area(s) would be located along Esplanade Avenue. The staging areas would be utilized for material delivery and support.

The proposed project is expected to be constructed over a three-month period during normal working hours (Monday through Friday 8:00AM to 4:00pm). The project is expected to have anywhere from 3 to 10 laborers on site. Equipment may include a mid-size backhoe, excavator, a road roller, a dump trucks for delivery of base rock and off haul, a compressor for power tools, and work trucks At this point no construction dates are known.

10. **Project Approvals**

- City of Pacifica Coastal Development Permit

2.2 **Environmental Factors Potentially Affected:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation and Traffic | <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance | | |

2.3 Determination (to be completed by Lead Agency)

On the basis of this initial evaluation:

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



Signature
City of Pacifica

5/3/18
Date

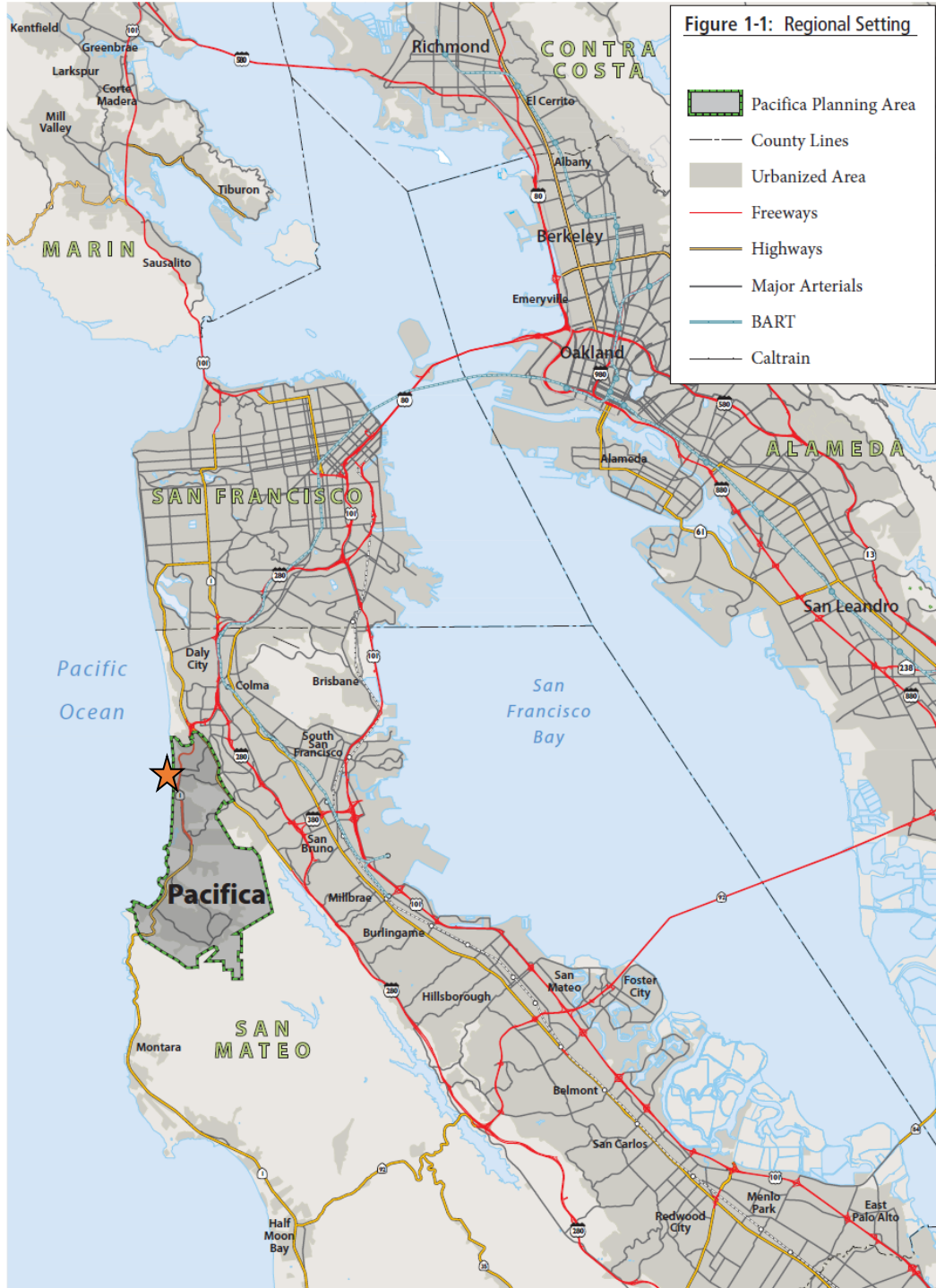


Figure 1 Location Map

Zoning Map 4

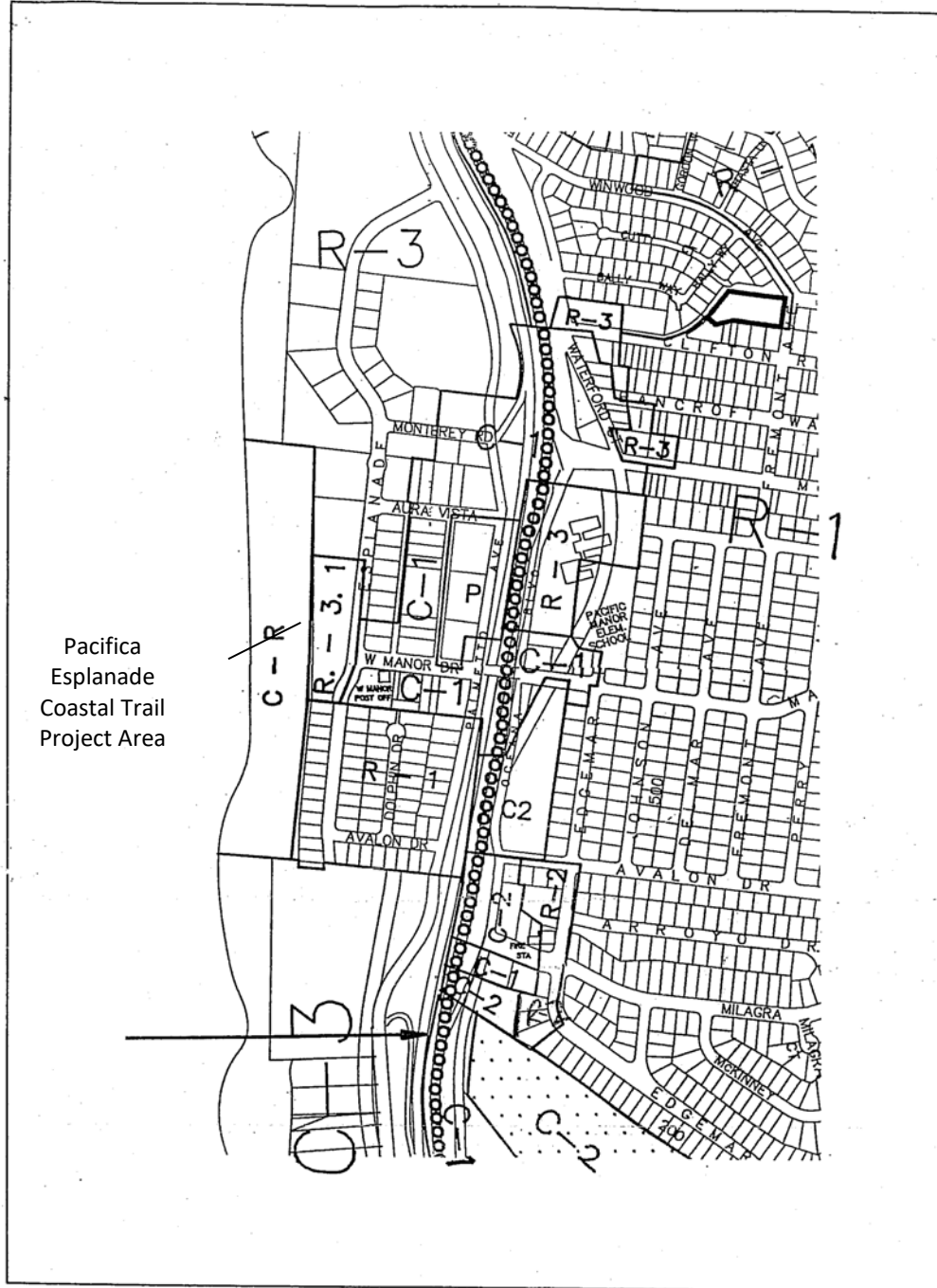


Figure 2. City of Pacifica Land Use
(Source: City of Pacifica Zoning Maps, 2001)



Pacifica Esplanade Coastal Trail



Figure 3. Proposed Project



Pacifica Esplanade Coastal Trail



Figure 4. Project Cross Section and Photo Simulation



Figure 5. Existing Vegetation on Aerial Photo

FIGURE 6 SITE PHOTOS



Figure 6A. View of proposed trail route seaward of Esplanade Avenue, looking southerly.



Figure 6B. View of southernmost section of proposed trail route seaward of Esplanade Avenue, looking southerly.



Figure 6C. Ice plant mat vegetation, looking westward from Esplanade Avenue.



Figure 6D. Existing seaward edge of Esplanade Avenue, showing existing chain link fencing, looking southerly.



Figure 6E. Condition of Esplanade Avenue adjacent to project site.



Figure 6F. View of proposed trail route seaward of Esplanade Avenue, looking northward.

I. AESTHETICS

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project area features scenic views of the Pacific Ocean. Located seaward of Esplanade Avenue, the approximately 600-foot long project area is visible from the street, as well as residences along Esplanade Avenue and West Manor Drive.

The City’s General plan Scenic Highways Element (Policies 1 and 2) encourage the designation of and protection of scenic corridor which are essential links in the State and County highway systems. Policy 2 encourages the designation and protection of scenic corridors which provide access to location of significant scenic quality, recreation, historic and cultural importance in Pacifica. identifies scenic and visual characteristics to be protected. The project site is identified as a coastal view corridor in the City of Pacifica Draft General Plan Update, Local Coastal Land Use Plan, as depicted in Figure 7. The Draft LUP has a policy to protect the City’s irreplaceable scenic and visual amenities in the Coastal Zone by protecting landforms, vegetation, special communities, and important viewsheds (ER-G-16).

The project area includes approximately 725 feet of trail, benches, picnic amenities, and landscaping/stability plantings. Vehicle parking spots along the seaward side of Esplanade Avenue will remain. An existing no parking “red zone” will be retained at the new pedestrian crossing area at the entrance to the gateway plaza. Low seat walls will be constructed and two CorTen steel shade structures will also be constructed. Existing chain link fencing will be removed to enhance ocean views.

Discussion

- a) Scenic Vistas. Less than Significant. The project is located within a highly scenic area. Views of the Pacific Ocean and coastline are the prominent views in the project area and along

Esplanade Avenue. The site is identified as a coastal view corridor in the City's Draft General Plan. The project proposes improvements to the public amenities to increase opportunities to enjoy the view, including seating areas and a concrete-surfaced ADA trail. Parking will continue to be allowed along Esplanade Avenue, except for the plaza gateway (opposite West Manor Drive). The existing chain link fencing will be removed to enhance ocean views. These improvements would likely enhance rather than adversely affect scenic vistas from West Manor Drive as existing parking opposite West Manor Drive can block views, particularly by oversized vehicles. The project improvements would be minimally visible from the existing parking areas along Esplanade Avenue. The shade structures would be visible; however, the open character of the structures would not substantially affect the scenic vista. The projects effect on the scenic vistas within the project area would be less than significant.

- b) Scenic Resources. No Impact. As noted in a), above, Esplanade Avenue at West Manor Drive is designated as a coastal view corridor in the City's Draft General Plan. Highway 1 is an eligible state scenic highway (http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/). Highway 1 is located approximately 0.1 mile east of the project site. The project would not affect any trees, significant rock outcroppings, or historic features within a State Scenic Highway.
- c) Visual Character of Surrounding Area. Less than Significant. Most of the proposed improvements (surfacing with concrete, decomposed granite areas, wall seating and shade structures) will be visible from Esplanade Avenue and nearby residences. The project would remove all existing deteriorated signs, fencing, and posts. The trail improvements would utilize naturally colored materials to blend with the natural surroundings. These improvements include installing low-stature landscaping and dune stability plantings. No fencing is proposed along the trail except at locations where temporary post and wire fencing may be needed for protection of newly installed landscaping/dune revegetation. Therefore, the minimal improvements proposed would have a less-than-significant impact and would not substantially degrade the existing visual character or quality.
- d) Light and Glare. No Impact. The proposed project does not include any lighting and would not produce glare. No impact would occur.

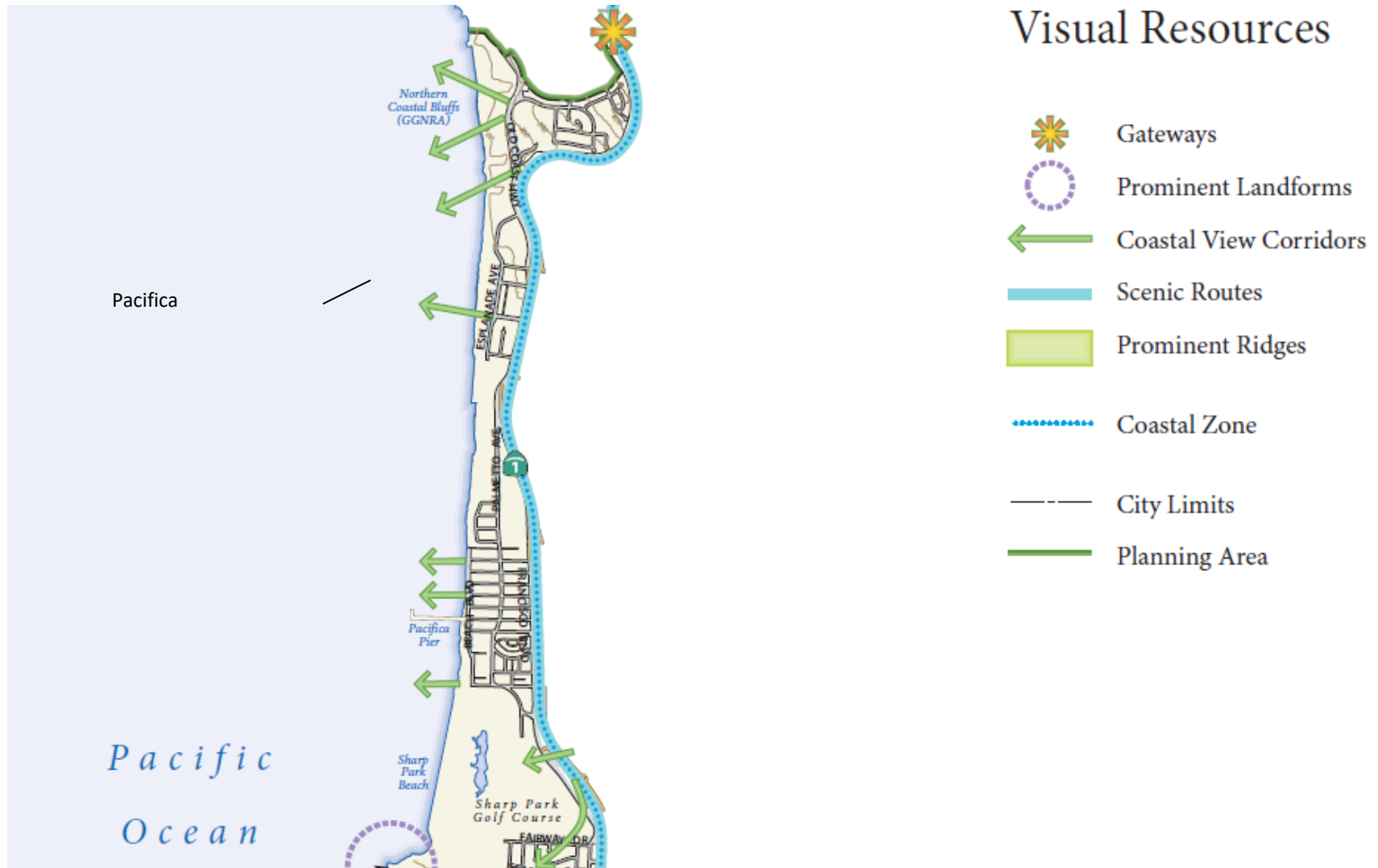


Figure 7. Visual Resources
(Source: City of Pacifica Draft General Plan Update, Local Coastal Land Use Plan)

II. AGRICULTURE AND FORESTRY RESOURCES

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

Setting

The project area is situated seaward of Esplanade Avenue on City-owned property. The California Department of Conservation San Mateo County Important Farmland Map identifies the project area as "Urban and Built-up land". The City's Draft General Plan and zoning designation for the project area is Conservation. Surrounding areas are zoned for open space and residential uses. Grazing or agricultural use do not occur within the project area.

Discussion

- a) Conversion of Agricultural Land. *No Impact.* The project site is not designated as 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 . Therefore, no conflicts or impacts to agricultural zoning or Williamson Act contracts would occur as a result of the proposed project.

- c-d) Timber Production and Conversion of Forest Land. *No Impact.* The project area is not located within a timberland or forest land zoning district. The vegetation type within the project area is predominantly ice plant mat, with open sand. No impact to timber resources would occur. The project would not conflict with existing zoning or rezoning of forest land or timberland. The project will not result in the loss of forest land or conversion of forest land to a non-forest use.

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

III. AIR QUALITY

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project area is situated within the boundaries of the City of Pacifica, which is located within the western portion of the San Francisco Bay Area Air Basin. This Basin is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD) at the regional level, the California Air Resources Board (CARB) at the State level, and the United States Environmental Protection Agency (EPA) Region IX at the federal level. The BAAQMD is responsible for air monitoring, permitting, enforcement, and long range-air quality within this Basin. EPA is responsible for establishing federal standards and emission limits for sources of air pollutant. CARB is responsible for coordinating the State and federal air pollution programs within California.

CARB has established State ambient air quality standards for criteria pollutants, including ozone (O₃), carbon monoxide (CO), nitrogen dioxide, sulfur dioxide, suspended particulate matter (PM₁₀), particulate matter –fine (PM_{2.5}), sulfites, lead, hydrogen sulfide, vinyl chloride, and visibility reducing particulates. California standards for ozone, carbon monoxide, sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM₁₀, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average then some measurements may be excluded, such as activities that would occur less than once per year on the average. Federal standards have also been established for these criteria pollutants. The San Francisco

Bay Area annually exceeds the National Ambient Air quality standards for O₃ and PM_{2.5}, and also exceeds the California Ambient Air Quality Standard for O₃, PM₁₀, and PM_{2.5} (2017 Bay Area Clean Air Plan, BAAQMD, <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>).

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

The BAAQMD monitors air pollutant levels continuously throughout the nine-county Bay Area Air Basin. The nearest air monitoring stations to Pacifica is located in San Francisco (site 26) and Redwood City at 897 Barren Avenue (site 21); however, air quality conditions measured at these two stations are likely not very similar to those in Pacifica given the distance and dissimilar land uses. The measurements for ozone, CO, PM₁₀, and PM_{2.5} have not exceeded the State or national standards.

Discussion

- a) Conflict with Clean Air Plan. No Impact. The Bay Area 2017 Clean Air Plan is the air quality plan that applies to the project site (2017 Bay Area Clean Air Plan, BAAQMD, <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>). The primary source of ozone is internal combustion engines and power plants. Therefore, the proposed project would contribute to regional ozone emissions in the form of emissions from construction vehicles and emissions from motor vehicles driven to and from the project site by trail users. The project would contribute to particulate matter emissions through construction vehicle emissions and disturbance of soil within the project site during the construction period. Construction activities within the project site may include grading and earthmoving, concrete work, and landscaping. These activities would incrementally increase ozone and particulate matter emissions during the construction period. According to the BAAQMD, temporary, construction period air quality impacts are considered less than significant if the project is below the screening threshold and if standard BAAQMD particulate control measures are implemented.

The project area is 0.55 acre; this is well below the pollution screening threshold for parks (screening threshold for construction is 67 acres). As per the 2017 Clean Air Plan, the City will be required to implement the following measures:

- 1) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- 2) All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- 3) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

- 4) All vehicle speeds on unpaved roads shall be limited to 15 mph.
- 5) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- 6) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- 7) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- 8) Post a publicly visible sign with the telephone number and person to contact at the City of Pacifica regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

b-c) Project and Cumulative Air Emissions. No Impact. The Project would result in temporary emissions during construction from use of construction equipment, truck traffic, and worker traffic. In the 2017 update to the CEQA Air Quality Guidelines, BAAQMD identifies screening criteria for the sizes of land use projects that could result in significant air pollutant emissions. For parks, the pollution screening size for construction is 67 acres; the threshold size for overall park activities is 2,613 acres (2017 Bay Area Clean Air Plan, BAAQMD, <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>). The proposed project, at 0.55 acre, is well below these thresholds. The project would require the temporary use of equipment for excavation, grading, construction, and transport of materials which would generate air emissions. The temporary short-term nature of the construction emissions would be less-than-significant and would not result in any criteria air pollutant emissions at a level that would violate any air quality standard or contribute substantially to any air quality violations. The temporary construction-related impacts would not result in a cumulatively considerable pollutant. The potential increase in motor vehicle trips from increased use of the coastal trail amenities would be minimal as the project does not increase available vehicular parking. Increased vehicular trips would not result in any criteria air pollutant emissions at a level that would violate any air quality standard or contribute substantially to any air quality violations.

d) Sensitive Receptors. Less than Significant. Under CEQA, residences, schools, daycare centers, and health care facilities, such as hospitals, or retirement and nursing homes, are considered sensitive receptors. Residences are located on the east side of Esplanade Avenue, across from the project site. Residences are also located north and south of the project site. Pacifica Nursing and Rehab Center, a nursing facility is located approximately 250 feet north of the project. The closest school is Ocean Shore School, located on Manor Drive, approximately 0.25 mile inland from the site. The project involves trail and paving area renovation, which would not result in stationary emissions. The project does not significantly alter the number of parking spaces or changes existing land use activities; therefore, the project will not result in a substantial increase in traffic-related pollutant concentrations that could affect sensitive receptors.

The proposed project would require minimal excavation and ground disturbance. Motorized equipment would be utilized for creation of the new parking areas and to transport materials. The dust and equipment exhaust emissions during construction would be minimal. Thus, site visitors and adjacent residences would not be exposed to substantial pollutant concentrations and the impact would be less-than-significant.

- e) Odors. *No Impact.* The project would not result in the long-term generation of odors. Construction related emissions could result in short-term generation of odors; however, only small mechanized equipment would be utilized for creating new parking areas and to transport materials within the project area. The project would have no objectionable odor impacts.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project area supports one plant community type: ice plant mat; bare, open sand occurs between the ice plant mats. Coastal bluff vegetation occurs on the nearby steep cliff faces, yet, these areas are outside the project area. The project is located on the USGS San Francisco South 7.5' quadrangle. Site visits were conducted in August and September 2017 by Biotic Resources Group to document plant communities and wildlife resources. All plant species observed were identified and recorded in a field notebook. Botanical nomenclature follows *The Jepson Manual Vascular Plants of California* (Baldwin, 2012).

The California Natural Diversity Database (CNDDDB Rare Find, Commercial Version, 2017) and the California Native Plant Society's (CNPS) Rare Plant Inventory (CNPS, 2017) were searched for records of special status species within the project quadrangle (San Francisco South) and surrounding quadrangles (i.e., Point Bonita, San Francisco North, Oakland West, Hunter's Point, Montara Mountain, and San Mateo). Mapped data on vegetation types and special status species as maintained by the City of Pacifica Grove was also reviewed and utilized to document resources within the project area.

Ice Plant Mat. Mats of non-native ice plant occur in the project area. These mats support almost a monoculture of ice plant; however, in some areas other non-native plant species are found, such as sea rocket (*Cakile maritima*), mallow (*Malva sp.*), sweet alyssum (*Lobularia maritima*), dune grass (*Ammophilim arenaria*), and New Zealand spinach (*Tetragonia tetragonoides*). Native plant species are limited; a few shrubs of yellow bush lupine (*Lupinus arboreous*) was observed in the northern portion of the ice plant mat. The non-native ice plant habitat is of little value to native wildlife.

One of the former residences (recently demolished) supported stands of ice plant, as well as a planted Monterey cypress (*Hesperocyparis macrocarpa*). This one tree may provide some perching, roosting, cover, foraging and nesting opportunities for native wildlife. Because the tree is small and surrounded by the residence, the habitat does not provide the variety of niches for wildlife usually found in a natural forested habitat. Common wildlife species that may occur in the tree groves include mourning dove (*Zenaida macroura*), western scrub-jay (*Aphelocoma californica*), American crow (*Corvus brachyrhynchos*), chestnut-backed chickadee (*Poecile rufescens*), and California towhee (*Pipilo crissalis*).

Rocky Cliff and Beach. The project is located inland of the rocky cliff and the sandy beach. The rocky cliff supports patches of vegetation, including native plant species, such as common monkey flower (*Diplacus guttate*), sea rocky, dune grass, brass buttons (*Cotula coronopifolia*), fat hen (*Atriplex sp.*), seaside plantain (*Plantago maritima*), and fiddle dock (*Rumex acetosella*). A myriad of shorebirds and other bird species are expected to utilize the rocky cliff and sandy beach.

Sensitive Biological Resources

Federal Endangered Species Act (FESA). The U. S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NOAA) administer the FESA of 1973 and Title 16 (implementing regulations) of the U.S. Code of Regulations (CFT) 17.1 et seq. USFWS administers the FESA for wildlife and most aquatic species; NOAA Fisheries administers the FESA for anadromous fish and marine species. FESA designates and provides protection for threatened and endangered plants and animals and their critical habitat. Section 9 of FESA prohibits the "take" of federally listed wildlife species; however, the "incidental take" of federally listed species may be permitted during the course of an otherwise lawful activity through provisions included in Section 7 or Section 10 of the Act. Section 7 of the Act applies to projects where a federal agency is involved by issuing a permit, funding, or conducting the project. Under Section 7, the federal agency involved with the project consults with the USFWS, which authorizes limited incidental take of the affected species in the form of a Biological Opinion letter, with specific terms and conditions to avoid and minimize the effects on the species. No federally listed species are known or expected to occur in the project area.

California Endangered Species Act. Section 2080 of the California Fish and Game Code prohibits the "take" of species listed under the California Endangered Species Act (CESA) of 1984. Incidental take of state listed species may be authorized by Section 2081 of the Code, after consultation with the

CDFW, and development of minimization and mitigation measures. No State-listed species are known or expected to occur in the project area.

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

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

CDFW also recognizes sensitive vegetation communities include: a) areas of special concern to resource agencies, b) areas protected under the California Environmental Quality Act (CEQA), c) areas designated as sensitive natural communities by California Department of Fish and Wildlife (CDFW), d) areas outlined in Section 1600 of the California Fish and Game Code, e) areas regulated under Section 404 of the federal Clean Water Act (CWA), and f) areas protected under local regulations and policies. The CDFW tracks sensitive vegetation communities that are considered rare (CDFG 2010). Vegetation types are ranked between S1 and S5. For vegetation types with ranks of S1-S3, all associations within the type are considered to be highly imperiled. If a vegetation alliance is ranked as S4 or S5, these alliances are generally considered common enough to not be of concern; however, it does not mean that certain associations contained within them are not rare (CDFG, 2007 and 2010). The project area does not support any vegetation types with an imperiled status.

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

California Oak Woodland Conservation Act. This Act formally recognizes the role of oak woodlands as wildlife habitat, erosion control, and sustaining water quality. The Act encourages voluntary, long-term private stewardship and conservation of oak woodland by landowners and promotes landowners to protect biologically functional oak woodlands. In a related action, effective January 2005, the State amended CEQA with the addition of Public Resources Code 21083.4. This Code requires that counties consider the significance of oak woodland conversions under CEQA and adopt an oak woodland management plan pursuant to the Oak Woodlands Conservation Act that contains measures to minimize impacts to oak woodlands along riparian zones, near wetlands and those that contain snags or other features used by wildlife. If significant impacts are determined under CEQA, mitigation alternatives may include conserving oaks through the use of conservation easements (2:1 ratio, conserved to impacted), restoration of former oak woodland area (2:1 ratio), contribution to the Oak Conservation Fund established under CDFG, or other mitigation measures developed by the Counties. If a planting program is implemented, replanting shall be at a 3:1 ratio (tree replacement) with requirements for planting maintenance and monitoring for seven years. The proposed project does not cause any significant impacts to oak woodlands as outlined in this Act.

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

Rivers and Harbors Act and Clean Water Act. The US Army Corps of Engineers (USACE) regulates activities within waters of the United States pursuant to congressional acts: Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act (1977, as amended). Section 10 of the Rivers and Harbors Act requires a permit for any work in, over, or under navigable waters of the United States. Navigable waters are defined as those waters subject to the ebb and flow of the tide to the Mean High Water mark (tidal areas) or below the Ordinary High Water mark (freshwater areas). Areas below the Mean High Water Mark below the sea cliff edge would be within the USACE's jurisdiction. Coastal improvements will occur above the Mean High Water Line and will be outside the USACE's jurisdiction.

California Coastal Act. The California Coastal Commission was established by voter initiative in 1972 (Proposition 20) and later made permanent by the Legislature through adoption of the California Coastal Act of 1976. In partnership with coastal cities and counties, The Coastal Commission plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government. The coastal zone varies in width from several hundred feet in highly urbanized areas up to five miles in certain rural areas, and offshore the coastal zone includes a three-mile-wide band of ocean. The proposed project is located within the coastal zone and is subject to provisions of the City of Pacifica Local Coastal Program and subject to review and permitting by the Coastal Commission. The project area supports Environmentally Sensitive Habitat (ESHA) in the form of open sand and small patches of native dune vegetation; however, most of the area supports non-native ice plant mat. Small seeps on the rocky

cliff that support the coastal bluff vegetation may meet the definition of a wetland under CCC definitions; however, these areas are located outside the project area.

City of Pacifica General Plan and LCP. The project is located within the coastal zone within the City of Pacifica. The 1980 General Plan, Conservation Element, Policy 4 identifies protection and conservation of the coastal environment, sand dunes, habitats, unique and endangered species and other natural resources and features that contribute to the coastal character. The Zoning maps designate the land use in this area as multiple family residential (R-3.1) and C-Z Commercial Recreation District. In the City Draft General Plan Update, the project area is classified as Urban Land in the City of Pacifica's *Sensitive and Critical Habitat Map* (see Figure 8); sandy beach is located west of the project site. No sensitive resources are known from the project site or vicinity (see Figure 9).

Special Status Plant Species

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

Special Status Wildlife Species

No special status wildlife species are known from the general project vicinity or the project site. Special status wildlife species include those proposed for listing as threatened or endangered, candidates for listing, and those listed by either the Federal or State resource agencies, as well as those identified as State species of special concern. In addition, all raptor nests are protected by Fish and Game Code, and all migratory bird nests are protected by the Federal Migratory Bird Treaty Act. Special status wildlife species were evaluated for their potential presence in the project area as described in Appendix A, Table 2.

Discussion

- a) Special Status Species. No Impact. No special status species are known occur on site or in the project vicinity. No impact would occur.

- b) Riparian and Sensitive Habitat. Less than Significant. The project area supports small patches of native vegetation amid open sandy areas and areas of non-native ice-plant mat. The project will affect some areas of bare, previously disturbed sandy areas and small patches of non-native ice plant mat, yet this impact is less than significant due to the disturbed condition of the area and ice plant being an invasive, non-native plant species. The revegetation of open sandy areas will be a beneficial impact of the project.

- c) Wetlands. No Impact. The project site does not support federally protected wetlands as defined by Section 404 of the Clean Water Act. The project would not alter the flow of any watercourse or significantly affect federally-defined wetlands. Coastal access improvements will occur above the Mean High Water Line (tidal areas) which will be outside regulatory jurisdiction of USACE.

- d) Wildlife Movement and Nesting Birds. Potentially Significant Unless Mitigation Incorporated. Construction activities may cause short-term impacts to nesting birds if they are present within or near the work area during construction. The noise from construction may cause nesting birds to abandon eggs or chicks, resulting in their death. The project does not include any modification or removal of rocky intertidal habitat or affect the cliff face, and thus will have no effects on nesting or foraging of birds in these areas.

Mitigation Measure BIO-1. To avoid impacts on nesting birds, the City shall implement the following:

- As feasible, schedule construction activities involving grading, vegetation stripping, or other involving heavy equipment, outside the migratory bird breeding season, which is August 1 – February 1.
- If construction-related activities must be scheduled during the breeding season, then focused surveys to identify active nests of migratory bird species will be conducted by a qualified biologist no more than 7 days before heavy equipment construction activities occur in these months.
- If a nest is found during construction, any disruptive work in the immediate area will be halted and construction must be shifted to another area of the project far enough away as to limit disrupting the active nest, the buffer area to be determined by the biologist. The nest will be monitored to determine when chicks have fledged and when it is safe to resume work around the nest site.

- e) Conflict with Policies. No Impact. The project would not conflict with area plans or policies. The project includes restoration for degraded habitats through the revegetation of bare sandy areas for slope stability.
- f) Conflict with Plans. No Impact. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans or other approved local, regional, or State habitat conservation plan that relate to the proposed project area.

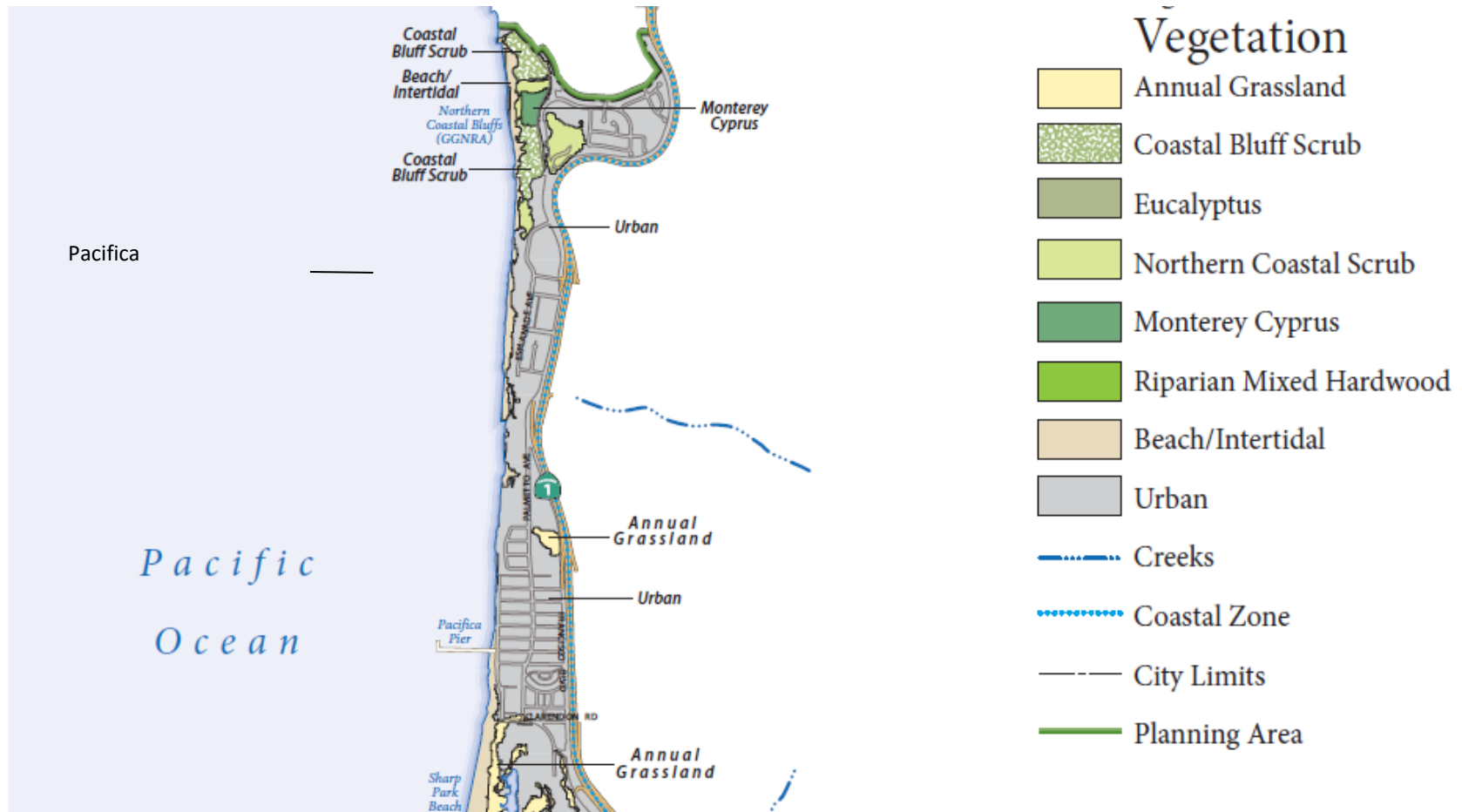


Figure 8. Vegetation Resources
 (Source: City of Pacifica Draft General Plan Update, Local Coastal Land Use Plan)

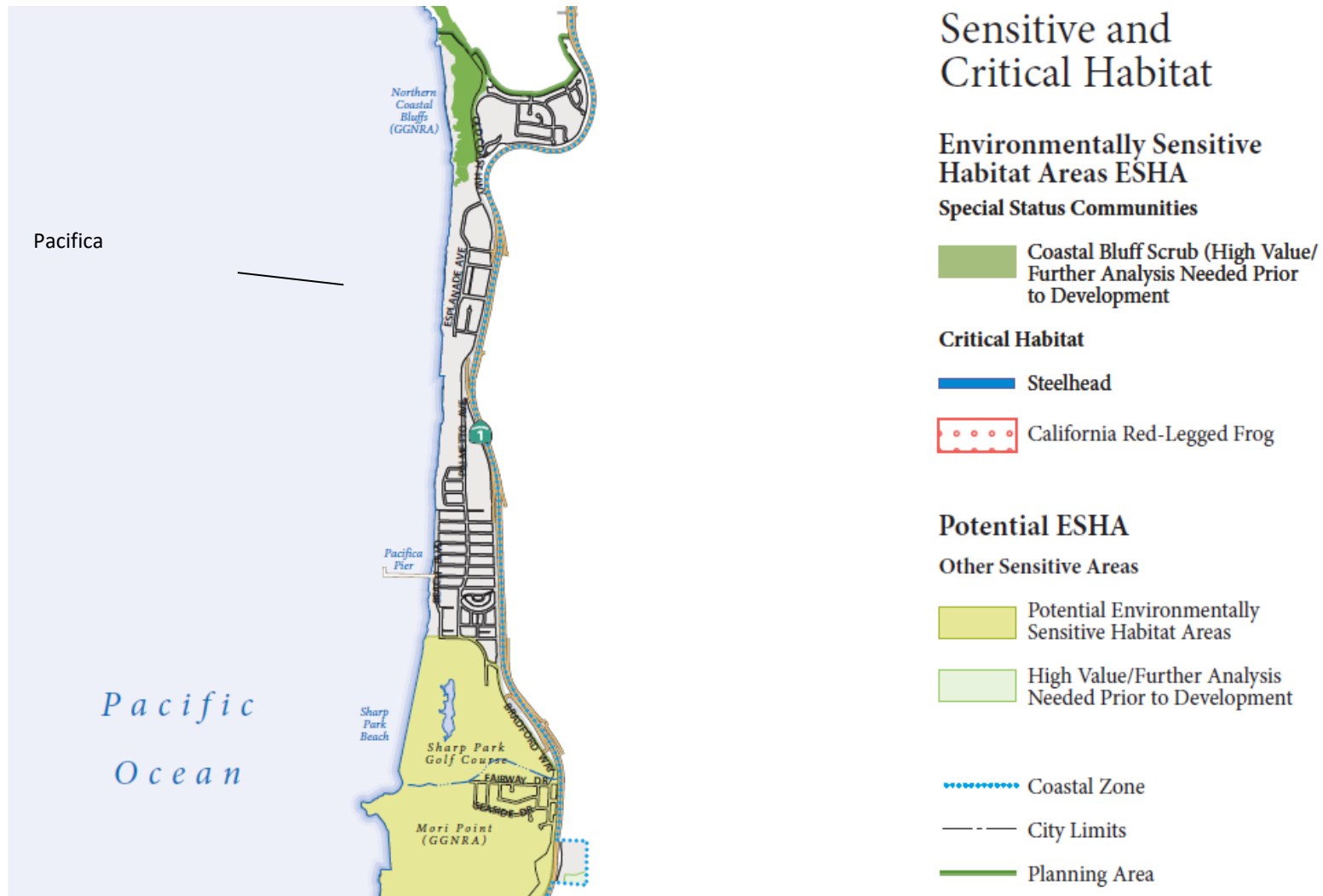


Figure 9. Sensitive and Critical Habitat
 (Source: City of Pacifica Draft General Plan Update, Local Coastal Land Use Plan)

V. CULTURAL RESOURCES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

An archeological study was conducted by Holman & Associates for the project area (Holman & Associates, August 2017). This section is derived from that study. Holman & Associates conducted an archaeological records search for the project area at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) and a reconnaissance survey; the results are summarized below. The report is on file with the City of Pacifica.

Most of the City of Pacifica and project area are within the Mexican-era “Rancho San Pedro (Sanchez)” land grant. Aboriginally, this area would have been an open brushy/grassy plain near the ocean cliff, windswept and covered with the same wind-blown sand, supporting several of the same plants but likely no trees, and just as flat and nearly level as it is now. It would have been a location used by local populations but not as attractive as other zones, lacking resources, easy access to the beach and rocks below, and nearby fresh water. The vicinity of northern Pacifica was occupied by Native Americans, now known most commonly as the Ohlones, for thousands of years prior to the Spanish invasion of California, creating numerous archaeological sites generally located along the creeks and other perennial and seasonal streams, and along the ocean where access was easier than this Project Area. When the Spanish arrived, the best evidence indicates the Pacifica area was held by the *Pruristac* tribelet, who had at least two villages in the area. Later expeditions to the San Francisco Bay Area established missions in the area in the 1770s, including Mission San Francisco in 1776, where numerous *Pruristac* people were baptized and the San Francisco Mission outstation was constructed at their home village in the mid-1780s. The Native Americans were quickly swept aside and brought under the control of the Spanish. By the 1830s Europeans were settled in Yerba Buena (San Francisco) on the Bayside, along the eastern side of the Peninsula, and at a few spots on the ocean coast, including at the Sanchez Adobe site in southern Pacifica by the 1840s.

The records search found six surface reconnaissance surveys within the records search area, two of which covered part or most of this project area; no reports recorded prehistoric archaeological or

historical resources within the project area. According to an archaeological records search of the project area at Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS), two historical resources are recorded within the search perimeter, an apartment building and a hardware store; however, both of which were evaluated by others and were determined to not be historical resources under the criteria in CEQA. There are no recorded archaeological or historical resources within the project area. A pedestrian general surface reconnaissance of the project area was completed, with a finding of no archaeological or historical resources within the impact zone. The two recently demolished structures in the south end of the project area were both condemned to removal due to erosion of the beach cliff behind them; these were the last of 12 homes that occupied the cliff above the ocean between West Manor Drive and Avalon Drive in 1993, the others having been removed previously. No evidence of prehistoric or historical archaeological resources was found during the surface survey.

Discussion

- a) Historical Resources. No Impact. No historic sites or structures have been identified, based on prior background studies and investigations, within the project area. No impacts to historic resources will occur. Historic topographic maps show development around but not within the project area, so it is possible historic archaeological deposits or unmapped features could exist in or around it but that likelihood would be low.
- b) Archaeological Resources. No Impact. No archaeological sites have been identified within the project area or in the nearby vicinity. No evidence of prehistoric archaeological resources was found on the Esplanade Coastal Trail Project Area by archival search or field survey. No areas very likely to contain perhaps obscured resources were identified. The project area had been at least partially surveyed previously with no resources found, and nearby surveys have found or recorded no resources either historic or prehistoric. This area would have been somewhat suitable for prehistoric cultural use but would have very probably lacked ready access to the beach (which would have been significantly farther west hundreds or thousands of years ago due to erosion moving the cliff eastward), so the likelihood of prehistoric sites is low.
- c) Paleontological Resources. No Impact. Paleontological resources include fossil remains, fossil localities, and formations that have produced fossil material in other nearby areas. According to the geologic report, the site is located on a bluff-top with surface deposits of dune sand. The sand is underlain by a marine terrace deposit. The site also supports non-native fill of silt, gavel and cobbles. The artificial fill has low potential to support paleontological resources; however, the deeper bedrock may support resources. The project work; however, is not expected to disturb the bedrock formation, therefore, no paleontological resources are expected to be impacted by the project.
- d) Human Remains. Potentially Significant Unless Mitigation Incorporated. No human remains or burial sites have been documented, or are expected to be found, in the project area; however, it is possible that evidence of such resources has been obscured by more recent natural or cultural factors such as drifting sand.

Mitigation Measure CULT-1. Treatment of Previously Unidentified Human Remains.

During project construction, if human remains are discovered, the project applicant and/or its

contractor shall cease all work within 25 feet of the find and shall immediately notify the county coroner and the City of Pacifica, per California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission within 24 hours.

VI. GEOLOGY AND SOILS

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

This section is derived from a Geotechnical and Geologic Investigation report prepared by Butano Geotechnical Engineering, Inc (October 2017). This report is on file with the City of Pacifica.

The project site is located on a coastal bluff that parallels the Pacific Ocean. The bluff is generally flat to rolling as it extends westward from Esplanade Avenue. The project area does not extend to the cliff edge or down to the beach. The surface deposits on the bluff are dune sand and have a gently undulating topography, with an overall slightly downhill gradient to the west. A steep dirt road traverses the coastal bluff, providing access to the beach below the site. The bluff face is about 55 feet tall. The cliff face is directly exposed to coastal erosion and ocean wave impact because of its direct exposure to the Pacific Ocean. At its closest point the proposed trail is located approximately 31 feet inland from the current cliff edge.

Pacifica lies at the northwestern terminus of the Santa Cruz Mountains, in the central portion of the Coast Range. This portion of the Coast Range is formed by a series of rugged, linear ridges and valleys following the pronounced northwest to southeast structural grain of central California geology. This portion of California has been dominated by tectonic forces associated with motion between the North American and Pacific plates, producing long, northwest-trending faults such as the San Andreas and San Gregorio faults. Horizontal displacements have been measured in tens to hundreds of miles. Accompanying the northwest direction of the horizontal (strike-slip) movement of the plates have been episodes uplift, deformation, erosion and subsequent re-deposition of sedimentary rocks. This ongoing tectonic activity is most evident in the formation of a stair-step series of uplifted marine terraces, as evidenced in Pacifica where there are steep cliffs and flat marine terraces. Three major fault blocks occur in this area: the San Francisco Bay block east of the San Andreas fault; the Pilarcitos block between the San Andreas and Pilarcitos faults; and the La Honda block between the Pilarcitos and San Gregorio faults.

The closest known active faults to the project area are the San Andreas Fault and the San Gregorio Faults. The San Andreas Fault extends over 700 miles from the Gulf of California through the Coast Ranges to Point Arena. The fault zone is located approximately 1.25 miles inland (east) of the project site. The fault extends into the Pacific Ocean at Mussell Rock, which is located approximately 1.25 miles north of the project site. The San Gregorio Fault is located west of the project site. This fault skirts the coastline of Santa Cruz County northward from Monterey Bay and trends onshore at Point Año Nuevo. Northward from Año Nuevo, it passes offshore again, touching onshore briefly at Seal Cove just north of Half Moon Bay, and eventually connects with the San Andreas fault near Bolinas. The project area will be subjected to strong ground shaking in the event of a large magnitude earthquake centered on either of these faults. The nearby sea cliff is also subject to slope failure by seismic events.

The project area is also subject to bluff-top retreat. An aerial photographic analysis, topographic mapping, subsurface exploration and geologic field mapping found changes to the area from coastal erosion. Prior to 1977 the site and surrounding area was occupied by a very large coastal dune complex. In the early to mid-1970's extensive development occurred in Pacifica and hundreds of structures were built. Development now surrounded the site on all three sides. The only alteration to the site was the construction of the beach access road and associated drainage extending from the end of West Manor Drive. Prior to 1986 a rip-rap seawall was constructed, at the toe of the slope, to protect the 12 bluff-top homes located immediately to the south of the subject site. A small rip-rap revetment was also placed to protect the access road below the site. Prior to 2001, ten of the homes located to the south of the subject were removed due to bluff-top retreat. Most of these homes were damaged or demolished due to the 1997-1998 El Nino winter storms. Two homes in the southern end

of the project area were recently demolished. No significant alteration to the site occurred until 2010, when coastal erosion generated extensive bluff-top retreat on both sides of the access road. The 2009-2010 winter was a moderate El Nino year and caused coastal erosion at the site. The greatest measured erosion at the site occurred in winter 2016-2017 wherein the bluff-top south of the access road retreated 50 feet. Erosion rates were greatest south of the access road. The retreat analysis indicates the bluff-top at the subject property is eroding at a long-term rate of about 2.5 feet per year, measured from 1943 to 2017. However, the more recent rates are much higher at 3.7 to 6.4 feet per year on average, measured from 2001 to 2017. As noted above, the greatest rate of retreat was the 50 feet measured in 2017. The rip-rap revetments at the toe of the bluff have likely contributed to the higher rate of erosion. The rip-rap revetments immediately south of the site and at the access road tend to focus and redirect wave energy to the intervening unprotected bluff. This effect is known to cause an increased rate of erosion.

Discussion

- a, i) Fault Rupture. *Less than Significant.* The project site is not located within an Alquist-Priolo Earthquake Fault Zone or seismic hazard zone as designated by the California Geographic Survey (Department of Conservation maps, dated 1982 and 2000). The project area could be subjected to strong seismic ground shaking due to the close proximity of active faults. The San Andreas fault zone is located approximately 1.25 miles inland (east) of the project site. The San Gregorio Fault is located approximately 5 miles west of the project site. The proposed project adds picnic and shade structures; however, these structures would use current earthquake design standards and not substantially increase the exposure of the public to injury or death should a seismic event occur. The impact to people or structures from rupture of an earthquake fault would be less than significant.
- a, ii) Seismic Shaking. *Less than Significant.* The project site could be subjected to strong seismic shaking (Geotechnical and Geologic Investigation, Butano Geotechnical Engineering, Inc., October 2017). The proposed project includes construction of CorTen steel shade structures. The trail and other user amenities (seat walls, picnic areas) will likely increase use of the facilities; however, it is not expected to substantially increase the exposure of the public to injury or death should a seismic event occur. The City will also implement construction inspections, as outlined in the geotechnical report, for site grading, utility trenching and other site features to address the effects of seismic activity. Thus, the exposure to seismic shaking would be less than significant, except where related to bluff-top instability, as addressed in item c) below.
- a, iii) Ground Failure and Liquefaction. *No Impact.* The proposed trail and site improvements are located within dunes and on exposed low coastal terrace/bluff. These areas have a low potential of liquefaction (California Department of Conservation. 2018. Regulatory maps for Quadrangle San Francisco South). No impact will occur.
- a, iv) Landslides. *No Impact.* The project site is generally level. Landslides are not anticipated to affect the project site. No impact will occur.
- b) Soil Erosion. *Less than Significant.* The project involves construction of a new concrete-surfaced trail and seating area and picnic amenities. The proposed landscaping and revegetation of barren areas would reduce erosion. New trail construction would involve

minimal soil excavation and disturbance. The project would result in a less-than-significant impact to soil erosion and loss of top soil.

- c) Unstable Conditions. Potentially Significant Unless Mitigation Incorporated. The coastal bluff-top site is about 55 feet above the beach. Like all of the sea cliffs in northern California, it was created by coastal erosion processes, primarily wave action. The primary geologic hazard at the site is bluff-top instability driven by coastal erosion and seismic shaking. Construction of the trail adjacent to Esplanade Avenue will be, at its closest point, approximately 31 feet from the current bluff-top. The slower long-term bluff-top erosion rate yields a project lifetime of about 13 years (Geotechnical and Geologic Investigation, Butano Geotechnical Engineering, Inc., October 2017). The faster short-term rates yield a project lifetime of 5 to 8 years (Geotechnical and Geologic Investigation, Butano Geotechnical Engineering, Inc., October 2017). The plan specifies the trail should be located immediately adjacent to Esplanade Avenue to provide the longest period of site stability and safety; however, the project will be subject to bluff top erosion.

Project features will be subject to bluff-top erosion during high intensity storms (wave action on the coastal bluff) and/or seismic events. Hazards may consist of bluff-top instability driven by coastal erosion and seismic shaking. Erosion may cause vertical drop-offs, rills, and gullies that can present tripping or slip and fall risks, and ocean wave impact.

Mitigation Measure GEO-1. Minimize Hazards from Bluff-Top Retreat. The proposed improvements shall be designed for appropriate visitor safety relative to bluff-top retreat. The evaluation of that safety shall assume that hazards exist from the existing bluff edge inland to the trail and Esplanade Avenue and the risk of the limited lifetime of the project. The City shall periodically monitor, repair, and maintain the improvements to maintain safe conditions. The frequency of monitoring will depend upon the intervals of wave action and bluff-top erosion; however, monitoring should occur, at a minimum, annually. Appropriate signage shall be installed to warn visitors of hazardous and risky conditions, particularly during large storm events or during a seismic event. During hazardous ocean conditions, the City may close those sections of the trail and other site facilities to public use when there is an immediate threat to public safety. Coastal bluff erosion within five feet of the trail will result in closure of the trail until maintenance and repairs occur.

- d) Expansive Soils. No Impact. The site supports a high percentage of coarse-grained materials; therefore, expansive soils are not a potential geologic hazard (Geotechnical and Geologic Investigation, Butano Geotechnical Engineering, Inc., October 2017) (California Department of Conservation. 2018. Regulatory maps for Quadrangle San Francisco South). The proposed project does not include construction of a structure on expansive soils that would create substantial risks to life or property. No impact will occur.
- e) Septic and Wastewater Disposal. No Impact. The proposed project does not include septic tanks or alternative wastewater disposal systems. No impact will occur.

V. GREENHOUSE GAS EMISSIONS

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

Setting

The proposed project would involve trail improvements and landscaping within an existing open space. The project would include trail construction for 600 linear feet, with other amenities, such as wall seating, picnic areas, shade structures and landscaping. Existing roads would be retained. The project does not involve any new sources of stationary or mobile greenhouse gas emissions. Temporary construction activities include delivery of materials from supply sources to the project area and use of mechanized construction equipment.

Discussion

- a) Greenhouse Gas Emissions. No Impact. The proposed project would not generate any new sources of stationary greenhouse gas emissions (GHG). The trail and related amenities are not expected to result in a higher level of use as compared to the existing conditions. The number of parking spaces will be similar to the existing condition. There will be no significant increase in traffic-generated greenhouse emissions. Construction activities would result in minimal, temporary emissions during the construction period. The project, encompassing 0.55 acre, is well below the 2017 BAAQMD CEQA guidelines 600-acre pollution screening threshold for greenhouse gases. No impact will occur.
- b) Applicable Plans. No Impact. The State of California passed the Global Warming Solutions Act of 2006 (AB 32), which requires reductions of GHG emissions generated within California. The Governor’s Executive Order S-3-05 and AB 32 (Health & Safety Code, § 38501 et seq.) both seek to achieve 1990 emissions levels by the year 2020. Executive Order S-3-05 further requires that California’s GHG emissions be 80 percent below 1990 levels by the year 2050. AB 32 defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrocarbons, perfluorocarbons and sulfur hexafluoride. The California Air Resources Board (CARB) is the lead agency for implementing AB 32. In accordance with provisions of AB 32, CARB completed a statewide Greenhouse Gas (GHG) Inventory that provides estimates of the amount of GHGs emitted to, and removed from, the atmosphere by human activities within California. In accordance with requirements of AB 32, CARB has prepared and updated a “Scoping Plan”, which includes elements for reducing the state’s greenhouse

emissions to 1990 levels. The Scoping Plan identifies 18 emissions reduction measures that address cap-and-trade programs, vehicle gas standards, energy efficiency, low carbon fuel standards, renewable energy, regional transportation-related greenhouse gas targets, vehicle efficiency measures, goods movement, solar roofs program, industrial emissions, high speed rail, green building strategy, recycling, sustainable forests, water and air. The project, encompassing 0.55 acre, is well below the 600-acre pollution screening threshold for greenhouse gases, as identified in the 2017 BAAQMD CEQA Air Quality Guidelines.

In 2014, the City of Pacifica adopted a Climate Action Plan (CAP). The CAP was designed to be a blueprint of the community's response to the challenges posed by climate change. In addition to providing goals, the CAP lists measures to be implemented and actions that the City of Pacifica can take in order to achieve the goals. The CAP aims to reduce total community-wide emissions by 35 percent below 2005 levels by 2020, and 80 percent below 1990 levels by 2050. The CAP addresses recycling, smart growth development, water conservation, safe routes to schools, improvements to public transportation, and energy upgrade programs.

The project does not conflict with any plans, policies or regulations adopted for the purpose of reducing greenhouse gas emissions. No impact will occur.

VIII. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project site is located within a vacant property within of the City of Pacifica. The project area includes an area where two residences were recently demolished. No other evidence of past development was observed within the project area with the exception of crushed concrete debris,

existing maintenance access way to the beach, an underground storm drain from Esplanade Avenue to the bluff face, and existing chain link fencing. A search of the EnviroStor database, maintained by the California Department of Toxic Substances Control (<https://www.envirostor.dtsc.ca.gov/public>), and the GeoTracker database, maintained by the State Water Resources Control Board (<https://geotracker.waterboards.ca.gov>), found no hazardous sites within half a mile of the project site.

Discussion

- a) Use of Hazardous Materials. No Impact. The proposed project does not include the routine transport, use, or disposal of hazardous materials. Project construction requires the use of certain hazardous materials such as fuels and oils; however, any refueling would be minimal and would occur at the construction staging areas. Herbicides may be used to control invasive, non-native plant species, yet such use will be limited to spot/wick applications. There will be no significant hazard to the public or environment through the use of these materials.
- b) Release of Hazardous Materials. No Impact. Project construction would require the use of certain hazardous materials such as fuels and oils for construction equipment. Any fueling would be minimal and would occur at the designated construction staging area. No impact will occur.
- c) Hazardous Emissions. No Impact. The closest school to the project site is Ocean Shore School, which is located east of State Highway 1. This school is located within one-quarter mile of the project site. The project would not result in hazardous emissions or waste impacts on an existing or proposed school. No impact would occur.
- d) Hazardous Materials Site. No Impact. The project site is not included on the California Department of Toxic Substance Control and State Water Resources Control Board list of hazardous materials sites (EnviroStor database), GeoTracker database or the Cease and Desist Orders and Cleanup and Abatement Orders on the Cortese List, as maintained by Cal EPA (<https://calepa.ca.gov/sitecleanup/corteselist>). No evidence of hazardous materials occurs on site. The project will not create a significant hazard to the public; therefore, no impact will occur.
- e) Location Near Public Airport. No Impact. The project site is not located within two miles of a public airport; therefore, no impact related to exposure to aviation safety will occur.
- f) Location Near Private Airstrip. No Impact. The project site is not located within the vicinity of a private airstrip; therefore, no impact related to exposure to aviation safety will occur.
- g) Emergency Response. No Impact. The project is located within an open space and the proposed trail will have no effect on or interfere with implementation of an adopted emergency response or evacuation plans for the area. Project construction will be short-term and will not impact any emergency evacuation routes or plans. No impact will occur.
- h) Wildland Fire Hazard. No Impact. The project is located along the coastline. Construction will not require the use of equipment which could potentially result in a source of ignition for

a wildland fire. Motorized equipment would not be operating in heavy brush or expansive grasslands. No impact will occur.

IX. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project area is located on a coastal bluff parallel to the Pacific Ocean. According to the USGS topographic map and field observations made by project biologists during the biological review, there are no watercourses in the project area. The closest natural drainage to the project site is Milagra Creek, which is located approximately 0.3 mile to the south, as depicted in Figure 10. The project vicinity receives local, urban area runoff from the developed areas around the site. Runoff from Esplanade Avenue, West Manor Drive, and neighboring streets is directed into a storm drain inlet located at the corner of Esplanade Avenue and West Manor Drive. An underground pipe (12-inch diameter) traverses the project site, with the outlet extending from the coastal bluff approximately 100 feet west of the project site. The storm water runoff drains onto the bluff, the beach below, and into the Pacific Ocean. No major groundwater basins are located along this section of coastline (California Regional Water Quality Control Board, Groundwater basins, https://www.waterboards.ca.gov/rwqcb2/water_issues/programs/planningtmdls/basinplan). Small seasonal seeps were observed on the coastal bluff face by project biologists during their September 2017 site visit.

The project area lies within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board. The Regional Water Board regulates wastewater discharge to surface waters and ground water, storm water discharges from construction, and several other practices that could degrade water quality. The Water Quality Control Plan (Basin Plan) is the Regional Board’s master water quality control planning document which designates beneficial water uses and water quality objectives. The Basin Plan identifies the project site as an urban area. The Basin Plan does not specifically designate beneficial uses or water quality objectives for the project area. The project site is located outside the 100-year flood zone, as designated by the Federal Emergency Management Agency (FEMA).

Discussion

- a) Violation of Waste Discharge Requirements. No Impact. The proposed project involves coastal trail improvements and user amenities (e.g., seating areas, picnic areas) as well as landscaping and slope stability plantings. The project requires minimal excavation and soil disturbance. Rehabilitation of existing barren areas with native coastal dune plant species would reduce future sedimentation. Staging areas for equipment and delivery/storage of construction materials would not be located adjacent to the coastal edge or any streams.

- b) Groundwater. No Impact. No major aquifers or pre-existing wells exist within the project area. The project would not utilize any groundwater supplies or interfere with groundwater recharge. No impact would occur.
- c) Drainage Patterns or Alteration of Creek. No Impact. The proposed project does not involve altering any streams or other water features. Coastal trail improvements will occur above the Mean High Water Line. No impact would occur.
- d) Flooding. No Impact. Surface runoff from the project site currently percolates into the ground or flows by sheet flow toward the ocean; some drainage may enter the storm drain inlet on Esplanade Avenue. The proposed pathway would drain to the existing storm drain inlet(s) on Esplanade Avenue
- e-f) Runoff and Water Quality. Less than Significant. The project does not introduce any sources of pollutants that would degrade water quality. Trail improvements would require minimal excavation and soil disturbance during construction. The project would also involve landscaping and slope stability plantings within existing barren areas, thus resulting in less disturbed soil surface in the future. The project area is 0.55 acre, which is below the size threshold for a Stormwater Pollution Prevention Plan (SWPPP); however, the City will include measures to avoid and minimize any erosion from construction. The project is required to implement construction best management practices (BMPs) as outlined in the San Mateo County Water Pollution Prevention Program (Municipal Regional Permit issued by the State Water Resources Control Board (NPDES Resolution No. R2-2009-0074, NPDES Permit No. CAS612008). Examples of typical construction BMPs include but are not limited to storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters. BMPs are recognized as effective methods to prevent or minimize the potential releases of pollutants into drainages, surface water, or groundwater. Strict compliance with the BMPs, would reduce potential water quality impacts during construction activities to less than significant.

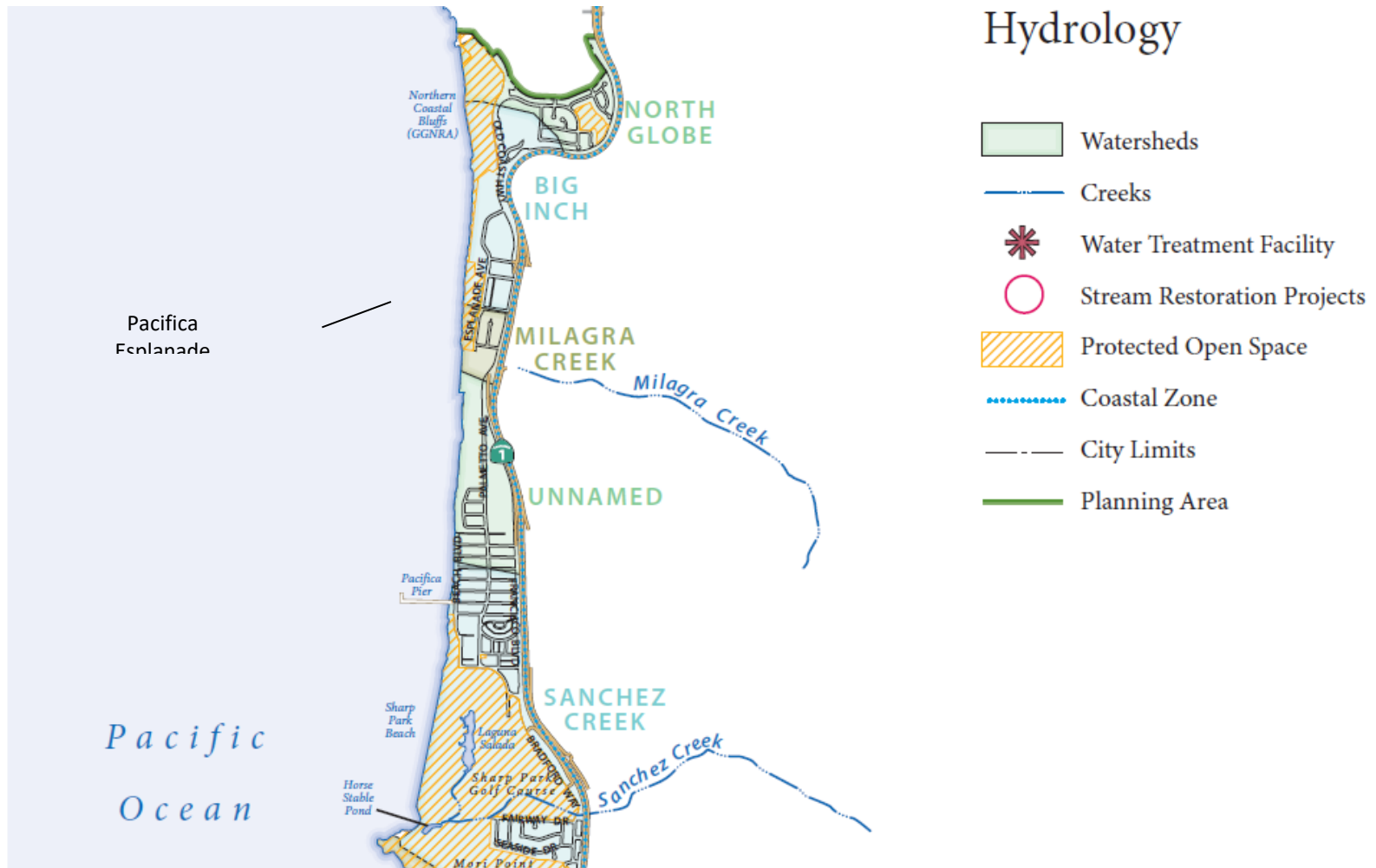
The project would not substantially degrade water quality. The project will convert approximately 24,000 square feet (0.55 acre) of pervious sand to impervious concrete trail surface. Other site features will utilize pervious decomposed granite for surfacing. This small area of land surface alteration is not expected to substantially alter water quality., as project uses will be limited to pedestrians (i.e., no vehicles). No significant impact would occur. There are no existing or planned stormwater drainage systems within the project area, other than roadside drainage inlet along Esplanade Avenue. The project would not result in any additional sources of polluted runoff. No impact would occur.

- g) Flood Hazard. No Impact. The project does not propose any housing. No impact will occur.
- h) Impede or Redirect Flood Flows. Less than Significant. The project includes installation of an impermeable concrete (trail width 6 to 14 feet) over approximately 600 linear feet of trail. The overall impact of this trail surfacing would not result in a substantial increase in the rate or amount of surface runoff such that flooding would result on or off-site. The project would

not result in flooding on or off-site. The effect of the project on surface run-off would be less-than-significant.

- i) Failure of Levee or Dam. No Impact. The project would not involve construction of new structures or expose people to flooding as a result of a levee or dam failure.
- j) Seiche, Tsunami, or Mudflow. No Impact. The project area does not expose people or structures to a significant risk of loss, injury or death from a mudflow or seiche (a wave that oscillates in lakes, bays, or gulfs as a result of seismic or atmospheric disturbances).

Tsunamis (seismic sea waves) are long period waves that are typically caused by underwater disturbances (landslides), submarine slumps, volcanic eruptions, or seismic events. Areas that are highly susceptible to tsunami inundation tend to be located in low-lying coastal areas such as tidal flats, marshlands, and former bay margins that have been artificially filled but are still at or near sea level. The City maintains an emergency alert system to notify residents of a tsunami and signs are erected to identify tsunami prone/inundation areas. The coastal trail project area is not located within a tsunami inundation zone and the project does not include any new beach access structures or improvements to the existing access to the beach (the beach is within the mapped tsunami inundation area). The proposed project will not expose people to a risk of loss, injury or death involving a tsunami.



X.

Figure 10. Hydrology Resources
 (Source: City of Pacifica Draft General Plan Update, Local Coastal Land Use Plan)

X. LAND USE AND PLANNING

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The proposed project is located within the City's coastal zone. Pacifica's coastal zone generally extends from the eastern edge of Highway 1 to the Pacific Ocean. The coastal zone is divided into sub areas; the proposed project is located within the Edgemar, Pacific West Manor sub area. West Edgemar-Pacific West Manor sub area is an established coastal neighborhood extending from north of the Land's End Apartments to south of the San Francisco RV Park between Highway 1 and the ocean. The area is centered on the Pacific West Manor shopping center. Multi-family development accounts for over 90 percent of the area's approximately 870 housing units. West Edgemar-Pacific West Manor's residential areas have the highest density in Pacifica. The current 980 General Plan Land Use map identifies areas for Low Density Residential. The Draft Land Use Plan (LUP) identifies the area for redevelopment and/or shopping center improvements to enhance the area's walkability, help integrate the commercial center with its coastal setting, and improve the area's visual appeal. The Draft LUP identifies the City-owned bluff-top land along the west side of Esplanade Avenue as an opportunity to develop a small park, if this can be done without aggravating slope instability. Esplanade Avenue is also identified as a future bluff-top coastal access point, which may be achieved by redesigning the Esplanade right-of-way to enhance views and pedestrian access. ~~The land use designation for the project area is Conservation (OS-R).~~

The proposed project will be part of the California Coastal Trail (CCT). This trail will eventually travel the coast from Oregon to Mexico. Long envisioned as a statewide goal, the CCT has also been recognized by the federal government as California's Millennium Legacy Trail. In 2001, the State legislature directed the Coastal Conservancy, in consultation with the California Coastal Commission and State Parks, to further coordinate the development of the trail and prepare a report to the legislature. The Coastal Conservancy is partnering with the City and funding the Esplanade Coastal Trail project.

Discussion

- a) Divide Established Community. No Impact. The project site is located within an existing open space. No impact to an established community would occur as a result of the project.

- b) Conflict with Local Plans. No Impact. The project includes a coastal trail, visitor amenities, landscaping and slope stability plantings. The City’s Draft LUP identifies the site as an area for a small park and a bluff-top coastal access point, if this can be done without aggravating slope instability. The proposed project is also consistent with the City’s Draft LUP goal for a pedestrian trail. The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. No impact will occur.
- c) Conflict with Habitat Conservation Plan or Natural Community Conservation Plans. No Impact. There are presently no habitat conservation plans or natural community conservation plans for the project area. No impact will occur.

XI. MINERAL RESOURCES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The State Surface Mining and Reclamation Act requires the State Geologist to classify mineral areas in the state, and the State Mining and Geology Board to designate mineral deposits of regional or statewide significance. There are no known mineral resources at or near the project site (California Department of Conservation, <http://maps.conservation.ca.gov/cgs/informationwarehouse/mlc>). The Pacifica Quarry and Mori Point were designated in 1987 as an area of regional mineral significance. This is the only area of the City with such a designation, and it is not located on or near the project site. According to the City General Plan, no mineral resources are known from the project site.

Discussion

- a) Loss of Known Mineral Resource. No Impact. The project would not result in the loss of availability of a known mineral resource. No impact will occur.
- b) Loss of Locally Important Mineral Resource. No Impact. The project site has not been identified as a locally-important mineral resource recovery site in the City of Pacific Grove General Plan. No impact will occur.

XII. NOISE

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project area is located in a mostly natural area, immediately west of Esplanade Avenue and West Manor Drive. Ambient noise levels within the project site are primarily affected by ocean waves along the coastline and traffic along Asilomar Avenue. There are no airports or private airstrips within the vicinity of the project site.

Discussion

- a) Exposure to Noise in Excess of Standards. No Impact. The 19080 General Plan does not have noise standards; however, short-term action 5 requires the noise impact on land uses should be considered when development plans are reviewed and approved. The action item states where existing ambient noise levels are high, or where the proposed use will create additional noise, the builder should be required to mitigate the noise. The project is not expected to create additional noise, except for short-duration noise during the construction period. Noise will be created by construction equipment, such as a small excavator, small grader, and hand tools, as well as by site workers. Trail use and the public's use of the small picnic/seating

areas are not expected to create a substantial increase in operational noise; no amplified sound is expected along the trail or at the seating sites. No impact will occur.

- b) Exposure to or Generation of Vibration. *No Impact.* Construction of the project would not require the use of explosives, pile driving, or other equipment which would generate excessive ground borne vibration or ground borne noise levels. No impact will occur.
- c) Permanent Increase in Noise. *Less than Significant.* Trail use and use of trail amenities (seating areas, picnic areas) may result in a slight increase in ambient noise levels. However, due to the small size of the picnic and seating areas, the slight increase is considered to be less than significant.
- d) Construction Noise. *Less than Significant.* Initial project construction would result in a temporary or periodic increase in ambient noise levels in the project vicinity and to sensitive receptors. All phases of construction would involve the use of heavy equipment. Construction activities would also involve the use of smaller power tools, generators, and other equipment that are sources of noise. Haul trucks using the local roadways would generate noise as they move along the road. Each stage of construction would involve various combinations of operating equipment, and noise levels would vary based on the amount and types of equipment and the location of the activity. Further, not all construction equipment would be operated simultaneously and peak sound levels associated with construction equipment would occur sporadically throughout the workday. The Federal Highway Administration (FHWA) has compiled data regarding the noise generating characteristics of typical construction equipment. Most construction equipment generate noise levels between 77 and 88 decibels (dba) within 50 feet of the work site (Construction Noise Handbook, Chapter 9, FHWA , 2016). Noise levels from equipment diminish rapidly with distance from a construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 86 dBA measured at 50 feet from the noise source to the receptor would reduce to 80 dBA at 100 feet from the source to the receptor, and reduce by another 6 dBA (to 74 dBA) at 200 feet from the source to the receptor. The closest sensitive receptor to the project site is a rehabilitation center. Pacifica Nursing and Rehabilitation Center, a nursing facility, is located approximately 250 feet north of the project, therefore construction noise could reach approximately 71 dBA at this facility. This noise impact would be temporary (up to 30 construction days) and would occur within limited daylight hours. This temporary increase in ambient noise levels associated with project construction would be less than significant.
- e-f) Aircraft Noise. *No Impact.* The project is not located within an area covered by an airport land use plan or within two miles of a public airport or public use airport. The project is not located within the vicinity of a private airstrip. No impact related to exposure to aircraft noise will occur.

XIII. POPULATION AND HOUSING

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

Setting

The project site is located within a natural area of the City. There is no housing within the project boundaries; two vacant condemned residences located in the project area were recently demolished. The population of the city is approximately 39,062, based on the 2015 census.

Discussion

- a) Population Growth. No Impact. The project includes trail construction and user amenities, landscaping and slope stability plantings. The project does not include new homes, businesses, extension of roads, or other infrastructure. No growth inducing impacts would occur as a result of the project. No impact would occur.
- b-c) Housing. No Impact. The project site is existing open space. Two single-family residences previously occurred in the project area; however, these buildings were vacant and were condemned due to bluff edge erosion. They were recently demolished. The project would not displace any population. No impact will occur.

XIV. PUBLIC SERVICES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The City provides emergency and law enforcement services within the project area. Fire protection and ocean rescue services are provided by the Pacifica Fire Department from the north fire station at 616 Edgemar. Police protection is provided by the Pacifica Police Department, located at 2075 Coast Highway. Schools in the vicinity include Ocean Shore School (Manor Drive), located approximately 0.25 mile inland (east) of the project area.

Discussion

a) Public Services. *Less than Significant.* The project includes trail construction, visitor amenities (shade structures and picnic tables), landscaping and slope stability plantings. The project would not include a significant expansion of recreational facilities or any new uses. No significant impact to public services would occur; however, they may be a slight increase in park maintenance duties (garbage collection, maintenance of landscaping and other site features) and an increase in police and/or fire department response to the area in case of an emergency, including closure of the trail if bluff-top retreat occurs.

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

The project would improve the existing trail system within the City open space by providing a stable trail surface and visitor amenities. No adverse impacts to parks would occur as a result of the project. No impact would occur.

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

XV. RECREATION

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
RECREATION. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The City Public Works Department is responsible for maintenance of parks and grounds of all City properties, including structure repairs, lawn and tree maintenance, and amenities repair. The closest park to the site, with the exception of Esplanade Beach, which is accessed from the end of West Manor Drive, is Edgemar Park, a City park located north of West Manor Drive. Milagra Ridge, an open space owned and managed by the Golden Gate National Recreation Area (GGNRA), is located approximately one mile southeast of the site. The southern portion of the proposed project connects to an existing path that provides pedestrian access along the coastal bluff.

Within the City, bluff-top or promontory access with views over the coastline exists at Mori Point and on the Northern Coastal Bluffs (GGNRA land). Direct views to the ocean are provided at Esplanade Avenue; along Beach Boulevard; at Rockaway Beach; and from the Ocean Shore Railroad berm and the top of Kent Road in the Pedro Point neighborhood. A multi-purpose trail was constructed in 2006 at the south end of Esplanade directly north of the San Francisco RV Park; this trail is located immediately south of the proposed project. Other public access to beaches in Pacifica exists at Sharp Park Beach, Rockaway Beach, and Pacifica State Beach.

Parking is unrestricted in the project area. There are vehicular parking spaces along both sides of Esplanade Avenue. There is a bike lane along Esplanade Avenue that is striped outward of the vehicular parking area.

The Coastal Act places high priority on protecting and maximizing recreation and visitor serving land uses. The most popular user activities within the project area are scenic nature viewing, photography, walking, visits to Esplanade Beach, and fishing. There are currently no restroom facilities or other visitor serving facilities within the project area

Discussion

- a) Increased Recreational Use and Deterioration of Facilities. *No Impact.* The project would designate approximately 725 linear feet of trail as a Coastal Trail segment. Construction of the trail and visitor amenities may attract more visitors to walk the path; however, this increase is not anticipated to be a substantial increase that would result in accelerated deterioration or a substantial increase the use of existing parks and recreational facilities.
- b) Recreational Facility Impacts. *Less than Significant.* The proposed project, may have an adverse impact on biological resources (nesting birds), cultural resources, and geology and soils. The City’s implementation of Mitigation Measures for Biological Resources, Cultural Resources, and Geology and Soils would reduce the adverse impacts to a less-than-significant level.

XVI. TRANSPORTATION AND TRAFFIC

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporate	Less Than Significant Impact	No Impact
TRANSPORTATION AND TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporate	Less Than Significant Impact	No Impact
g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities (e.g. bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project area is accessed regionally via State Highway 1 and West Manor Drive. Esplanade Avenue provides a two-lane drive that parallels the coastal bluff within the project area. Other key circulation roadways in the area include Palmetto Avenue (parallels State Highway 1), Avalon Drive, Aura Vista Avenue, and Monterey Road.

San Mateo County Transit District (SamTrans) provides transit service to Pacifica. Sam Trans Bus Routes 16 and 140 travel Palmetto Avenue, which is two blocks inland from the project site. Route 140 also travels along Esplanade Avenue on approximately one-hour intervals on weekdays and weekends. Route 16 is a school only route. The route operates only in the mornings and afternoons of school days.

Pacifica’s north-south bikeway primarily runs parallel to and along State Highway 1. The northern segment includes a Class III facility (a signed bike route) along Esplanade Avenue and a Class II facility (bike lane) along Esplanade and Palmetto Avenues. In the project area, a Class II bike lane exists along Esplanade Avenue. Class II bike lanes are marked by painted stripes on the roadway. The striping provides preferred space for bicycles; however, they are still part of the paved road and are not exclusive for bicycles.

Along State Highway 1, there are five east-west crossings for automobiles, pedestrians and bikes. In the vicinity of the Esplanade Park project, there is a highway overcrossing at West Manor Drive. In the project vicinity, a sidewalk is located on the inland side of Esplanade Avenue, as well as on West Manor Drive. The Esplanade bluff area is served by on-street parking. Vehicular parking is available on both sides of Esplanade Avenue and on West Manor Drive.

Discussion

- a) Conflict with Plans. No Impact. The project is consistent with City plans and policies for bicycle/pedestrian trail access along the coastline. The 1980 General Plan has a policy to develop safe and efficient bicycle, hiking, equestrian and pedestrian access within Pacifica and to local points of interest. The project is consistent with General Plan Policy Scenic Highways, Long Term Action 6 that identifies creation of scenic turnouts, rest stops, picnic areas, aces to parks, beaches, and other recreational areas. The proposed project will create these amenities in close proximity to State Highway 1.
- b) Traffic and Transportation. Less than Significant. The proposed plan includes trail construction and small park features. There will be no change to the existing on-street parking or other transportation infrastructure, a short section opposite West Manor Drive where the plaza gateway is proposed will continue to be a “red zone” where on-street parking is prohibited. Vehicular traffic will continue to utilize the remainder of Esplanade Avenue for

travel and on-street parking. The proposed project does not conflict with any applicable transportation/traffic plan, ordinance or policy.

The project does not propose a significant expansion of existing recreational facilities. The trail construction is only 600 linear feet and would replace an existing informal sandy/dirt path along the ocean side of Esplanade Avenue. Small visitor amenities (i.e., picnic tables, seating, and shade structures) are proposed; however, due to the limited extent of the amenities the proposed project would not result in a substantial increase in vehicle trips other than minimal traffic effects during construction. The additional vehicle trips required for the construction crew and delivery of materials would not substantially increase congestion or lower standards of service during the temporary construction period. It is estimated that an average of 5 vehicles/day for 60 working days or a total of 300 vehicle trips over three months would visit the site. The proposed project would not result in a substantial increase in traffic congestion. No significant impact to traffic or congestion plans would occur.

- c) Air Traffic. No Impact. The proposed project would not result in any change in air traffic patterns. No impact will occur.
- d) Creation of Hazards. No Impact. The proposed project does not include any roadway improvements which would substantially increase traffic hazards.
- e) Emergency Access. No Impact. The project would have no impact on emergency access. Emergency vehicles will continue to utilize West Manor Drive and Esplanade Avenue to access the site, there will be no impact on emergency services.
- f) Parking Capacity. No Impact. The proposed project would not conflict with any alternative transportation policies, plans, or programs. No significant impact would occur. Parking supply may be temporarily decreased during construction of the project improvements. It is estimated that during the three month construction approximately 100 linear feet of parking may be used during working hours for parking and staging. The project supports the goals, plans, and policies of the City pertaining to protecting bicycle and pedestrian access along the coastline.
- g) Conflict with Plans. No Impact. The City's General Plan does not address on-street parking on Esplanade Avenue or other nearby streets; however, it does have policies to encourage off-street parking of oversized vehicles and provide convenient parking for such vehicles. The proposed project does not conflict with these existing policies. .

XVII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
<p>Would the project result in substantial change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p>				
a) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a-b) Tribal Cultural Resources. No Impact. CEQA (Public Resources Code section 21974) defines a “tribal cultural resource” as either of the following:

- (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: a) Included or determined to be eligible for inclusion in the California Register of Historical Resources, b) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1.

Based on the evaluation of recorded archaeological sites within or in proximity to the project sites, no sites meet the definition of historical and archaeological resources. See subsection V for further discussion of historical and archaeological resources. No tribes have requested consultation with the City.

XVIII. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The proposed project involves trail constructions and overlook/picnic facilities within the open space seaward of Esplanade Avenue. There are presently no potable water or wastewater services within the project area. The project will provide trash receptacles. The receptacles will be serviced by the City.

Discussion

- a) Wastewater Discharge. No Impact. The proposed project does not include any new wastewater services or facilities. No conflicts or impacts to wastewater treatment requirements would occur.

- b) Wastewater Treatment Facilities. No Impact. The proposed project does not require construction of new water or wastewater treatment facilities or the expansion of an existing facility.
- c) Stormwater Drainage Facilities. No Impact. No new stormwater facilities would be required for the proposed project. The Coastal Trail segment would be stamped concrete and sloped to drain to Esplanade Avenue No culverts would be installed. No impact would occur.
- d) Water Supply. Less than Significant. The proposed project will not result in the need for additional water services, except for temporary irrigation of installed landscaping and dune revegetation.
- e) Wastewater. No Impact. The proposed project will not result in the need for wastewater treatment.
- f-g) Solid Waste Disposal. No Impact. The proposed project would not result in a significant increase in wastewater and solid waste. No restroom facilities are proposed. The project would not generate additional demand for wastewater or solid waste services. No impact would occur.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) Degradation of Environment. *Less than Significant.* The proposed project was evaluated for the potential effects on the quality of the environment, fish and wildlife species, plant communities, and historic and prehistoric resources. As discussed under the Biological Resources section, the project will have the potential to impact nesting birds, potentially significant impacts that can be avoided/minimized with implementation of mitigation measures and project BMPs. However, the identified impacts will not substantially reduce habitat, will not cause a fish or wildlife population to drop below self-sustaining levels, will not threaten to eliminate a plant or animal community, and will not reduce or restrict the range of rare or endangered plant or animal species. As discussed under the Cultural Resources section, the project would have the potential to disturb archaeological sites which provide examples of California pre-history. However, impacts can be avoided with implementation of mitigation measures and project BMPs. The project will not result in elimination of important examples of major periods of California history or prehistory. The project area is subject to episodes of bluff-top retreat. Episodic events may occur that may cause bluff retreat which may limit the lifetime of the project. This is a potentially significant impact that can be minimized with implementation of mitigation measures requiring monitoring of site conditions, seasonal storm trail closures and permanent closure of the trail if bluff retreat reaches within 5 feet of the trail edge.
- b) Cumulative Impacts. *No Impact.* There is one other currently proposed project within the Esplanade Avenue area of the City. This project is located to the southwest and will be on the coastal bluff. The first phase is to place rip-rap to stabilize the bluff. The long term project is building a sculpted seawall. The first phase work will occur from the beach and is expected to be completed prior to the Esplanade Coastal Trail Project. The schedule for the Phase 2 work is not known. No cumulative impacts to resources are expected.
- c) Adverse Impacts to Human Beings. *No Impact.* No significant environmental effects have been identified that would have direct or indirect adverse effects on human beings. No impact will occur.

3. REFERENCES AND PREPARERS

3.1 References

Butano Geotechnical Engineering, Inc. 2017. Geotechnical and Geologic Investigation Design Phase for Proposed 400 Block Esplanade Coastal Trail, Pacific CA. prepared for Alta Planning + Design, Draft, dated October 2017.

California Air Resources Board (CARB). January 20, 2017. "THE 2017 Climate Change Scoping Plan Update." Online at: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf.

CARB, June 17, 2016. "California Greenhouse Gas Inventory – 2016 Edition." Online at: <http://www.arb.ca.gov/cc/inventory/data/data.htm>.

CARB, May 2014. "First Update to the Climate Change Scoping Plan Building on the Framework Pursuant to AB 32 – The California Global Warming Solutions Act of 2006. Online at: https://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

CARB, 2017. Bay Area Clean Air Plan, BAAQMD, <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>.

CARB, December 12, 2008. *Climate Change Scoping Plan: A Framework for Change*. Online at: https://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf.

California Department of Toxic Substance Control (DTSC). EnviroStor Database. <http://www.envirostor.dtsc.ca.gov/public>. December 2017

California Department of Conservation. 2018. Regulatory maps for Quadrangle San Francisco South. <https://maps.conservation.ca.gov/planning/>

California Department of Conservation, 2018 Farmland Mapping and Monitoring Program <http://www.conservation.ca.gov/dlrp/fmmp>

California Department of Conservation, 2018. Farmland Mapping and Monitoring Program, Williamson Act Contracts. ftp://ftp.consrv.ca.gov/pub/dlrp/wa/SanMateo_06_07_WA.pdf

Caltrans (California Department of Transportation). 2017. "Scenic Highways." Accessed online on at: <http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html>.

California Department of Fish and Wildlife. 2017. California Natural Diversity Data Base. Rarefind Program, Natural Heritage Division, Sacramento, CA.

California Native Plant Society, 2017. Electronic Rare Plant Inventory, San Francisco South and surrounding eight quadrangles.

California Public Resources Code, Section 21000–21177. California Environmental Quality Act, as amended.

FHWA, 2006. Construction Noise Handbook,
https://www.fhwa.dot.gov/Environment/noise/construction_noise/handbook/)

Holman & Associates, 2017. Initial Cultural/Archaeological Resources Reconnaissance Report for the 400 Block Esplanade Coastal Trail project, City of Pacifica, CA. Prepared for Biotic Resources Group, dated August 2017.

Jepson Manual 2012. The Jepson Manual – Vascular Plants of California. University of California Press.

City of Pacifica. 2017. Pacifica Local Coastal Land Use Plan – Public Review Draft
<http://www.cityofpacifica.org/>

Pacifica, City of., 1980. City of Pacifica General Plan and Local Coastal Plan.
<http://www.cityofpacifica.org/depts/planning/default.asp>

Pacifica, City of., 2017. City of Pacifica Draft General Plan and Local Coastal Plan Update
<http://www.cityofpacifica.org/depts/planning/default.asp>.

Pacifica, City of., 2017. City of Pacifica Zoning Maps, edited December 2017
<http://www.cityofpacifica.org/depts/planning/default.asp>.

SWRCB (State Water Resources Control Board). 2018. GeoTracker.
<http://geotracker.waterboards.ca.gov/>.

USGS. 1995. San Francisco South 7.5' quadrangle. United States Geological Survey, Menlo Park, CA.

3.2 List of Preparers

City of Pacifica:

Ryan Marquez, P.E. Associate Civil Engineer
City of Pacifica Public Works Department

Consultants:

- Biotic Resources Group
Kathleen Lyons, Project Manager, Plant Ecologist
Susan J. Harris, Environmental Planner
Dana Bland, Dana Bland & Associates, Wildlife Biologist

- Alta Planning + Design
Brian Birchfield, Principal

- Holman & Associates
Matthew Clark, M.A., RPA, Archaeologist

- Butano Geotechnical Engineering, Inc.

APPENDIX A
Special Status Species Lists

APPENDIX B
Mitigation Monitoring and Reporting Program