Item 4

SAN MATEO LAFCo

LOCAL AGENCY FORMATION COMMISSION

455 COUNTY CENTER, 2ND FLOOR • REDWOOD CITY, CA 94063-1663 • PHONE (650) 363-4224 • FAX (650) 363-4849

November 12, 2014

To: LAFCo Commissioners

From: Martha Poyatos, Executive Officer M. Poyatos

Subject: LAFCo File No. 14-03—Proposed Minor Sphere of Influence Amendment and Annexation of APNs 049-072-320, -020, -030, -120 fronting Cranfield Avenue and Adjacent Roadway to the City of San Carlos (0.99 Acre)

Summary

This proposal, submitted by landowner petition, requests annexation of 0.99 acre (including roadway) to the City of San Carlos. The City of San Carlos has approved prezoning and annexation of the proposal area consisting of four parcels, adjacent to a parcel already in the city, which is proposed for development of four single-family homes. The proposal area is located in the unincorporated Devonshire area in the sphere of influence of the City of San Carlos. Annexation is requested in order to receive sewer and other City services from the City of San Carlos. Commission approval is recommended.

Departmental Reports

County Assessor: The net assessed land valuation of the annexation area shown in the records of the Assessor is $412,579. The boundaries of the proposal do not divide lines of assessment or ownership.

County Clerk: The territory has no registered voters. Annexation would not conflict with any political subdivision boundaries.

County Public Works: The map and legal description required by the State Board of Equalization have not been reviewed. It is recommended that approval be conditioned upon submittal of the map and legal description that meet State Board requirements.

County Environmental Health: The California Water Service Company provides water in the City of San Carlos. Sewer service is provided by the City of San Carlos. The proposal appears to have no adverse environmental health significance.

County Planning and Building: The County's General Plan designation is Medium Density Residential and zoning is Residential, 5,000 square feet per dwelling unit (R-1/S-7). General Plan Policy 7.24 encourages cities to annex urban unincorporated areas within designated spheres of influence.

City of San Carlos: The annexation territory consists of four parcels and adjoining roadway adjacent to 17 Cranfield within City boundaries that is developed with an existing residence. The City has prezoned the territory RS-3, Single Family, Low Density in conformance with the City of San Carlos Municipal Code. Prezoning and annexation are consistent with the City's General Plan because resulting density is reflective of the existing site conditions and each of the newly created lots will comply with the maximum density allowed under the General Plan.

The applicant proposes demolishing the existing residence and the five parcels would be reconfigured into four parcels that would be developed with a single-family house on each parcel. Parcel 1, the westernmost and smallest lot already within City boundaries, would be 6,516 square feet, consistent with the existing zoning of RS-6 requiring a minimum corner lot size of 6,000 square feet. Parcels 2, 3 and 4 would be comparable in area, measuring 10,496, 11,386, and 10,189 square feet respectively, and consistent with the City's Subdivision Ordinance requiring a minimum lot size of 10,000 square feet for sites with a cross slope of up to 19.9 percent. This is also consistent with the prezoning of RS-3, requiring a minimum lot size of 10,000 square feet. Following annexation, specific details of future site plans and structures will be submitted for Residential Design Review Committee approval in the future. Preliminary building sizes of 3,200 square feet for Parcel 1, 4,500 square feet for Parcel 2, 4,500 square feet for Parcel 3, and 3,900 square feet for Parcel 4 are indicated.

A lot line adjustment between the applicant and the adjacent property owner to the southeast was recently approved by the County of San Mateo to extend Cranfield Avenue along the west and south sides of the property to a cul-de-sac that would comply with public and emergency vehicle access, egress, and turnaround standards. The driveways to the parcels would extend from the new Cranfield Avenue extension along the south side of the property. Water, gas, and sanitary sewer lines would be extended along the proposed Cranfield Avenue right-of-way, connecting each parcel directly on the frontage of the parcels. An existing sanitary sewer easement on Parcel 4 would be made unnecessary by proposed improvements and would be abandoned upon completion of off-site sanitary sewer improvements. A storm drain system extension is proposed from the intersection of Cranfield Avenue and Alameda de Las Pulgas along the existing Cranfield Avenue right-of-way that would connect to each parcel via a 10-foot storm drain easement along the back (northern) boundary of each lot site. Bio-retention treatment planters toward the north side of each parcel would capture and direct stormwater to this system. A fire hydrant is proposed at the foot of the cul-de-sac.

Executive Officer's Report

Submitted by petition with 100 percent landowner consent, this proposal requests annexation of 0.99 acre to the City of San Carlos. The territory consists of four undeveloped parcels and adjacent roadway totaling 0.99 acre. It is located in unincorporated Devonshire Canyon on Cranfield Avenue and is contiguous with the City of San Carlos on one side and rear lot line. Surrounding areas to the north include undeveloped privately owned land and the Carlmont High School campus. The area to the south, east, and west includes residential development in

the City of San Carlos. Actions taken by the City of San Carlos include prezoning and general plan amendment designating the territory as single-family, low-density residential and adopting a mitigated negative declaration. The County of San Mateo and City of San Carlos have adopted resolutions agreeing to an exchange of property tax revenues pursuant to Section 99 of the Revenue and Tax Code.

Environmental Review

The City of San Carlos, acting as lead agency under the California Environmental Quality Act (CEQA), prepared and adopted the "INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION-17 CRANFIELD AVENUE ANNEXATION AND SUBDIVISION PROJECT, July 2014," which included prezoning, General Plan Amendment, and annexation.

The Mitigated Negative Declaration identified several potentially significant impacts related to construction that could be reduced to less than significant with mitigation in the areas of construction dust emissions and noise, nesting birds, protected trees, invasive weed control, seismic hazards, and cultural resources. In approving the project, the City of San Carlos, as lead agency, required mitigation measures that were found to reduce impacts to a less than significant level. Please see the attached City of San Carlos resolution adopting the Mitigated Negative Declaration and mitigation measures concerning the project on Cranfield Avenue.

As a responsible agency under CEQA, the Commission must consider the attached Initial Study and Mitigated Negative Declaration prepared by the City of San Carlos. If an impact is outside the responsibility of the Commission and was previously mitigated by the lead agency or another responsible agency, the Commission may make the finding that the impact is within the responsibility of another public agency and not LAFCo and that mitigation measures have been adopted by another agency or can and should be adopted by another agency.

Waiver of Conducting Authority Proceedings

Section 56663 of the Cortese-Knox-Hertzberg Act specifies that the Commission may waive conducting authority proceedings for annexations of uninhabited territory with 100 percent landowner consent provided there is no opposition from gaining agencies. The purpose of the conducting authority proceeding is to measure landowner or voter protest within the affected territory. Paragraph (c) was added by the legislature in 1993 to streamline annexation proceedings in which landowners had already given consent to uninhabited annexation proceedings.

Executive Officer's Recommendations

The subject area is within the sphere of influence of the City of San Carlos, contiguous to City boundaries on three sides, and part of a larger unincorporated territory substantially surrounded by the City of San Carlos. Annexation is consistent with the general plans of the City and the County and would promote orderly growth and development by facilitating development and service delivery under a single jurisdiction. Staff therefore respectfully

recommends that the Commission approve the proposed annexation by taking the actions listed below.

Recommended Commission Action No. 1: Action by Motion (Voice Vote)

Pursuant to Sections 15096 (g) (2) and 15096 (h) of the State CEQA Guidelines, the Commission has considered the "Initial Study and Mitigated Negative Declaration for the "17 Cranfield Annexation and Subdivision Project, July 2014" prepared by the City of San Carlos and finds as follows:

> The Commission has considered the Mitigation measures adopted by the City of San Carlos and find that the mitigation measures are within the responsibility of the City of San Carlos and not LAFCo and such changes have been or should be adopted by the City of San Carlos. [CEQA Guidelines 15091(a)(2)].

Recommended Commission No. 2: Action by Resolution (Roll Call Vote)

- Approve LAFCo File No. 14-03—Proposed Minor Sphere of Influence Amendment and Annexation of APNs 049-072-320, -020, -030, -120 fronting Cranfield Avenue and Adjacent Roadway to the City of San Carlos.
- Waive conducting authority proceedings pursuant to Government Code Section 56663.

cc: Jeff Maltbie, City Manager, City of San Carlos
Surinder Pal Goswamy, Property Owner

Attachments: Map of Annexation Area

Application and Petition

City of San Carlos resolution adopting the Mitigated Negative Declaration and mitigation measures concerning the project on Cranfield Avenue

Initial Study and Mitigated Negative Declaration prepared by the City of San Carlos

14-03

APPLICATION FOR A CHANGE OF ORGANIZATION OR REORGANIZATION TO THE SAN MATEO LOCAL AGENCY FORMATION COMMISSION

A. GENERAL INFORMATION

1. Briefly describe the nature of the proposed change of organization or reorganization.

Minor Sphere of Influence Amendment and Annexation of Cranfield Parcels (049-072-320, 020, 030, 120 and adjoining roadway to the City of San Carlos

2. An application for a change of organization or reorganization may be submitted by individuals in the form of a petition or by an affected public agency in the form of a certified resolution. This application is submitted by (check one):

__x__ Landowners or registered voters, by petition
_____ An affected public agency, by resolution

(If this application is submitted by petition of landowners or registered voters in the affected territory, complete the petition form.)

3. What are the reasons for the proposal?

The reason for annexation is to provide City of San Carlos services to 4 proposed single family residences

4. Does this application have 100% consent of landowners in the affected area?

__x__ Yes _____ No

5. Estimated acreage: 29,735 square feet

B. SERVICES

1. List the name or names of all existing cities and special districts whose service area or service responsibility would be altered by the proposed change of organization or reorganization.

City of San Carlos

2. List all changes to the pattern of delivery of local services to the affected area. For each service affected by the proposed change(s) of organization, list the present source of service (state "none" if service is not now provided), the proposed source of service and the source of funding for construction of necessary facilities (if any) and operation. Example is given on the first two lines of the space provided for your response.

SERVICE	PRESENT SOURCE	PROPOSED SOURCE	FUNDING SOURCE	
			CONSTRUCTION	OPERATING
Police	*Co. Sheriff*	*City Police under contract with Sheriff*	*N/A*	*Taxes*
Sewer	*none*	*City of San Carlos.*	*N/A**	*Fees*
Water	none	California Water Service Company	N/A	Fees
Fire	County Fire	San Carlos Fire Department	N/A	Taxes
Parks	County	City of San Carlos		Taxes

C. PROJECT PROPOSAL INFORMATION

1. Please describe the general location of the territory which is the subject of this proposal. Refer to major highways, roads and topographical features.

Undeveloped parcels near 17 Cranfield including Parcel Numbers 049-072-320, 020, 030, 120 and adjacent roadway

2. Describe the present land use(s) in the subject territory.

Residential

3. How are adjacent lands used?

North: Residential
South: " "
East: " "
West: " "

4. Will the proposed change of organization result in additional development? If so, how is the subject territory to be developed?

Annexation is requested in order to provide city services to # proposed single family homes.

5. What is the general plan designation of the subject territory?

Medium Density, Single Family Residential

6. What is the existing zoning designation of the subject territory?

R-1/S-71/Design Review (Minimum Lot Size 5,000 square feet)

7. What prezoning, environmental review or development approvals have already been obtained for development in the subject territory?

Prezoning by City of San Carlos

8. What additional approvals will be required to proceed?

None, City of San Carlos Planning and Building Approvals

9. Does any portion of the subject territory contain any of the following --agricultural preserves, sewer or other service moratorium or wetlands subject to the State Lands Commission jurisdiction?

No

10. If no specific development projects are associated with this proposal, will the proposal increase the potential for development of the property? If so, how?

Annexation will provide for City of San Carlos services to 4 proposed single family homes.

* * * * * * * * * * *

LAFCo will consider the person signing this application as the proponent of the proposed action(s). Notice and other communications regarding this application (including fee payment) will be directed to the proponent at:

NAME: SURINDER P. GOSWAMY.

ADDRESS: 1001 EL CAMINO REAL MENLO PARK, CA 94025.

TELEPHONE: 650-533-5800.

ATTN:

S P Goswamy

Signature of Proponent

ANNEXATION TO CITY OF SAN CARLOS

Lots 22, 23, 24 and 25 in Block 50 and a portion of Cranfield Avenue, as shown on the map of "DEVONSHIRE PROPERTIES OF MUNICIPAL PROPERTIES COMPANY, SUBDIVISION NUMBER EIGHT" filed May 11, 1926 in Volume 13 of Maps at Pages 64 – 66, records of the County of San Mateo, State of California, lying within a non-sectionalized portion of Township 5 South, Range 4 West, Mount Diablo Base and Meridian.

Beginning at the southeasterly corner of the lands annexed to the City of San Carlos by Resolution No. 1989-4 adopted January 9, 1989, said corner being on the southwesterly line of Cranfield Avenue;

Thence (1) North 24°16' West, 50.00 feet;

Thence (2) North 22°03' West, 138.58 feet to the northeasterly corner of said lands annexed by Resolution No, 1989-4 an lying on the southerly line of of lands annexed to the City of San Carlos by Resolution No. 1976-46 adopted April 12, 1976;

Thence (3) South 73°31' East, 146.36 feet to the southeast corner of said lands annexed by Resolution No. 1976-46 and a point lying on the westerly line of lands annexed to the City of San Carlos by Ordinance No. 531 adopted December 14, 1981;

Thence (4) South 18°08' West, 50.00 feet;

Thence (5) South 72°42' East, 70.00 feet;

Thence (6) South 28°30' West, 135.47 feet to the southwesterly corner of Annexation Ordinance No. 531;

Thence (7) South 45°24' West, 58.48 feet;

Thence (8) along a tangent curve, concave northeasterly, having a radius of 47.00 feet, a central angle of 144°08'12", and length of 118.24 feet;

Thence (9) along a tangent curve, concave southwesterly, having a radius of 33.00 feet, a central angle of 37°15'28", and length of 21.46 feet;

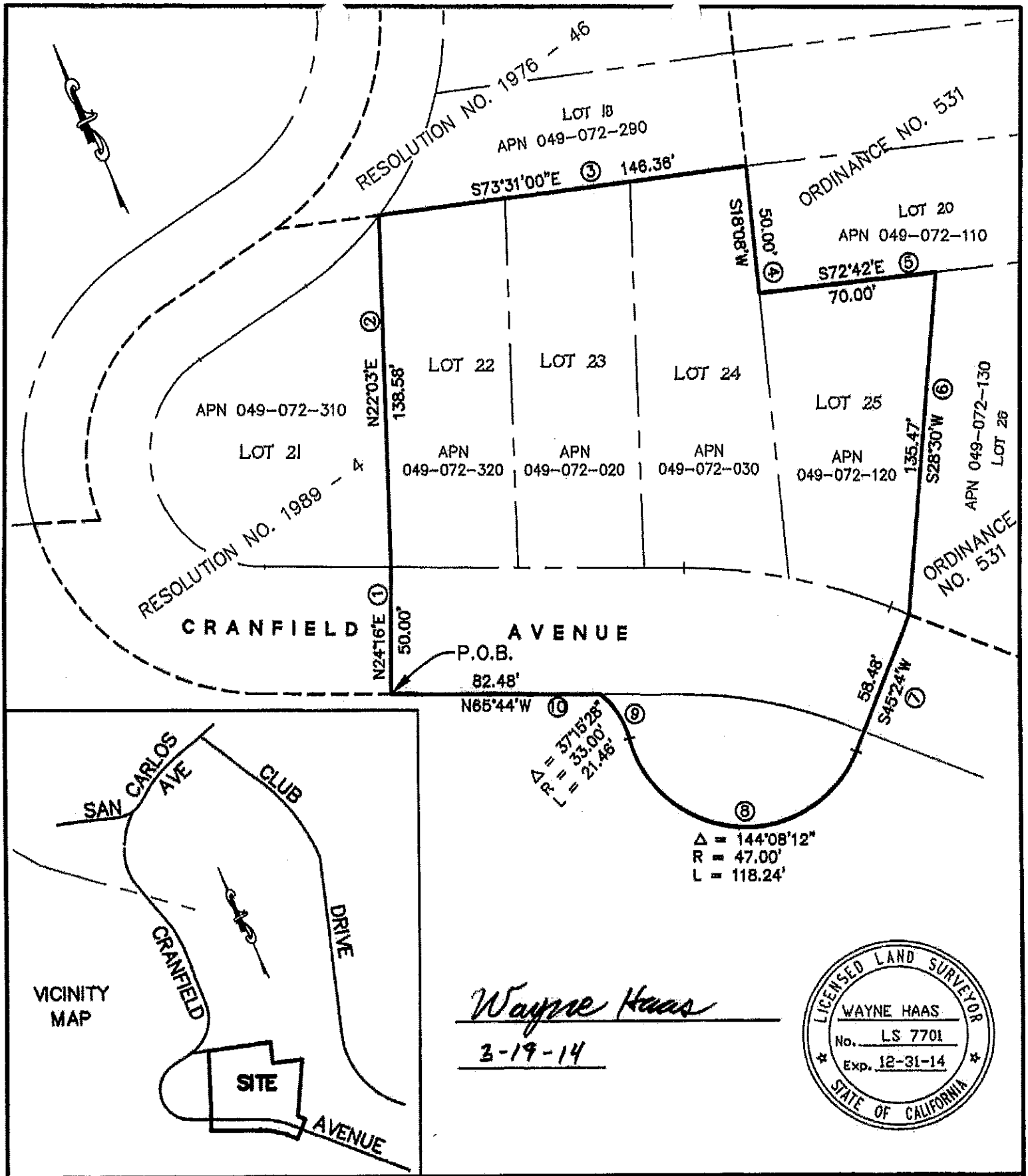
Thence (10) North 65°44' West, 82.48 feet to the Point of Beginning.

Containing 0.99 acres, more or less.

For assessment purposes only. This description of land is not a legal property description as defined in the Subdivision Map Act and may not be used as the basis for an offer for sale of the land described.

Wayne Haas

3-19-14



Wayne Haas
3-19-14

LICENSED LAND SURVEYOR
WAYNE HAAS
No. LS 7701
Exp. 12-31-14
STATE OF CALIFORNIA

B & H SURVEYING, INC. 901 WALTERMIRE ST., BELMONT, CA 94002 (650) 637-1590

TITLE:			
CITY:	COUNTY: SAN MATEO COUNTY		CALIFORNIA
SURV:	SCALE: 1" = 50'	FOR:	JOB NO. 6460-13
PLAT: WH	DATE: 1/23/14		DWG NO. 6460-AnnexPlat

RESOLUTION NO. 2014-094

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN CARLOS ADOPTING THE MITIGATED NEGATIVE DECLARATION CONCERNING THE PROJECT AT 17 CRANFIELD AVENUE (APN: 049-072-310) AND ADJOINING COUNTY PARCELS (APNs: 049-072-020, 049-072-030, 049-072-120, and 049-072-320) FOR THE ASSOCIATED PREZONING, ANNEXATION, GENERAL PLAN AMENDMENT, ZONING DISTRICT BOUNDARY AMENDMENT, TENTATIVE PARCEL MAP, GRADING AND DIRT HAUL PERMIT, AND TREE REMOVAL PERMIT APPROVAL IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).

WHEREAS, the City of San Carlos ("City") determined that the Project requires review pursuant the California Environmental Quality Act ("CEQA") (Pub. Resources Code section 21000 et seq.); and

WHEREAS, pursuant to CEQA Section 15070, the City, as the lead agency under CEQA, hired Lamphier-Gregory, ("consultant") to prepare an Initial Study ("IS") to determine if the Project may have a significant effect on the environment and concluded that there is no substantial evidence that the Project may cause a significant effect on the environment and prepared a draft Mitigated Negative Declaration ("MND");

WHEREAS, the prepared draft MND included an assessment of potential environmental effects and a description of mitigation measures to reduce potentially significant environmental effects to a level of insignificance; and

WHEREAS, the City issued a Notice of Completion and a Notice of Intent regarding the MND seeking public comment and agency review and comment for the period of July 10, 2014 through August 11, 2014 to receive comments on the prepared draft MND pursuant to CEQA Guidelines Section 15072 and 15073; and

WHEREAS, the City mailed a Public Hearing notice for the project entitlements on July 10, 2014 to property owners within a 300-foot radius of the project site and residences located along the dirt haul route, published a notice in the Daily Journal on July 11, 2014 and made reference to the fact that an IS/MND would be available for public review per Section 15073 of the CEQA Guidelines; and

WHEREAS, the Planning Commission conducted a public hearing on July 21, 2014, reviewed all evidence presented both orally and in writing, considered public comments and testimony concerning the information in the draft MND for adequacy, completeness and compliance with CEQA and State CEQA Guidelines and recommended City Council adoption of the MND by Resolution PC2014-07; and

WHEREAS, the City received no written correspondence during the public comment period for the MND; and

WHEREAS, the City mailed a Public Hearing Notice for the City Council public hearing on September 11, 2014 to property owners within a 300-foot radius of the project site and residences located along the dirt haul route and published a notice in the Daily Journal on September 12, 2014; and

EXHIBIT A
Mitigation Measures

Mitigation Measure AQ-1: Basic Construction Management Practices. The Project shall demonstrate compliance with all applicable regulations and operating procedures prior to issuance of demolition, building or grading permits, including implementation of the following BAAQMD "Basic Construction Mitigation 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 Lead Agency 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.

Mitigation Measure BIO-1: Nesting Birds. The Project applicant shall implement the following measures:

A. **Avoidance.** To the extent feasible, construction and demolition activities shall be scheduled to avoid the nesting season. If such activities are scheduled to take place outside the nesting season, all impacts on nesting birds protected under the MBTA and California Fish and Game Code shall be avoided. The nesting season for most birds in the San Francisco Bay Area extends from February 1 through August 31.

B. **Pre-construction/Pre-disturbance Surveys.** If it is not possible to schedule construction activities between September 1 and January 31, then a pre-construction survey for nesting birds shall be conducted by a qualified ornithologist to ensure that no nests will be disturbed during Project construction. This survey shall be conducted no more than seven days prior to the initiation of construction activities. During this survey,

shell fragments, bone, pockets of dark, friable soils, glass, metal, ceramics, wood, privies, trash deposits or similar debris, be discovered during grading, trenching, or other on-site excavation(s), earthwork within 25 feet of these materials shall be stopped until a qualified professional archaeologist has an opportunity to evaluate the potential significance of the find and suggest appropriate mitigation(s), as determined necessary to protect the resource, as detailed below.

Mitigation Measure CR-2: Human Remain Procedures. Section 7050.5(b) of the California Health and Safety Code will be implemented in the event that human remains, or possible human remains, are located during Project-related ground disturbance. Section 7050.5(b) states:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

The County Coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the NAHC within 24 hours. The Commission has various powers and duties, including the appointment of a Most Likely Descendant (MLD) to the project. The MLD, or in lieu of the MLD, the NAHC, has the responsibility to provide guidance as to the ultimate disposition of any Native American remains.

Mitigation Measure GEO-1: Conform to Geotechnical Report Recommendations. Proper slope and foundation engineering and construction shall be performed in accordance with the recommendations of a Registered Geotechnical Engineer and a Licensed Professional Engineer. The structural engineering design, with supporting Geotechnical Investigation, shall incorporate seismic parameters compliant with the California Building Code.

Specifics of the home design were not available for the preliminary geotechnical report, which analyzed feasibility of development at the site and made general recommendations for such construction. An updated geotechnical report will be required once specifics of the proposed homes are determined.

Mitigation Measure NOI-1: Construction Noise. To reduce noise levels generated by construction, the following standard construction noise control measures shall be included in the construction plans for the Project:

1. Pursuant to Municipal Code Section 9.30.070, construction activities shall be limited to the hours of 8:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday. No construction activities are permitted on Sundays or on holidays listed in San Carlos Municipal Code Section 9.30.070.

2. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

RESOLUTION OF THE CITY COUNCIL NO. 2014-94:

EXHIBIT "B" - MITIGATION MONITORING AND REPORTING PROGRAM

17 Cranfield Avenue Annexation and Subdivision - Mitigation Monitoring and Reporting Program

Mitigation Measures	Timing	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date/ Initials
Mitigation Measure AQ-1: Basic Construction Management Practices. The Project shall demonstrate compliance with all applicable regulations and operating procedures prior to issuance of demolition, building or grading permits, including implementation of the following BAAQMD "Basic Construction Mitigation 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 Lead Agency 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.	Prior to issuance of demolition, building or grading permits	Applicant / Developer	Verify requirements are included in construction contracts and are met during construction	San Carlos Building Division	

17 Cranfield Avenue Annexation and Subdivision - Mitigation Monitoring and Reporting Program					
Mitigation Measures	Timing	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date/ Initials
standards for approval of each tree to be removed or trimmed in conjunction with an approved tree removal permit.					
Mitigation Measure BIO-3: Invasive Weed Control. The Project shall develop and implement an Invasive Species Management Plan to reduce the presence and spread of non-native, invasive plant species prior to site disturbance. The overarching goal of this mitigation is to halt the further expansion of existing invasive species and introduction of new invasives into sensitive habitats on and around the site. The Invasive Species Management Plan will include, but not be limited to, the following: • The Project site shall be surveyed for the presence of French broom and other invasive weed species. Any broom or other invasive weeds found within the area shall be removed and disposed of in a sanitary landfill, incinerated off-site, or disposed in a high-temperature composting facility that can compost using methods known to kill weed seeds, taking care to prevent any seed dispersal during the process by bagging material or covering trucks transporting such material from the site. • Heavy equipment used on the Project site shall be washed prior to and following work at the site, before the equipment is used in other ground disturbing activities, to prevent spread of weed seeds. • During Project construction, all seeds and straw materials used on site will be weed-free rice straw, and all gravel and fill material will be certified weed free to the satisfaction of the City and any deviation from this will be approved by the City. • Following Project construction, native seed from a local source shall be planted within the temporary impact zones on any disturbed ground that will not be landscaped and maintained. This will minimize the potential for the germination of the majority of seeds from non-native, invasive plant species.	Prior to, during and after construction	Applicant / Developer	Verify invasive species removal prior to grading; verify planting and other construction-related requirements met.	San Carlos Building Division	
Mitigation Measure CR-1: Cultural Resource Protection Procedures. In accordance with CEQA Guideline §15064.5 (f), should any previously unknown historic or prehistoric resources, including but not limited to charcoal, obsidian or chert flakes, grinding bowls, shell fragments, bone, pockets of dark, friable soils,	Prior to and during construction activities	Applicant / Developer	Verify inclusion of requirements in construction	San Carlos Building Division	

17 Cranfield Avenue Annexation and Subdivision - Mitigation Monitoring and Reporting Program					
Mitigation Measures	Timing	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date/ Initials
Geotechnical Engineer and a Licensed Professional Engineer. The structural engineering design, with supporting Geotechnical Investigation, shall incorporate seismic parameters compliant with the California Building Code.	construction.		are met and reviewed by qualified professional		

Mitigation Measures	Timing	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date/ Initials
correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.					

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

17 CRANFIELD AVENUE
ANNEXATION AND SUBDIVISION PROJECT

PREPARED FOR:

CITY OF SAN CARLOS
PLANNING DIVISION
600 ELM STREET
SAN CARLOS, CA 94070

PREPARED BY:

LAMPHIER – GREGORY
1944 EMBARCADERO
OAKLAND, CA 94606

JULY 2014

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FIGURES

ATTACHMENTS

For hard copies of this document, attachments are included in digital format on a CD attached to the back cover.

Attachment A: Biological Resources Report, H.T. Harvey & Associates, May 2014 and Arborist Report, Mayne Tree Expert Company, March 21, 2014

Attachment B: Cultural Resources Assessment Report, William Self Associates, June 2014

INTRODUCTION TO THIS DOCUMENT

This document serves as the Initial Study and Mitigated Negative Declaration (IS/MND) for the 17 Cranfield Avenue Annexation and Subdivision Project ("Project"). Per CEQA Guidelines (Section 15070), a Mitigated Negative Declaration can be prepared to meet the requirements of CEQA review when the Initial Study identifies potentially significant environmental effects, but revisions in the project would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur.

This document is organized in three sections as follows:

- Introduction and Project Description. This section introduces the document and discusses the project description including location, setting, and specifics of the lead agency and contacts.
- Mitigated Negative Declaration. This section lists the impacts and mitigation measures identified in the Initial Study and proposes findings that would allow adoption of this document as the CEQA review document for the proposed project.
- Initial Study. This section discusses the CEQA environmental topics and checklist questions and identifies the potential for impacts and proposed mitigation measures to avoid these impacts.

PUBLIC REVIEW

The Initial Study and proposed Mitigated Negative Declaration will be circulated for a 30-day public review period. Written comments may be submitted to the following address:

City of San Carlos
Planning Division
Jill Lewis, Associate Planner
600 Elm Street
San Carlos, CA 94070
Telephone: 650-802-4361
Email: jlewis@cityofsancarlos.org

Adoption of the Mitigated Negative Declaration does not constitute approval of the Project itself, which is a separate action to be taken by the approval body. Approval of the Project can take place only after the Mitigated Negative Declaration has been adopted.

PROJECT INFORMATION

1. Project Title:	17 Cranfield Avenue Annexation and Subdivision
2. Lead Agency Contact:	Jill Lewis Associate Planner City of San Carlos, Planning Division 600 Elm Street San Carlos, CA 94070-3085 Email: jlewis@cityofsancarlos.org
3. Project Location:	17 Cranfield Avenue and adjacent undeveloped properties, partially within City of San Carlos

(Assessor's Parcel Number "APN" 049-072-310-3) and partially within an unincorporated area of San Mateo County immediately adjacent to San Carlos, known as the Devonshire area (APNs 049-072-020-3, -030-7, -120-6, and -320-2).

4. Project Sponsor's Name and Address: Paul Goswamy, Applewood Investments
1001 El Camino Real, Menlo Park, CA 94025

5. General Plan Designation: The parcel in San Carlos is designated Single Family (6 dwelling units per acre) residential. The portion within San Mateo County is designated Medium Density Residential (6.1-8.7 dwelling units per acre).

6. Zoning: The parcel in San Carlos is zoned RS-6 (Single Family Residential with up to 6 dwelling units per acre). The portion in San Mateo County is zoned R-1/S-71/DR (One-Family Residential/Devonshire Combining District/Design Review District).

7. Description of Project: Annexation of four parcels from San Mateo County to City of San Carlos, demolition of an existing single family dwelling, reconfiguration of the existing five parcels into four parcels for single-family residential development, grading for site improvements, and roadway and utility construction. While not proposed at this time, subsequent development of the lots with single family homes is assumed for this analysis.

9. Surrounding Land Uses and Setting: Single-family residential to the north and east, educational facilities (City of Belmont Carlmont High School) and associated play fields adjacent to the west and south, with undeveloped area stretching in a thin strip to the southeast then connecting with an undeveloped canyon area farther to the south.

8. Other Public Agency Approvals Required: San Mateo County Local Agency Formation Commission (LAFCo) annexation approval

9. Required City Approvals: Prezoning, Annexation, General Plan Amendment, Zoning District Boundary Amendment, Tentative Parcel Map including Minor Subdivision, Grading and Dirt Haul Approval, Removal of existing Sewer Easement

PROJECT DESCRIPTION

The City of San Carlos has received an application for annexation, razing of a single family dwelling located at 17 Cranfield Avenue, subdivision from five parcels into four parcels on a total of 38,587 square feet, grading for site improvements, and roadway construction on an additional 13,620 square feet.

PROJECT LOCATION

The Project location is shown in **Figure 1**. The Project site is located at the southeast end of Cranfield Avenue, with the nearest intersection being Alameda De Las Pulgas. The Project site includes a portion in incorporated City of San Carlos and a portion in unincorporated San Mateo County. Surrounding land uses include single-family residential to the north and east, Carlmont High School (City of Belmont) and associated playfields to the west and south, and an undeveloped area stretching in a thin strip to the southeast then connecting with an undeveloped canyon area farther to the south. An aerial photograph of the existing Project site and surrounding area is included as **Figure 2**.

PROJECT SITE

The site includes five existing lots (lots 21-25). Only lot 21, consisting of 8,855 square feet and including the existing residential home, is within City of San Carlos boundaries. Lots 22-25, consisting of 29,732 square feet, would be annexed from San Mateo County to the City of San Carlos. An additional 13,620 square feet would be annexed from San Mateo County to the City of San Carlos to extend the Cranfield Avenue right-of-way to accommodate the proposed cul-de-sac. **Figure 3** details the area to be annexed.

The 52,207 square foot site slopes gently to moderately toward the northwest with an average slope of 14 percent. The western portion of the site is developed with one single-family house, accessed from Cranfield Avenue, while the remainder of the property is undeveloped. While officially “undeveloped”, the central portion of the property includes an informal dirt roadway and portions that seem to be used for residential yard purposes. The existing house is a single story wood-framed structure with wood siding exterior. An attached two-car garage is located at the north corner of the residence. The site is vegetated with native grasses, small to large shrubs, and small to medium trees.

PROPOSED PROJECT

The existing residence would be demolished. The property would be subsequently subdivided into 4 parcels that would be developed in the future with a single-family house on each parcel. The proposed parcels have average slopes ranging from 12 to 15 percent. Parcel 1, the western-most and smallest lot, would be 6,516 square feet in area, consistent with existing zoning of RS-6 requiring a minimum corner lot size of 6,000 square feet. Parcels 2, 3, 4 would be comparable in area measuring 10,496 square feet, 11,386 square feet, 10,189 square feet, respectively, consistent with the City’s subdivision ordinance that requires a minimum lot size of 10,000 sq. ft. for sites with a cross slope of up to 19.9%. This is also consistent with the proposed zoning of RS-3, requiring minimum lot size of 10,000 square feet. Although the specific details of future site plans and structures have yet to be determined, preliminary building sizes of 3,200 square feet for Parcel 1, 4,500 square feet for Parcel 2, 4,500 square feet for Parcel 3, and 3,900 square feet for Parcel 4. The proposed lotting is shown on **Figure 4**, which also details the limits of grading and shows potential future house footprints.

The Project intends to balance grading/earthwork cut and fill for the Cranfield Avenue extension and grading associated with home parcels. Preliminary parcel-specific layouts and extent of grading have been provided for purposes of analysis. To accommodate street parking and the cul-de-sac at the end of Cranfield Avenue, proposed grading limits will encroach onto the adjacent property (Lands of Carraro) beyond the existing right-of-way. This property owner has agreed to grant a temporary construction

encroachment easement onto his property to support the construction and grading limits of the proposed street improvements. The grading plan, which may need to be updated for residential lots once design specific are known, is included as **Figure 5**.

Access to all parcels would be provided by an extension of Cranfield Avenue along the west and south sides of the property to a cul-de-sac that will comply with public and emergency vehicle access and turnaround standards. The driveways to each parcel would extend from the new Cranfield Avenue extension along the south side of the properties.

Water, gas, and sanitary sewer lines will be extended along the proposed Cranfield Avenue right-of-way, connecting each parcel directly on the street-side of the parcels. An existing sanitary sewer easement on proposed Parcel 4 will be made unnecessary by proposed improvements and will be abandoned upon completion of off-site sanitary sewer improvements. A storm drain system extension is proposed from the corner of Cranfield Avenue at the intersection of Alameda de Las Pulgas, along the existing Cranfield Avenue right-of-way, and connecting to each parcel via a 10' storm drain easement along the back (northern) boundary of each lot site. Bio retention treatment planters toward the north side of each parcel would capture and direct storm water to this system. A fire hydrant is proposed at the cul-de-sac of Cranfield Avenue. The plan for utilities can be seen in **Figure 6**.

REQUIRED APPROVALS

The project requires the following City approvals:

- **Prezoning**
- **Annexation**
- **General Plan Land Use Map Amendment**
- **Zoning District Boundary Amendment**
- **Tentative Parcel Map including Minor Subdivision**
- **Grading and Dirt Haul Approval**
- **Utility Easement Removal**

The Planning Commission will take action on the Grading and Dirt Haul Approval and the Tentative Parcel Map, and will make a recommendation to the City Council regarding this Initial Study and proposed Mitigated Negative Declaration, and the Annexation, General Plan Amendment, and Zoning District Boundary Amendment (considered pre-zoning until annexation is complete).

In addition to City approvals, the San Mateo County Local Agency Formation Commission (LAFCo) must approve the annexation.[1] LAFCo will consider the proposed annexation in light of its state mandated responsibilities and evaluation criteria, and its own adopted policies. Prior to annexation, the City and San Mateo County must each adopt a Property Tax Exchange Agreement, which establishes each jurisdiction's share of property tax revenue.

[1] LAFCo is the San Mateo County agency established by State law, which has the authority to change the boundaries of cities and special districts. There is a LAFCo in each of the 58 counties of California. The objectives of LAFCo are to encourage efficient service areas for services provided by cities, counties, and special districts; to guide urban development away from prime agricultural lands and open space resources; to promote orderly growth; and to discourage urban sprawl.

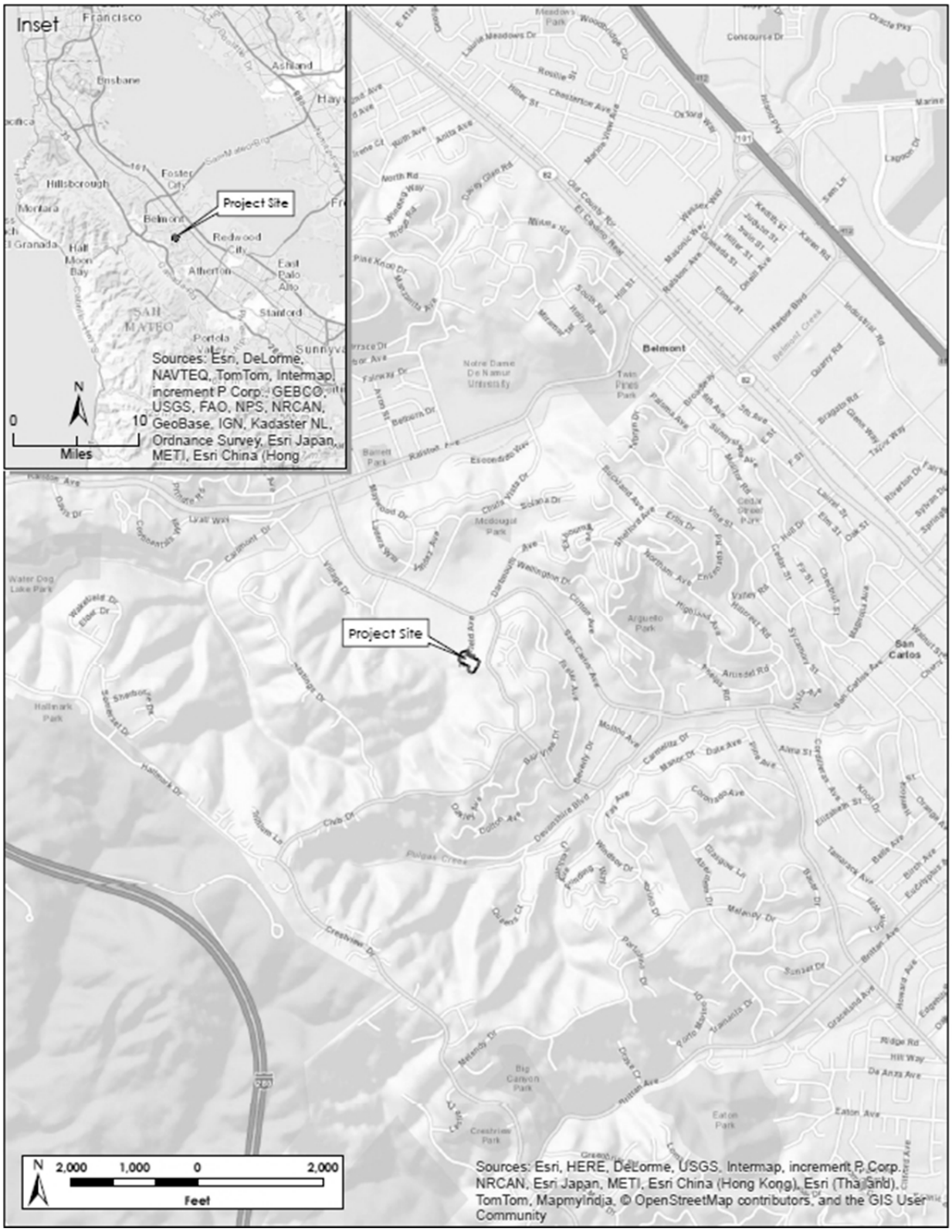

Figure 1: Project Location
Source: Source: HT Harvey and Associates, dated May 2014

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Figure 2: Existing Project Site
Source: GoogleEarth, modified by Lamphier-Gregory

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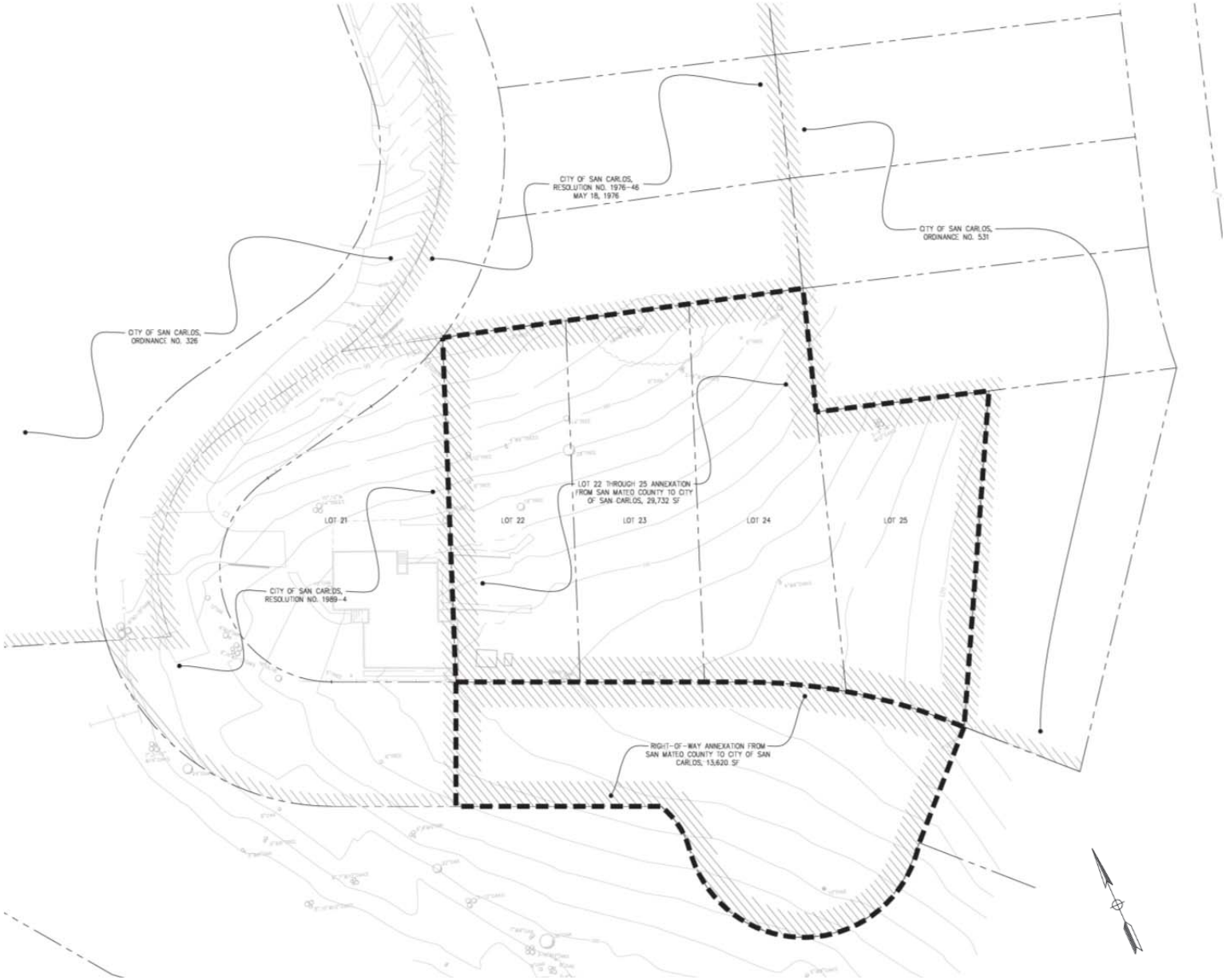

Figure 3: Annexation Map
Source: BKF for the applicant, dated 3/27/2014

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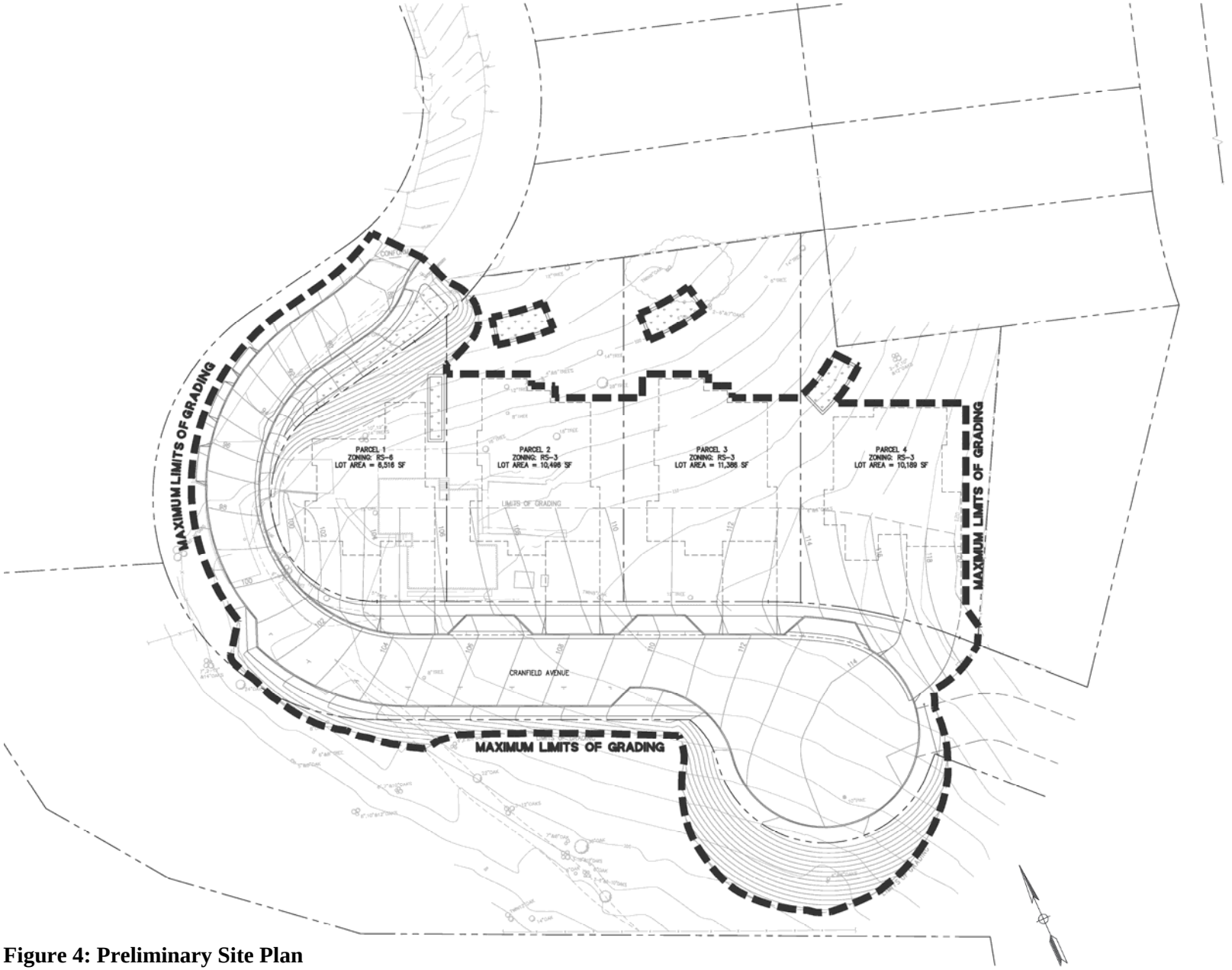

Figure 4: Preliminary Site Plan
Source: BKF for the applicant, dated 4/28/2014

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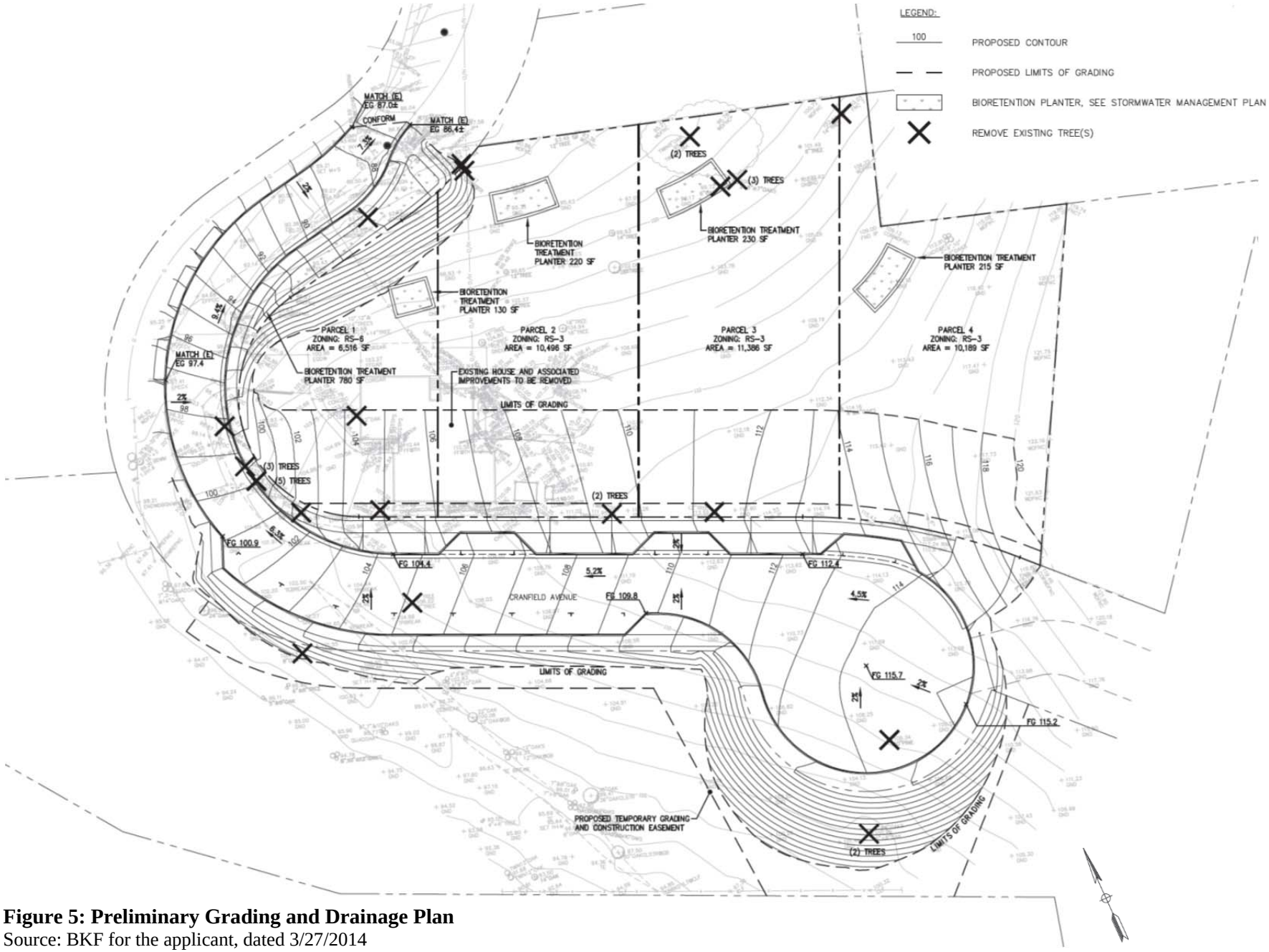

Figure 5: Preliminary Grading and Drainage Plan
Source: BKF for the applicant, dated 3/27/2014

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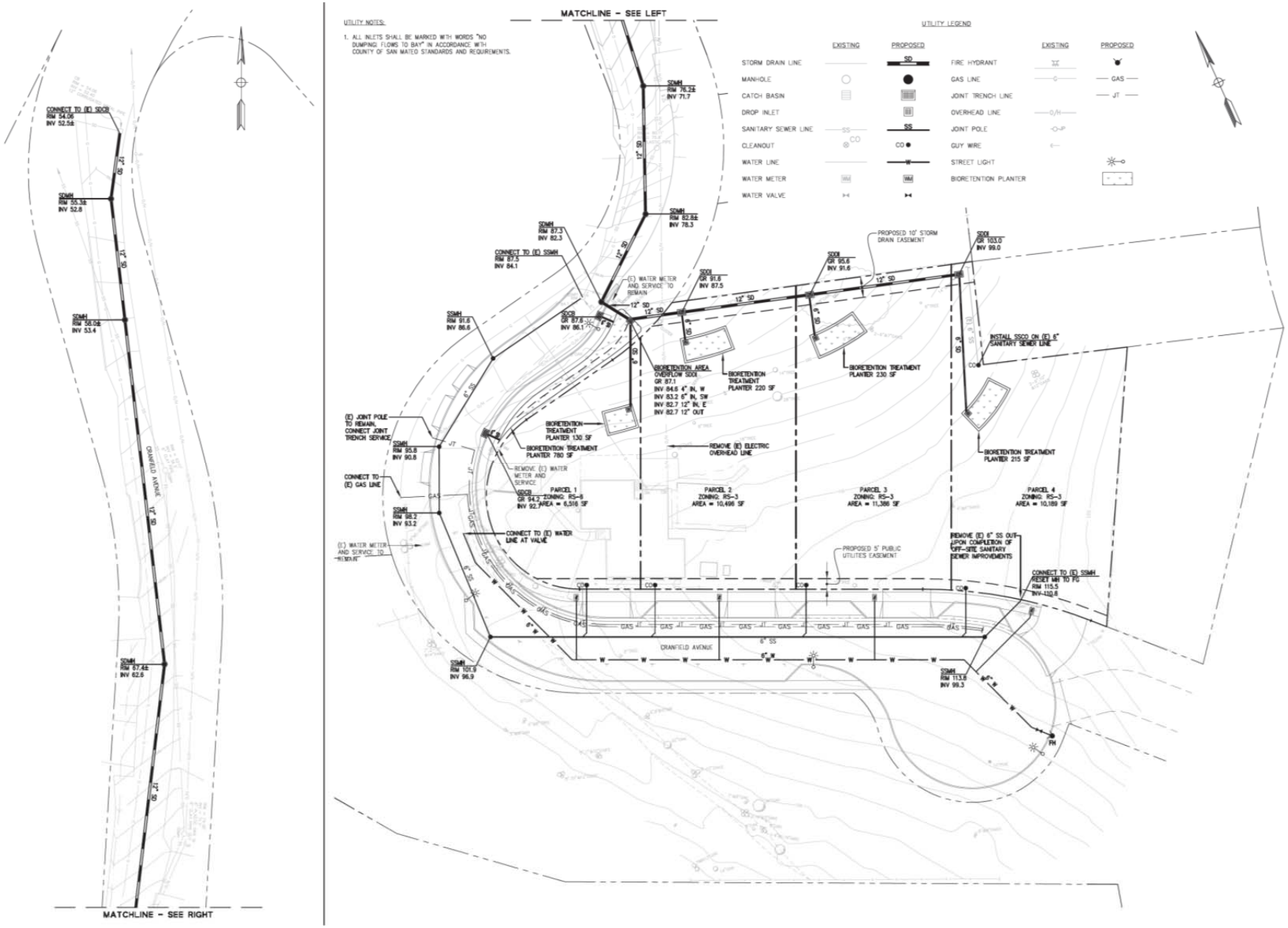

Figure 6: Preliminary Utility Plan
Source: BKF for the applicant, dated 3/27/2014

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MITIGATED NEGATIVE DECLARATION

PROJECT DESCRIPTION, LOCATION, AND SETTING

This Mitigated Negative Declaration has been prepared for the 17 Cranfield Avenue Annexation and Subdivision Project. See the Introduction and Project Information section of this document for details of the Project.

POTENTIALLY SIGNIFICANT IMPACTS REQUIRING MITIGATION

The following is a list of potential Project impacts and the mitigation measures recommended to reduce these impacts to a less than significant level. Refer to the Initial Study Checklist section of this document for a more detailed discussion.

Impact AQ-1: **Construction Dust and Emissions.** Construction of the Project would result in emissions and fugitive dust, which is considered potentially significant for all construction projects if not appropriately mitigated.

Mitigation Measure AQ-1: Basic Construction Management Practices. The Project shall demonstrate compliance with all applicable regulations and operating procedures prior to issuance of demolition, building or grading permits, including implementation of the following BAAQMD "Basic Construction Mitigation 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 Lead Agency 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.

Mitigation Measure AQ-1 would reduce the impact of construction-period dust and emissions to a less than significant level through implementation of basic construction management practices. Because construction-period emissions do not exceed applicable criteria pollutant significance thresholds, additional construction mitigation measures would not be required to mitigate impacts.

Impact BIO-1: **Nesting Birds.** Construction disturbance during the breeding season (1 February through 31 August) could result in the incidental loss of eggs or nestlings, either directly through the destruction or disturbance of active nests or indirectly by causing the abandonment of nests. This type of impact would not be significant impact the species that could potentially nest on the Project site due to the local and regional abundances of these species and/or the low magnitude of the potential impact of the Project on these species (i.e., the Project is only expected to impact one or two individual pairs of these species, which is not a significant impact to their regional populations). However, because the great majority of bird species that could occur in the area are protected under the Migratory Bird Treaty Act (MBTA), the impact would be considered potentially significant.

Mitigation Measure BIO-1: Nesting Birds. The Project applicant shall implement the following measures:

A. **Avoidance.** To the extent feasible, construction and demolition activities shall be scheduled to avoid the nesting season. If such activities are scheduled to take place outside the nesting season, all impacts on nesting birds protected under the MBTA and California Fish and Game Code shall be avoided. The nesting season for most birds in the San Francisco Bay Area extends from February 1 through August 31.

B. **Pre-construction/Pre-disturbance Surveys.** If it is not possible to schedule construction activities between September 1 and January 31, then a pre-construction survey for nesting birds shall be conducted by a qualified ornithologist to ensure that no nests will be disturbed during Project construction. This survey shall be conducted no more than seven days prior to the initiation of construction activities. During this survey, the ornithologist shall inspect all potential nesting habitats (e.g., trees, shrubs, grasslands, and buildings) in and immediately adjacent to the impact areas for nests. If an active nest (i.e., a nest with eggs or young, or any completed raptor nest attended by adults) is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a construction-free buffer zone to be established around the nest (typically 250 feet for raptors and 50 to 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during Project construction.

C. **Inhibition of Nesting.** If construction activities will not be initiated until after the start of the nesting season, potential nesting substrate (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the Project shall be removed prior to the start of the nesting season (e.g., prior to February 1) to reduce the potential for initiation of nests.

Implementation of Mitigation Measure BIO-1 would reduce impacts on nesting birds to a less than significant level through surveying of active nest and avoidance or protection as necessary.

Impact BIO-2: **Impacts on Protected Trees.** The Project will result in the removal of several trees as part of the development, some of which would be considered "heritage trees" or "significant trees", which are protected by the City of San Carlos Tree Preservation Ordinance, though otherwise not biologically sensitive species or habitat. The removal of ordinance-protected trees, without mitigation, would conflict with the City's ordinance and would thus be considered a significant impact.

Mitigation Measure BIO-2: Obtain Tree Removal Permit. The City of San Carlos requires a permit to be acquired for the removal of any protected tree or severe trimming of a protected tree. Prior to issuance of a grading permit, the applicant shall seek a Tree Removal Permit from the City for any protected trees that will be removed or severely trimmed. The City may impose replacement standards for approval of each tree to be removed or trimmed in conjunction with an approved tree removal permit.

Implementation of mitigation measure BIO-2 will reduce impacts on ordinance-protected trees to a less-than-significant level by bringing the Project into compliance with the City of San Carlos' Tree Protection Ordinance.

Impact BIO-3: **National Invasive Species Council Executive Order.** The Project could potentially allow for the spread of invasive plant species and thereby conflict with the National Invasive Species Council Executive Order, which would be a potentially significant impact.

Mitigation Measure BIO-3: Invasive Weed Control. The Project shall develop and implement an Invasive Species Management Plan to reduce the presence and spread of non-native, invasive plant species prior to site disturbance. The overarching goal of this mitigation is to halt the further expansion of existing invasive species and introduction of new invasives into sensitive habitats on and around the site. The Invasive Species Management Plan will include, but not be limited to, the following:

- The Project site shall be surveyed for the presence of French broom and other invasive weed species. Any broom or other invasive weeds found within the area shall be removed and disposed of in a sanitary landfill, incinerated off-site, or disposed in a high-temperature composting facility that can compost using methods known to kill weed seeds, taking care to prevent any seed dispersal during the process by bagging material or covering trucks transporting such material from the site.
- Heavy equipment used on the Project site shall be washed prior to and following work at the site, before the equipment is used in other ground disturbing activities, to prevent spread of weed seeds.
- During Project construction, all seeds and straw materials used on site will be weed-free rice straw, and all gravel and fill material will be certified weed free to the satisfaction of the City and any deviation from this will be approved by the City.
- Following Project construction, native seed from a local source shall be planted within the temporary impact zones on any disturbed ground that will not be landscaped and maintained. This will minimize the potential for the germination of the majority of seeds from non-native, invasive plant species.

Implementation of Mitigation Measure BIO-3 will reduce impacts related to the spread of invasive species and conflict with the National Invasive Species Council Executive Order to a less than significant level through the requirement for an Invasive Species Management Plan to be implemented during site disturbance related to Project construction.

Impact CR-1: **Disturbance of Unidentified Cultural Resources.** The likelihood of encountering intact cultural resources is considered low, but there is the possibility that buried cultural resources may be discovered and disturbed during ground-disturbing activities (e.g., grading, excavation, drilling, etc.) associated with Project construction. Disturbance of cultural resources would be a potentially significant impact.

Mitigation Measure CR-1: Cultural Resource Protection Procedures. In accordance with CEQA Guideline §15064.5 (f), should any previously unknown historic or prehistoric resources, including but not limited to charcoal, obsidian or chert flakes, grinding bowls, shell fragments, bone, pockets of dark, friable soils, glass, metal, ceramics, wood, privies, trash deposits or similar debris, be discovered during grading, trenching, or other on-site excavation(s), earthwork within 25 feet of these materials shall be stopped until a qualified professional archaeologist has an opportunity to evaluate the potential significance of the find and suggest appropriate mitigation(s), as determined necessary to protect the resource, as detailed below.

Implementation of Mitigation Measure CR-1 will reduce impacts related to disturbance of unidentified cultural resources to a less than significant level by requiring appropriate protection procedures in the event of such a discovery.

Impact CR-2: Previously Undiscovered Human Remains. A significant impact would occur if ground-clearing or ground-disturbing activities associated with site preparation, grading, and construction activities could disturb Native American human remains, including those interred outside of formal cemeteries. The potential to uncover Native American human remains exists in locations throughout California. Although not anticipated, human remains may be discovered during site-preparation and grading activities, which represents a potentially significant impact to Native American cultural resources.

Mitigation Measure CR-2: Human Remain Procedures. Section 7050.5(b) of the California Health and Safety Code will be implemented in the event that human remains, or possible human remains, are located during Project-related ground disturbance. Section 7050.5(b) states:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the

recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

The County Coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the NAHC within 24 hours. The Commission has various powers and duties, including the appointment of a Most Likely Descendant (MLD) to the project. The MLD, or in lieu of the MLD, the NAHC, has the responsibility to provide guidance as to the ultimate disposition of any Native American remains.

Implementation of Mitigation Measure CR-2 will reduce impacts related to disturbance of unidentified cultural resources to a less than significant level by requiring appropriate protection procedures in the event of such a discovery.

Impact GEO-1: **Seismic Hazards.** The Project is located in a seismically active region and likely to be subject to strong seismic shaking during the life of the improvements. The potential for liquefaction is considered to be low, though densification and lateral spreading is possible. The impact related to seismic hazards would be potentially significant.

Mitigation Measure GEO-1: Conform to Geotechnical Report Recommendations. Proper slope and foundation engineering and construction shall be performed in accordance with the recommendations of a Registered Geotechnical Engineer and a Licensed Professional Engineer. The structural engineering design, with supporting Geotechnical Investigation, shall incorporate seismic parameters compliant with the California Building Code.

Specifics of the home design were not available for the preliminary geotechnical report, which analyzed feasibility of development at the site and made general recommendations for such construction. An updated geotechnical report will be required once specifics of the proposed homes are determined.

With required compliance with a design-level geotechnical report and the CBC as required by mitigation measure GEO-1, the seismic ground shaking impacts of the Project would be less than significant.

Impact GEO-3: Proposed grading would include cutting and filling in areas with moderately steep slopes. Modification of slopes represents a concern for unstable soils if not properly mitigated and would be a potentially significant impact.

Mitigation Measure GEO-1: Conform to Geotechnical Report Recommendations would also mitigate Impact GEO-3**.** Mitigation Measure Geo-1 above, which requires verified conformance with the recommendations of design-level geotechnical recommendations including recommendations for design and soil characteristics of proposed slopes, would reduce the impact of unstable geologic units or soil to a less than significant level.

Impact GEO-4: Expansive Soils. The surface and near-surface clays at the site have a moderate expansion potential, which represents a potentially significant impact if not properly mitigated.

Mitigation Measure GEO-1: Conform to Geotechnical Report Recommendations would also mitigate Impact GEO-4**.** Mitigation Measure Geo-1 above, which requires verified conformance with the recommendations of design-level geotechnical recommendations including recommendations for foundation design, would reduce the impact of expansive to a less than significant level.

Impact NOI-1: Construction Noise Impacts. Temporary Project construction activities would expose surrounding residences to a substantial short-term temporary increase in noise levels, which would be a potentially significant impact.

Mitigation Measure NOI-1: Construction Noise. To reduce noise levels generated by construction, the following standard construction noise control measures shall be included in the construction plans for the Project:

1. Pursuant to Municipal Code Section 9.30.070, construction activities shall be limited to the hours of 8:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday and Sunday, and with no construction activities on holidays listed in San Carlos Municipal Code Section 9.30.070.
2. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
3. 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.
4. Locate stationary noise generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive receptors. Temporary noise barriers could reduce construction noise levels by 5 dBA.
5. Utilize "quiet" air compressors and other stationary noise sources where technology exists.
6. Route all construction traffic to and from the project area via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible.
7. Control noise from construction workers' radios to a point that they are not audible at existing residences bordering the project area.
8. The contractor shall prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities.
9. Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too

early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

Mitigation Measure NOI-1 would reduce construction noise impacts to a less than significant level through implementation of construction noise control measures.

PROPOSED FINDINGS

The City of San Carlos has determined that with the implementation of mitigation measures identified in this Mitigated Negative Declaration, the proposed Project will not have a significant effect on the environment. If this Mitigated Negative Declaration is adopted by the City of San Carlos, the requirements of CEQA will be met by the preparation of this Mitigated Negative Declaration and the Project will not require the preparation of an Environmental Impact Report. This decision is supported by the following findings:

a. The Project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community. It does not significantly reduce the number or restrict the range of a rare or endangered plant or animal. It does not eliminate important examples of the major periods of California history or pre-history. The Project does not have any significant, unavoidable adverse impacts. Implementation of specified mitigation measures will avoid or reduce the effects of the Project on the environment and thereby avoid any significant impacts.

b. The Project does not involve impacts which are individually limited but cumulatively considerable, because the described Project will incorporate mitigation measures to avoid significant impacts of the Project in the context of continued growth and development in the City of San Carlos.

c. The Project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, because all adverse effects of the Project will be mitigated to less than significant levels.

INITIAL STUDY CHECKLIST

Environmental Factors Potentially Affected

Environmental factors checked below would be potentially affected by this project, involving at least one "potentially significant unless mitigated" impact on the environment, as indicated by the checklist and narrative on the following pages.

☐ Aesthetics	☐ Agricultural and Forest Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards/Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☒ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

There are no impacts that would remain significant with implementation of the identified mitigation measures.

Lead Agency Determination

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 has been 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.

Jill Lewis — 7/3/14

Signature — Date

Jill Lewis, Associate Planner

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

a) Have a substantial adverse effect on a scenic vista?

The hilly western portion of San Carlos, with elevations up to 900 feet, contains numerous public and private vantage points with scenic vistas of the lower portions of San Carlos and adjacent cities, San Francisco Bay, and the East Bay. As described in the City's General Plan, residential neighborhoods in this area are integrated into picturesque and often dramatic hillside terrain with streets that follow the contours of the hills. While currently undeveloped, the Project site is not identified as an area to be preserved as open space, but rather has been designated for development with residential uses, similar to those surrounding that contribute to a rural character.[2]

The City has not officially designated any scenic vistas. However, General Plan Land Use Element Policies LU-8.19 and LU-9.9 encourage development to minimize obstruction of scenic vistas, and design review pursuant to Sections 18.29.030 and 18.29.060 of the City's Municipal Code requires new development to respect existing scenic vistas.

Public Views from Crestview Drive Gateways

The General Plan identifies primary and secondary gateways. Primary gateways are the major regional entry points into the city. Secondary gateways are local entry points from neighboring Belmont and Redwood City. There are no primary gateways near the Project site, however, there are two secondary gateways in the vicinity, North Alameda de las Pulgas (Secondary Gateway 8) and North Crestview Drive (Secondary Gateway 10). Although Cranfield Avenue intersects and is in close proximity to North Alameda de Las Pulgas, the Project site is not visible from the gateway due to vegetation, houses, and Carlmont High School buildings. Crestview Drive extends along the major ridge at the western edge of San Carlos from Belmont south to Edgewood Road. Similarly, the Project site is not visible from Crestview Drive due to intervening topography, vegetation and the houses. The Project would not have a substantial adverse effect on views from gateways identified in the General Plan.

Public Views from Alameda de las Pulgas and Club Drive

The General Plan identifies Alameda de Las Pulgas as a scenic road. It extends from north to south San Carlos Avenue to Eaton Avenue, and is characterized by trees, landscaping and low- to medium-density residential development. Special enhancing landscape treatment has been implemented at points throughout the corridor. The Project site is not immediately adjacent to Alameda de las Pulgas

[2] City of San Carlos, San Carlos 2030 General Plan, pp.58-60.

and is not visible due to vegetation and the houses that line the street. Club Drive extends west to east from Crestview Drive to San Carlos Avenue. It climbs a major ridge that affords panoramic views of the lower portions of San Carlos and adjacent cities, San Francisco Bay, and the East Bay, as well as closer views of the open space on the slopes of Devonshire Canyon. The more panoramic views are from the segment of Club Drive west of the Project site. No portion of the Project site is immediately adjacent to Club Drive and there are no scenic vistas across the Project site from Club Drive due to the intervening topography, vegetation and the houses that line the street. The Project would not have a substantial adverse effect on views from scenic roads identified in the General Plan.

Public Views from Parks and Open Space

The closest public park is Chilton Park, a 1.6-acre undeveloped hill area located at 48 Bayview Drive at the dead end of both Sequoia Court and Chilton Avenue. To the east, there are views of San Carlos and the East Bay from the middle of the park. To the west, there is a view of the canyon and surrounding area from the western boundary of the park. Although the Project site is approximately 500 feet from the Chilton Avenue/Sequoia Court Park it is generally not visible in views due to intervening houses on Club Drive. The Project site is not prominent in views from Chilton Park and the proposed houses would blend in with similar development surrounding the site.

The Project site is visible in distant views from open space trails east of Hastings Avenue in Belmont, and at a great distance, from Pulgas Ridge Open Space Preserve. However, the Project site is not prominent in these expansive views and the proposed four single-family houses would blend in with similar development surrounding the site. The Project would not have a substantial adverse effect on views from parks and open space.

Private Views from Surrounding Houses

Views from private vantage points, while an important consideration in the development review and design review process, would not normally constitute a significant environmental impact for purposes of environmental review under CEQA, and are discussed here for informational purposes only.

The existing single-family residential buildings immediately adjacent to the Project site on the east have panoramic views to the west from their backyard, over the Project site. Future development on the Project site would be lower than these adjacent vantage points and, while visible in the lower foreground or middleground, would not substantially obstruct or change the character of views from these houses. There are no substantial views across the Project site from existing single-family houses along Cranfield Avenue to the north and west of Project site along Cranfield Avenue. These structures are downhill from the Project site.

The Project site is also visible in some private views from houses that line the streets along the ridges of the western hills along Hastings Drive in Belmont. However, the Project site is not prominent in these expansive views and the proposed four single-family houses would blend in with similar development surrounding the site. The Project would not have a substantial effect on these views from private properties nor would changes in views from such private locations be considered an environmental impact.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The California Scenic Highway Program, maintained by Caltrans, protects scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to scenic highways. Interstate 280 is an Officially Designated State Scenic Highway from the San Mateo County line to the northern city limit of San Bruno. The Project site is not visible from Interstate 280.

The San Mateo County General Plan additionally identifies County Scenic Corridors, but the Project site is not located within any of these corridors.[3]

There are seven City Scenic Roads identified in the City of San Carlos General Plan Circulation and Scenic Highways Element: Alameda de las Pulgas, San Carlos Avenue, Brittan Avenue, Club Drive, Crestview Drive, El Camino Real and Holly Street.[4] The Project site is not located on a City Scenic Road, nor is it substantially visible from any of these roads due to the intervening topography, vegetation and the houses that line the streets.

The Project would have no impact related to damaging scenic resources within a State Scenic Highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

The General Plan divides the community into five geographic areas, each with a unique character. The Project site is located in the "Residential Neighborhoods West of El Camino Real" area. The site is located in a neighborhood described in the General Plan as the western portion of San Carlos, west of Alameda de Las Pulgas. These residential neighborhoods are integrated into picturesque and often dramatic hillside terrain. Streets follow the contours of the hills, with many multi-story hillside houses appearing as single-story residences from the street.[5]

Additionally, a portion of the Project site is located within in the 17-acre unincorporated Devonshire area which sits adjacent to Club Drive and the City of Belmont. The Project site also lies just north of Devonshire Canyon, an unincorporated island surrounded by city limits characterized by single-family houses located within exceptionally scenic hilly terrain. Most houses are located in the flatter canyon floor area, with the steeper canyon sides largely undeveloped.

The Project would be similar to other existing single-family development in the vicinity along Cranfield Avenue, Club Drive, the edges of Devonshire Canyon and surrounding ridges and would therefore not be considered a substantial degradation of existing visual character in the vicinity.

The City's Grading Ordinance, Chapter 12.08 of the Municipal Code, establishes standards and specifications for site planning activities to generally maintain natural topography and vegetative features during development. Sections 18.29.030 and 18.29.060 of the City's Municipal Code require architectural review of new construction to ensure that new development is aesthetically compatible with its setting, considers scenic views, and maintains the aesthetic quality of existing residential neighborhoods. The Project will comply with applicable sections of the Municipal Code.

The Project would not substantially degrade the existing visual character or quality of the site and its surroundings. The impacts of the Project on visual character or quality would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Title 24, Parts 1 and 6, Building Energy Efficiency Standards of the California Building Code specify outdoor lighting requirements for residential and non-residential development to improve the quality of outdoor lighting and reduce the impacts of light pollution, light trespass and glare. The standards regulate lighting characteristics, such as maximum power and brightness, shielding, and use of sensor controls to turn lighting on and off. The Project would be required to meet the lighting power

[3] County of San Mateo, November 1986, General Plan, Scenic Corridors map, p. 4.1M

[4] City of San Carlos, San Carlos 2030 General Plan, pp. 93-95.

[5] City of San Carlos, San Carlos 2030 General Plan, pp.58-60.

allowances for the applicable lighting zone for newly installed outdoor lighting equipment, as required by Title 24. Future development of the proposed lots would include lighting similar to lighting in existing surrounding residential development. The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The light and glare impacts of the Project would be less than significant.

2. 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 Dept. 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 environmental 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:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production(as defined by Government Code section 51104(g))?				☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?				☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				☒

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Lands designated by the California Department of Conservation as Prime Farmland, Unique Farmland or Farmland of Statewide Importance are considered important "Farmland" for purposes of CEQA. The Project site and vicinity are designated Urban and Built Up Land and are in close proximity to areas designated as Other Land .[6] There are no agricultural resources within the City of San Carlos.[7] The Project has no impact on Farmland.

[6] California Department of Conservation, Division of Land Resource Protection, San Mateo County Important Farmland 2010, October 2011. The Project vicinity is designated Urban and Built Up Land, which is defined as, "…occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures." Other Land is defined as, " land not included in any other mapping category, common examples include low density rural developments, brush, timber, wetland, and riparian areas not suitable for livestock grazing…strip mines, borrow pits, and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres…"

[7] City of San Carlos, San Carlos 2030 General Plan, Environmental Management Element, p.111.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Project site and the surrounding area are urbanized and not zoned for agricultural use. There are no Williamson Act contracts on the Project site or in the vicinity. The Project would have no impact related to conflict with existing agricultural zoning or Williamson Act contracts.

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))?

There are no identified forest resources within San Carlos.[8] The Project site and the surrounding area are generally urbanized and not zoned for forest land or timberland. There are no lands in the vicinity of the Project site that are planned, used, or managed for forest land or timber production. The Project would have no impact related to conflicting with existing forest or timber land zoning.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

Please see response to question "c" above. The Project would have no impact related to loss or conversion of forest land.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

There is no farmland and no forest land near the Project site. The Project does not involve any changes that could directly or indirectly result in conversion of farmland to non-agricultural use or forest land to non-forest use (no impact).

[8] City of San Carlos, San Carlos 2030 General Plan, Environmental Management Element, p.111.

3. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?		☒		
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		☒		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		☒		
d) Expose sensitive receptors to substantial pollutant concentrations?			☒	
e) Create objectionable odors affecting a substantial number of people?				☒

a) Conflict with or obstruct implementation of the applicable air quality plan?

The Project site is subject to the Bay Area Clean Air Plan, first adopted by the Bay Area Air Quality Management District (BAAQMD) (in association with the Metropolitan Transportation Commission and the Association of Bay Area Governments) in 1991 to meet state requirements and those of the Federal Clean Air Act. As required by state law, updates are developed approximately every three years. The plan is meant to demonstrate progress toward meeting the ozone standards, but also includes other elements related to particulate matter, toxic air contaminants, and greenhouse gases. The latest update to the plan, which was adopted in September 2010, is called the Bay Area 2010 Clean Air Plan. A newer update is in process though not yet adopted.

A project would be judged to conflict with or obstruct implementation of the regional air quality plan if it would be inconsistent with regional growth assumptions or implementation of control strategies. The Project would have only very minimal effect on growth of population and vehicle travel. The Clean Air Plan does not recommend measures directly applicable to this Project and the Project would not otherwise inhibit implementation of control measures. The Project, therefore, would be generally consistent with the Clean Air Plan and have a ***less than significant*** impact in this regard.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Ambient air quality standards have been established by state and federal environmental agencies for specific air pollutants most pervasive in urban environments. These pollutants are referred to as criteria air pollutants because the standards established for them were developed to meet specific health and welfare criteria set forth in the enabling legislation and include ozone precursors (NOx and ROG), carbon monoxide (CO), and suspended particulate matter (PM_{10} and $PM_{2.5}$). The Bay Area is considered "attainment" for all of the national standards, with the exception of ozone. It is considered "nonattainment" for State standards for ozone and particulate matter.

Past, present and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact

on air quality would be considered significant.[9]

BAAQMD's updated CEQA Guidelines, including thresholds of significance, were adopted on June 2, 2010. On March 5, 2012, the Alameda County Superior Court issued a judgment finding that BAAQMD had failed to comply with CEQA when it adopted its 2010 Thresholds. The court did not determine whether the Thresholds were valid on the merits, but found that the adoption of the Thresholds was a project under CEQA. At the time of writing of this report, this case was still working its way through the courts.

The 2010 Thresholds are more conservative than the previous 1999 version and have been used in this analysis for a conservative determination of impact significance. These thresholds are average daily emissions of 54 pounds per day or 10 tons per year of NOx, ROG or $PM_{2.5}$ and 82 pounds per day or 15 tons per year of PM_{10}.

Project-related air quality impacts fall into two categories: short-term impacts that would occur during construction of the Project and long-term impacts due to Project operation.

Construction Emissions

BAAQMD presents screening criteria in their CEQA Guidelines that identify project sizes by type that could have the potential to result in emissions over criteria levels. This table includes a construction-period criteria pollutant screening level of 114 single family dwelling units.[10] At 4 dwelling units, the Project is well below screening levels and therefore below significance levels for construction-period emissions. However, BAAQMD considers construction-period fugitive dust to be potentially significant unless mitigated.

Impact AQ-1: **Construction Dust and Emissions.** Construction of the Project would result in emissions and fugitive dust, which is considered potentially significant for all construction projects if not appropriately mitigated.

Mitigation Measure

AQ-1: **Basic Construction Management Practices.** The Project shall demonstrate proposed compliance with all applicable regulations and operating procedures prior to issuance of demolition, building or grading permits, including implementation of the following BAAQMD "Basic Construction Mitigation Measures".

i) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

ii) All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

iii) 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.

iv) All vehicle speeds on unpaved roads shall be limited to 15 mph.

v) 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.

[9] BAAQMD, May 2011, *California Environmental Quality Act Air Quality Guidelines,* p. 2-1.
[10] BAAQMD, May 2011, *California Environmental Quality Act Air Quality Guidelines,* pp. 3-2 to 3-3.

vi) 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.

vii) 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.

viii) Post a publicly visible sign with the telephone number and person to contact at the Lead Agency 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.

Mitigation Measure AQ-1 would reduce the impact of construction-period dust and emissions to a less than significant level through implementation of basic construction management practices. Because construction-period emissions do not exceed applicable criteria pollutant significance thresholds, additional construction mitigation measures would not be required to mitigate impacts.

Operational Emissions

Similar to the analysis for construction-period impacts above, the Project was compared to BAAQMD screening criteria for operational pollutants. As it relates to operational pollutants, this table includes screening levels of 325 single family dwelling units.[11] At 4 dwelling units, the Project is well below screening levels and therefore below significance levels.

Additionally, because carbon monoxide hot spots can occur near heavily traveled and delayed intersections, BAAQMD presents traffic-based criteria as screening criteria for carbon monoxide impacts. As operation of the proposed Project would not result in any significantly affected intersections, the Project would be below carbon monoxide threshold levels.

Therefore, the Project impact related to operational pollutant emissions would be ***less than significant***.

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)?

See response to question "b" above. Operational emissions thresholds are already cumulative and there are no other construction projects in the immediate vicinity on the same timeline that could result in combined significant cumulative impacts during the construction period.

d) Expose sensitive receptors to substantial pollutant concentrations?

Toxic air contaminants (TACs) are air pollutants that may lead to serious illness or increased mortality, even when present in relatively low concentrations. Potential human health effects of TACs include birth defects, neurological damage, cancer, and death. TACs do not have ambient air quality standards, but are regulated by the BAAQMD using a risk-based approach.

Diesel exhaust in the form of diesel particulate matter is a TAC. Diesel particulate matter is found in engine exhaust and consists of a mixture of gases and fine particles (smoke or soot) that can penetrate deeply into the lungs where it can contribute to a range of health problems. In 1998, the California Air

[11] BAAQMD, May 2011, *California Environmental Quality Act Air Quality Guidelines*, pp. 3-2 to 3-3.

Resources Board (ARB) identified particulate matter from diesel powered engines as a TAC based on its potential to cause cancer and other adverse health effects.

Residential uses are considered sensitive receptors when it comes to health risks associated with short-term exposure to diesel exhaust and $PM_{2.5}$ emissions during construction. The Project is an extension of existing residential development and as such, there are a number of houses located within 1,000 feet of the Project site, some as close as about 20 feet from construction activities. However, this is a relatively small Project and the duration of Project construction would likely be less than one year. BAAQMD recommends a minimum two-year period for accuracy of the health risk modeling methodologies. The health risk models and methods are not considered accurate for such short durations as the construction-period of this Project. Given the relatively short period of exposure, which is a shorter duration than that able to be accurately modeled, it can reasonably be assumed that the potential health risk from construction-period emissions would be expected to be below significance thresholds. Required compliance with the Basic Construction Management Practices required by Mitigation Measure AQ-1 would include reducing idling times to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]) and verification that all construction equipment is maintained and tuned in accordance with manufacturer's specifications, which would also reduce diesel exhaust emissions. Project impacts related to construction period exposure of sensitive receptors to risks and hazards would be less than significant.

There are no other known construction projects planned within 1,000 feet of the Project site within the same construction period that could contribute to cumulative construction impacts. Cumulative impacts related to construction period exposure of sensitive receptors to risks and hazards would be less than significant.

New residential units on the Project site would be considered new sensitive receptors. There are no high-volume roadways or stationary sources of TACs near enough to the Project site to result in health risks to occupants of the Project. The impacts of the Project related to operational period exposure of sensitive receptors would be less than significant.

e) Create objectionable odors affecting a substantial number of people?

Typical sources of objectionable odors include chemical plants, sewage treatment plants, large composting facilities, rendering plants, and other large industrial facilities that emit odorous compounds.[12] The Project would not include any activities that create objectionable odors. There are no sources of objectionable odors near the Project site. The Project would have no impact related to odors.

[12] Bay Area Air Quality Management District. May 2011. *California Environmental Quality Act Air Quality Guidelines*, Table 3-3.

4. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		☒		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?			☒	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			☒	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		☒		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				☒

The information in this section is based upon the Biological Resources Report prepared for this analysis by H. T. Harvey & Associates, included as Attachment A. Additionally, an applicant-prepared arborist report was reviewed for this assessment and is also included in Attachment A.

General Habitat Conditions

Reconnaissance-level surveys conducted by H.T. Harvey & Associates for this Initial Study identified that the Project site is composed of a mixture of purple needle grass grassland (0.38 ac), coyote brush scrub (0.34 ac), and developed/landscaped (0.89 ac) habitats and land uses. The majority of the site supports a mixture of native and non-native grasses with a contingent of native scrub. A sliver of woodland dominated by coast live oak (Quercus agrifolia) abuts the Project site to the south along the steeper hillsides. Development/landscape on the northern part of the site accounts for the majority of the property. Habitat conditions are shown on **Figure 7**.

Coyote Brush Scrub Habitat

Two portions of the Project site support coyote brush scrub habitat. In the northern location, the coyote brush (Baccharis pilularis) shrubs are approximately 2 to 3-ft tall and widely spaced. Grasses are a significant component of the cover and are the dominant herbaceous species. This scrub is bordered by a fence and residential development on two sides and purple needle grass grassland on the other two sides. In the southern portion of the Project site, the coyote brush plants are approximately 5- to 7-ft tall and the habitat adjoins offsite woodlands. Because of the adjacent woodland, there are a few trees that occur within this habitat, including coast live oak and Bishop pine (Pinus muricata). In this

southern area, the shrub layer is mixed and includes a patch of invasive French broom (Genista monspelluana), which has a high invasive ranking by the California Invasive Plant Council. Grasses are also the dominant herbaceous layer in the southern portion of the scrub habitat.

Coyote brush scrub habitats are typically dry and provide relatively low and homogeneous vegetative structure. Therefore, wildlife species diversity in this habitat is often correspondingly low. On the Project site, coyote brush scrub habitat is restricted in extent and is surrounded by grassland and developed habitats. Wildlife use of this habitat is strongly influenced by the suites of species that occur in adjacent habitats. Examples of bird species nesting in this habitat include the dark-eyed junco (Junco hyemalis), California towhee (Melozone crissalis), and California quail (Callipepla californica), and bushtits (Psaltriparus minimus) and lesser goldfinches (Carduelis psaltria) forage on the seeds of the coyote brush during the winter. Reptiles such as the southern alligator lizard (Gerrhonotus multicarinata) and the western fence lizard are found here, and mammals that use this habitat include the brush rabbit (Sylvilagus bachmani), coyote, and California pocket mouse (Perognathus californicus).

Grassland Habitat

Purple needle grass grassland, considered a rare habitat by the California Department of Fish and Wildlife (CDFW), is the most extensive habitat type on the Project site and connects to and integrates with the other two habitats present. Within the Project site, purple needle grass grassland is dominated by the native perennial bunchgrass purple needle grass (Stipa pulchra) throughout much of the habitat. Few trees occur in this grassland; however, a coast live oak (Quercus agrifolia) tree canopy overhangs the Project site along the southwest Project boundary. Portions of the grassland have wood chip mulch on the ground, which reduces the vegetation density. Although there is a large presence of native bunchgrasses, exotic annual grasses including wild oats (Avena fatua), ripgut brome (Bromus diandrus), and soft chess (Bromus hordeaceus) are also present and increase in density closer to the existing house and landscaped areas. Other native perennial forbs occur at lower density in conjunction with the purple needle grass, including harvest brodiaea (Brodiaea elegans ssp. elegans) and blueeyed grass (Sisyrinchium bellum). However, when considered in conjunction with the abundance of native perennial bunchgrass present, the presence of these species indicates that the grassland is of moderate to high quality. At the time of the survey, the grasses were approximately 1- to 2-ft tall and were in flower.

The purple needle grass grassland within the Project site provides habitat for many common wildlife species. Sign of black-tailed deer (Odocoileus hemionus columbianus) was observed in this habitat during the reconnaissance survey, and small mammals such as deer mice (Peromyscus maniculatus) and Botta's pocket gophers (Thomomys bottae) are common residents of grasslands. These small mammals attract mammalian predators such as coyotes (Canis latrans) and gray foxes (Urocyon cinereoargenteus). Although few species of birds are likely to nest in the grassland habitat on the Project site due to its limited extent and structural simplicity, several species that nest in the adjacent shrub and woodland areas will forage here, including Anna's hummingbirds (Calypte anna), spotted towhees (Pipilo maculatus), Bewick's wrens (Thryomanes bewickii), and western scrub-jays (Aphelocoma californica). Reptiles, including the western fence lizard (Sceloporus occidentalis) and gopher snake (Pituophis catenifer), also occur in the grassland habitat.

Developed Habitat

Developed and landscaped areas are present in the western portion of the Project site. Cranfield Avenue, an existing house and patio, and the surrounding landscaped yard are the primary components. Cranfield Avenue is paved and devoid of vegetation; however, weedy annual grasses line the street. The existing yard at 17 Cranfield Avenue is not extensively landscaped, but there are some

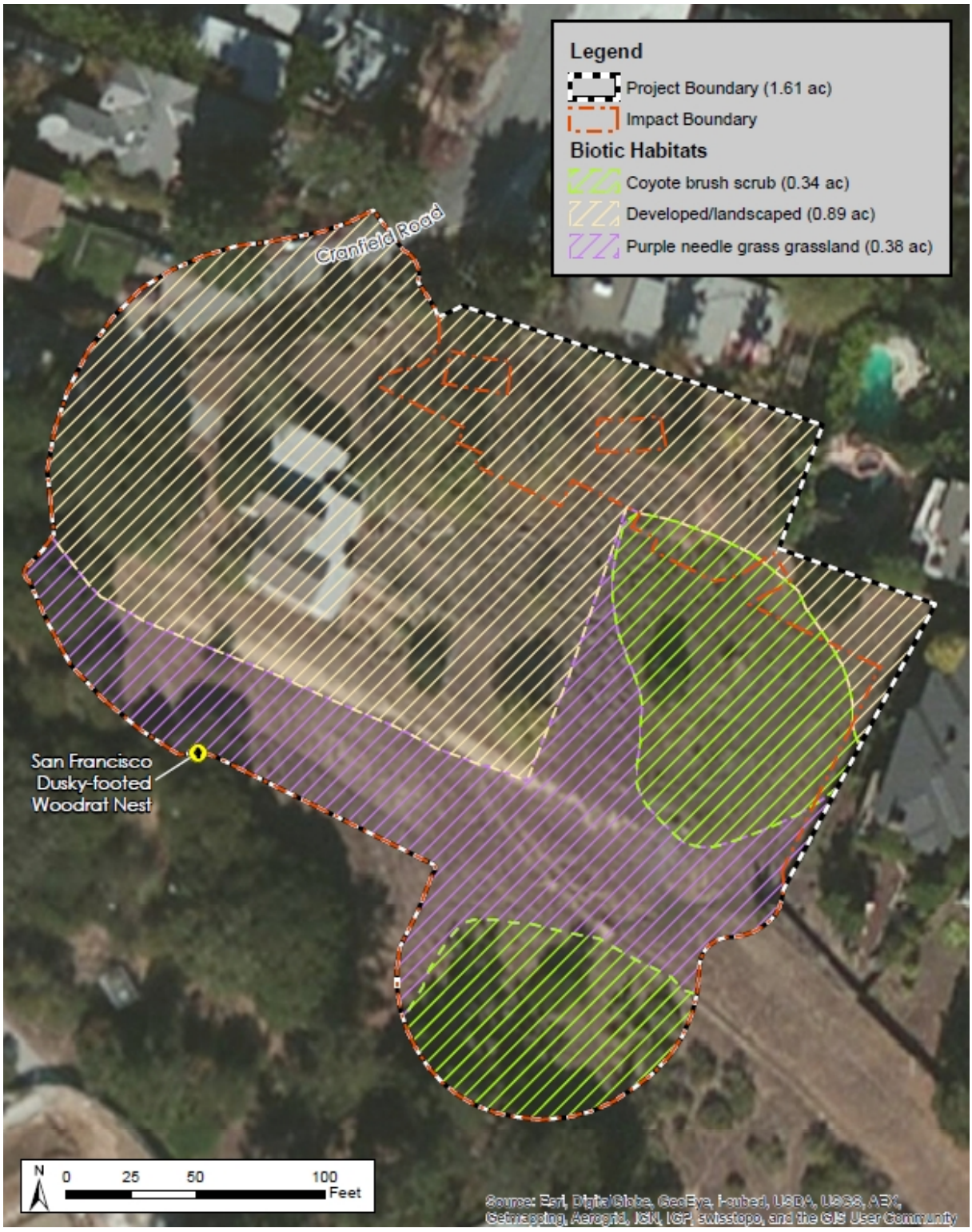

Figure 7: Project Site Habitat Types
Source: HT Harvey and Associates, dated May 2014

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planted non-native species including Pride of Madeira (Echium candicans), calla lily (Zantedeschia aethiopica), and a small walnut (Juglans regia) orchard. Non-native grasses such as soft chess and wild oats are the dominant herbaceous vegetation with occasional invasive Italian thistle (Carduus pycnocephalus). Native species that occur in this habitat include a cluster of coast live oaks at the end of the street in the landscaped yard. California poppies (Eschscholzia californica) grow along the backside of the house.

The developed/landscaped habitat on the Project site supports some common animal species, although the diversity is lower than in nearby less disturbed habitats. The species that are found here are often introduced, non-natives such as rock doves (Columba livia), European starlings (Sturnus vulgaris), and house sparrows (Passer domesticus). In addition, native species such as Anna's hummingbirds forage on nectar from flowering landscape plants, and house finches (Haemorhous mexicanus) and black phoebes (Sayornis nigricans) often build nests on human structures. Mammals such as the striped skunk (Mephitis mephitis) may den under old houses such as the one on the site.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Under CEQA Guidelines Section 15065, a project's effects on biotic resources would trigger mandatory findings of significance where the project would:

- "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"

The California Environmental Quality Act (CEQA) requires assessment of the effects of a project on species that are "threatened, rare, or endangered"; such species are typically described as "special-status species". For purposes of this analysis, "special-status" plants are considered plant species that are:

- Listed under the federal Endangered Species Act (FESA) as threatened, endangered, proposed threatened, proposed endangered, or a candidate species
- Listed under the California Endangered Species Act (CESA) as threatened, endangered, rare, or a candidate species
- Named by the California Native Plant Society (CNPS) as rare or endangered in Rare Plant Rank 1A, 1B, 2, 3, or 4.
- For purposes of this analysis, "special-status" animals are considered animal species that are:
- Listed under FESA as threatened, endangered, proposed threatened, proposed endangered, or a candidate species
- Listed under CESA as threatened, endangered, or a candidate threatened or endangered species
- Designated by the CDFW as a California species of special concern
- Listed in the California Fish and Game Code as a fully protected species (birds at §3511, mammals at §4700, reptiles and amphibians at §5050, and fish at §5515)

Section 15380(b) of the CEQA Guidelines provides that a species not listed on the federal or state lists of protected species be considered rare if the species can be shown to meet certain specified criteria. These criteria have been modeled after the definitions in FESA and CESA and the section of the

California Fish and Game Code dealing with rare or endangered plants or animals. This section was included in the guidelines primarily to deal with situations in which a public agency is reviewing a project that may have a significant effect on a species that has not yet been listed by either the USFWS or CDFW, or species that are locally or regionally rare.

The CDFW has produced three lists (amphibians and reptiles, birds, and mammals) of "species of special concern" that serve as "watch lists". Species on these lists are of limited distribution or the extent of their habitats has been reduced substantially, such that threat to their populations may be imminent. Thus, their populations should be monitored. They may receive special attention during environmental review as potential rare species, but do not have specific statutory protection. All potentially rare or sensitive species, or habitats capable of supporting rare species, are considered for environmental review per CEQA § 15380(b).

The CNPS, a non-governmental conservation organization, has developed a rare plant ranking system of plant species of concern in California. Vascular plants included on these ranks are defined as follows:

- Rare Plant Rank 1A Plants considered extinct.
- Rare Plant Rank 1B Plants rare, threatened, or endangered in California and elsewhere.
- Rare Plant Rank 2 Plants rare, threatened, or endangered in California but more common elsewhere.
- Rare Plant Rank 3 Plants about which more information is needed - review list.
- Rare Plant Rank 4 Plants of limited distribution-watch list.

These CNPS rankings are further described by the following threat code extensions:

- .1—seriously endangered in California;
- .2—fairly endangered in California;
- .3—not very endangered in California.

Though the CNPS is not a regulatory agency and plants on these lists have no formal regulatory protection, plants appearing in Rare Plant Rank 1B or Rare Plant Rank 2 are, in general, considered to meet the CEQA Section 15380 criteria, and adverse effects to these species may be considered significant. Impacts on plants that are listed by the CNPS in Rare Plant Rank 3 or 4 are also considered during CEQA review, although because these species are typically not as rare as those in Rare Plant Rank 1B or 2, impacts on them are less frequently considered significant.

Special-Status Plant Species

The CNPS identifies 74 special-status plant species that occur in San Mateo County or in at least one of the nine quadrangles that contain or surround the Project. Seventy-one (71) of these special-status species were determined to be absent from the Project site due to one or more of the following reasons:

- specific habitat and/or or edaphic requirements for the species in question are absent,
- the species is known to be extirpated from the area,
- the Project site is outside the highly endemic range of the species in question,
- the elevation range of the species is outside of the range on the Project site,
- degraded habitat conditions on the Project site are not likely to support the species in question, and/or the species was not observed during reconnaissance-level site visits.

Further, the California Natural Diversity Database (CNDDB), which maps special-status plant species, was queried for records within a 5-mile radius of the Project site. The CNDDB identifies several additional special-status plant species as occurring within the Project vicinity, though these occurrences are generally in undeveloped areas and/or have edaphic requirements (e.g. serpentine, sand, etc.) that are not present on the Project site. Therefore, these species were determined to be absent from the Project site.

The three special-status plant species determined to have potential to occur within the Project site are johnnynip (Castilleja ambigua var. ambigua, CRPR 4.2), white seaside tarplant (Hemizonia congests ssp. congesta, CRPR 1B.2), and bristly leptosiphon (Leptosiphon acicularis, CRPR 4.2). These three species may occur within the purple needle grass grassland. The Project site is at a suitable elevation and contains suitable grassland habitat within the broad habitat conditions in which these three species may grow. None of these species requires specific edaphic requirements such as serpentine soils.

Johnny-nip (*Castilleja ambigua var. ambigua*). Federal Listing Status: None; State Listing Status: None; CRPR 4.2. Johnny-nip is a hemiparasitic annual herb with yellow flowers in the paintbrush family (Orobanchaceae). This species blooms from March-August and grows in coastal bluff scrub, coastal prairie, coastal scrub, marshes and swamps, valley and foothill grassland, and vernal pool margins. Johnny-nip occurs within three bioregions (North Coast, North Coast Ranges, and Central Coast) and 12 counties in the state. Many of the occupied counties are in the San Francisco Bay area. The main threat to this species is development.

White seaside tarplant (*Hemizonia congesta ssp. congesta*). Federal Listing Status: None; State Listing Status: None; CRPR 1B.2. White seaside tarplant is a white-flowered annual herb in the sunflower family (Asteraceae) that blooms from April-November. The tarplant grows in valley and foothill grassland, including disturbed areas such as roadsides. White seaside tarplant occurs within four bioregions (Outer North Coast Ranges, Inner North Coast Ranges, Central Coast, and San Francisco Bay Area) and five counties in the state. Many of the occupied areas that support white seaside tarplant are north of the San Francisco Bay. The threats to this species are agriculture, development, and road construction. The last observation of white seaside tarplant in San Mateo County was in 1909 and the record is considered possibly extirpated.

Bristly leptosiphon (Leptosiphon acicularis). Federal Listing Status: None; State Listing Status: None; CRPR 4.2. Bristly leptosiphon is a yellow-flowered annual herb in the phlox family (Polemoniaceae) that blooms April-July. Bristly leptosiphon grows in chaparral, cismontane woodland, coastal prairie, and valley and foothill grassland. This species occurs in three bioregions (North Coast, North Coast Ranges, and San Francisco Bay Area) and 12 counties in the state. North bay and east bay 7.5-minute USGS quadrangle records of bristly leptosiphon are reported by CNPS, but no peninsula records are shown. Road widening is a threat to bristly leptosiphon.

The above three special-status plant species (johnny-nip [CRPR 4.2], white seaside tarplant [CRPR 1B.2], and bristly leptosiphon [CRPR 4.2]) were determined to have some potential to occur on the Project site. If populations of these species occurred on the Project site, they could be impacted by grading, trampling during staging or access by construction personnel, or removal by installation of new houses and landscape plantings. Because of the limited habitat available for special-status plants to occur within the purple needle grass grassland, there is minimal potential for large populations of any of these species to occur. Within San Mateo County, records of white seaside tarplant are limited, and the only CNDDB record is considered to be possibly extirpated. If white seaside tarplant, johnny-nip,or bristly leptosiphon occurs on the small area of suitable habitat present on the Project site, the populations would be expected to be of limited size, limited numbers, and limited ecological value because of their isolation from other suitable habitat. While protocol-level plant surveys were not conducted as part of the current field studies, surveys were conducted during the flowering period for each of these species, and none were observed on site. Impacts on or loss of any occurrences of these

plants on the site would not be expected to substantially affect the species persistence or substantially reduce the number or restrict the range of the species. Because of the small extent of the impacted suitable habitat and the low probability that extensive populations of any of these species may occur, the impact on these three potentially occurring special-status plants would not be considered significant under CEQA.

Special-Status Animal Species

Based on a review of current CNDDB records and other data sources, several special-status animal species are known to occur in the Project region. However, some of these species were determined to be absent from the Project site due to a lack of suitable habitat or to evidence that the species does not occur in the Project vicinity. Species considered for occurrence but rejected, as well as the reasons for their rejection, include the following (among others):

- The Project site lacks suitable breeding habitat for the California tiger salamander (Ambystoma californiense) and the California red-legged frog (Rana draytonii). Further, there are no potential breeding ponds or known occurrences of California tiger salamanders or California red-legged frogs within dispersal distance (i.e., 1.2 mi for the tiger salamander and 1.0 mi for the red-legged frog) of the Project site. Thus, California tiger salamanders and California red-legged frogs are not expected to occur on the Project site.
- The bay checkerspot butterfly (Euphydryas editha bayensis) occurs 2.4 mi to the south of the Project site. However, the Project site lacks serpentine grasslands and the butterfly's two larval food plants: California plantain (Plantago erecta) and owl's clover (Orthocarpus densiflorus). Thus, the bay checkerspot butterfly is not expected to occur on the Project site.
- The Project site lacks suitable marsh habitat for the Alameda song sparrow (Melospiza melodia pusillula), California clapper rail (Rallus longirostris obsoletus), California least tern (Sterna antillarum browni), western snowy plover (Charadrius alexandrinus nivosus), salt-marsh wandering shrew (Sorex vagrans halicoetes), and salt-marsh harvest mouse (Reithrodontomys raviventris). Thus, these species are not expected to occur on the Project site.

One California species of special concern, the San Francisco dusky-footed woodrat (Neotoma fuscipes annectens), may be present on the Project site and may breed within or immediately adjacent to the site. This species is discussed in detail below.

San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*). Federal Listing Status: None; State Listing Status: Species of Special Concern. The San Francisco dusky-footed woodrat is a small mammal native to the mountain ranges of the San Francisco Bay area. This species occurs in a variety of woodland, forest, and scrub habitats that afford good cover from aerial and ground predators. Typical dominant plants within woodrat habitat include oaks (Quercus spp.), poison oak (Toxicodendron diversilobum), willows (Salix spp.), and coyote brush. Within these habitats, they forage on a variety of food items (e.g., berries, fungi, leaves, flowers, nuts).

San Francisco dusky-footed woodrats tend to live in semi-colonial groups and construct large houses, up to 3 feet or more in diameter, made of piled sticks and sometimes leaves. Nests are often placed on the ground among trees, roots, and fallen branches, but they are also occasionally constructed in the tree canopy. A focused survey for woodrat nests was conducted during the reconnaissance survey of the Project site on May 12, 2014, and one active woodrat nest was detected on the Project boundary in the ecotone between the purple needle grass grassland and the adjacent coast live oak woodland (see Figure 7). Woodrats may occasionally disperse through other portions of the site, but they are primarily expected to confine their activities to the adjacent woodland habitat, which offers more cover for the species.

One San Francisco dusky-footed woodrat nest was observed on the Project boundary during a focused survey of the Project site. Thus, Project implementation may result in the injury or mortality of dusky-footed woodrats as a result of clearing and grading, Project vehicle traffic, equipment use, worker foot traffic, and landscaping activities, particularly if disturbance occurs when woodrats are taking refuge in their stick nests. Movements within individual home ranges may be temporarily affected during activities as a result of disturbance of habitat, and Project-related disturbances may cause woodrats to flee their nests, exposing them to a greater risk of predation. Additionally, displacement of woodrats into adjacent available habitats as a result of Project-related disturbance and habitat loss could result in indirect impacts as a result of increased intraspecific competition (resulting from individuals in disturbed habitat moving to areas that are already occupied) and pressure on available resources.

However, San Francisco dusky-footed woodrats are relatively common in suitable habitat regionally and have high reproductive capabilities. As a result, the loss of a single woodrat nest would not have a substantial effect on regional populations, and Project impacts on dusky-footed woodrats would be considered a less-than-significant impact.

Nesting Birds

Impact BIO-1: **Nesting Birds.** Construction disturbance during the breeding season (1 February through 31 August) could result in the incidental loss of eggs or nestlings, either directly through the destruction or disturbance of active nests or indirectly by causing the abandonment of nests. This type of impact would not be significant impact the species that could potentially nest on the Project site due to the local and regional abundances of these species and/or the low magnitude of the potential impact of the Project on these species (i.e., the Project is only expected to impact one or two individual pairs of these species, which is not a significant impact to their regional populations). However, because the great majority of bird species that could occur in the area are protected under the Migratory Bird Treaty Act (MBTA), the impact would be considered potentially significant.

Mitigation Measure BIO-1: Nesting Birds. The Project applicant shall implement the following measures:

A. **Avoidance.** To the extent feasible, construction and demolition activities shall be scheduled to avoid the nesting season. If such activities are scheduled to take place outside the nesting season, all impacts on nesting birds protected under the MBTA and California Fish and Game Code shall be avoided. The nesting season for most birds in the San Francisco Bay Area extends from February 1 through August 31.

B. **Pre-construction/Pre-disturbance Surveys.** If it is not possible to schedule construction activities between September 1 and January 31, then a pre-construction survey for nesting birds shall be conducted by a qualified ornithologist to ensure that no nests will be disturbed during Project construction. This survey shall be conducted no more than seven days prior to the initiation of construction activities. During this survey, the ornithologist shall inspect all potential nesting habitats (e.g., trees, shrubs, grasslands, and buildings) in and immediately adjacent to the impact areas for nests. If an active nest (i.e., a nest with eggs or young, or any completed raptor nest attended by adults) is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a construction-free buffer zone to be established around the nest (typically 250 feet for raptors and 50 to 100 feet for other species), to ensure that no nests

of species protected by the MBTA and California Fish and Game Code will be disturbed during Project construction.

C. **Inhibition of Nesting.** If construction activities will not be initiated until after the start of the nesting season, potential nesting substrate (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the Project shall be removed prior to the start of the nesting season (e.g., prior to February 1) to reduce the potential for initiation of nests.

Implementation of Mitigation Measure BIO-1 would reduce impacts on nesting birds to a less than significant level through surveying of active nest and avoidance or protection as necessary.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

The CDFW ranks certain rare or threatened plant communities, such as wetlands, meadows, and riparian forest and scrub, as 'threatened' or 'very threatened'. These communities are tracked in the CNDDB. Furthermore, aquatic, wetland and riparian habitats are also afforded protection under applicable federal, state, or local regulations, and are generally subject to regulation, protection, or consideration by the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), CDFW, and/or the U.S. Fish and Wildlife Service (USFWS).

Based on a query of CNDDB for sensitive habitats in the San Mateo, California 7.5-minute USGS quadrangle, no sensitive habitats were identified within the Project site. During the reconnaissance-level site visit, one habitat considered rare by CDFW (purple needle grass grassland) was observed within the Project site.

Purple Needle Grass Grassland. Construction activities related to the proposed Project may result in the loss or conversion of up to 0.39 ac of purple needle grass grassland. Impacts on this habitat during construction will reduce its extent on the Project site and will result in a reduction in abundance of some of the common plant and wildlife species that use the site. Purple needle grass grassland is considered a rare habitat according to CDFW; however, the condition of the habitat is also taken into account when determining the significance of impacts on rare habitat types. Although the purple needle grass grassland on the Project site is of moderate quality, it contains a significant non-native annual grass component, is of limited extent, and occurs as an isolated patch within a surrounding area that is substantially developed. These three factors indicate that this purple needle grass grassland is not a large, high quality site. Therefore, loss of this small amount of habitat does not meet the CEQA standard of having a substantial adverse effect, and would not be considered significant under CEQA.

Common Upland Habitats (Coyote Brush Scrub and Developed/Landscaped) and Associated Common Wildlife Species. Construction activities related to the proposed Project may result in the loss or conversion of up to 0.32 ac of coyote brush scrub and 0.68 ac of developed/landscaped areas. Impacts on these habitats during construction will reduce or alter their extent on the Project site and will result in a reduction in abundance of some of the common plant and wildlife species that use the site. These habitats are relatively abundant and widespread regionally, and are not particularly sensitive, valuable (from the perspective of providing important plant or wildlife habitat), or exemplary occurrences of these habitat types. Similarly, the site supports only a very small proportion of the regional populations of common wildlife species, and thus the loss of these habitats will not measurably affect regional wildlife populations. Thus, these impacts do not meet the CEQA standard of having a substantial adverse effect, and would not be considered significant under CEQA.

Project implementation would result in the loss and/or disturbance of common upland habitats and an isolated patch of Purple Needle Grass Grassland habitat. As discussed above, loss of these habitat areas would not have a substantial effect on regional habitat, and Project impacts on sensitive habitats would be considered less-than-significant.

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?

Wetland, riparian, and aquatic habitats are afforded protection under applicable federal, state, and local regulations, and are generally subject to regulation, protection, or consideration by the U.S. Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), the CDFW, and/or the USFWS. No habitat observed within the Project site possesses the field characteristics used by the federal and state resource/regulatory agencies in defining their jurisdiction (i.e., waters of the U.S., under the Clean Water Act, or waters of the State, under the Porter-Cologne Water Quality Control Act). The areas supporting facultative hydrophytes described above are not considered jurisdictional waters because they lack hydric soil indicators. Such soil characteristics, such as dark chromas and redox concentrations, develop over many years of soil saturation and persist in the soil, and thus are readily identifiable, even in drought years. Such evidence was entirely lacking and it appears that these species are only growing in discrete patches on site because of soil compaction caused by prior site disturbance. (No impact.)

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?

Natural habitats on the Project site and in adjacent areas are surrounded by development and roadways. While there is an opportunity for wildlife movement within the natural areas of the Project site and Devonshire Canyon area, the presence of development and Interstate 280, which is a major barrier to wildlife movement, restricts or precludes wildlife movement on a regional scale. The Project would not result in a substantial adverse effect on wildlife connectivity and populations in the region. Therefore, the Project would have a less than significant impact on the movement of native resident or migratory wildlife species or on established wildlife corridors.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

San Carlos Tree Preservation Ordinance. Section 18.18.070 of the City's Municipal Code requires a permit for removal, pruning, and other material alterations of "protected trees". Protected trees include any "significant" or "heritage" tree. A significant tree is defined as any tree that is 36 inches in circumference (equivalent to approximately 11.5 inches in diameter) or more measured at 4 feet above the soil surface. A heritage tree is defined as an indigenous tree of a specific size, depending on the type of tree, as follows (measured at 4 feet above grade): 36-inch circumference buckeye (*Aesculus californica*) or madrone (*Arbutus menziesii*); 30-inch circumference coast live oak (*Quercus agrifolia*), valley oak (*Quercus lobata*), or California bay (*Umbellularia californica*); 24-inch blue oak (*Quercus douglasii*) or interior live oak (*Quercus wislizenii*); and 72-inch circumference redwood (*Sequoia sempervirens*). Heritage trees also include "founders trees", which are known to be planted before 1925, as well as a community of trees of any size that are ecologically related to each other. Significant trees and heritage trees do not include any of the following species, regardless of size: Bailey acacia (*Acacia baileyana*), green acacia (*Acacia decurrens*), black acacia (*Acacia dealbata*), tree of heaven (*Ailanthus altissima*), fruit trees, Monterey pine (*Pinus radiata*), and eucalyptus (*Eucalyptus globulus*).

The applicant has submitted an arborist report detailing the size and condition of trees on the site and recommendations for preservation and protection during road construction, as included in full in Attachment A. (Specific recommendations would need to be updated for lot preparation and house construction.) This report identifies 26 trees on or overhanging the Project site, including: 12 coast live oaks that would qualify by size as heritage trees, 7 black walnuts that would qualify by size as significant trees, and 1 Modesto ash that would qualify by size as a significant tree. Based on tree location, it is estimated that 4 coast live oak heritage trees and 1 black walnut significant tree could be retained, but the remaining trees would likely need to be removed for the proposed development.

Impact BIO-2: **Impacts on Protected Trees.** The Project will result in the removal of several trees as part of the development, some of which would be considered "heritage trees" or "significant trees", which are protected by the City of San Carlos Tree Preservation Ordinance, though otherwise not biologically sensitive species or habitat. The removal of ordinance-protected trees, without mitigation, would conflict with the City's ordinance and would thus be considered a significant impact.

Mitigation Measure BIO-2: Obtain Tree Removal Permit. The City of San Carlos requires a permit to be acquired for the removal of any protected tree or severe trimming of a protected tree. Prior to issuance of a grading permit, the applicant shall seek a Tree Removal Permit from the City for any protected trees that will be removed or severely trimmed. The City may impose replacement standards for approval of each tree to be removed or trimmed in conjunction with an approved tree removal permit.

Implementation of mitigation measure BIO-2 will reduce impacts on ordinance-protected trees to a less-than-significant level by bringing the Project into compliance with the City of San Carlos' Tree Protection Ordinance.

National Invasive Species Council Executive Order

Impact BIO-3: **National Invasive Species Council Executive Order.** The Project could potentially allow for the spread of invasive plant species and thereby conflict with the National Invasive Species Council Executive Order, which would be a potentially significant impact.

Invasive weeds occur in all habitat types and can be difficult to eradicate. Many non-native, invasive plant species produce seeds that germinate readily following disturbance. Further, disturbed areas are highly susceptible to colonization by non-native, invasive species that occur locally, or whose propagules are brought in by personnel, vehicles, and other equipment. A local propagule source of invasive broom was observed within the immediate vicinity of the Project site at the time of the reconnaissance survey. Thus, areas of temporary ground disturbance associated with Project activities could serve as areas promoting invasion by this non-native species, which could degrade habitat values for, and threaten special-status species and sensitive habitats. As a result of the proposed Project, much of the terrestrial habitats within the Project site would be subject to soil disturbance as a result of vegetation removal, site grading, and road construction. In addition, portions of the Project site not permanently impacted may be subject to temporary disturbance. Activities such as trampling, equipment staging, and vegetation removal are all factors that contribute to disturbance.

Mitigation Measure BIO-3: Invasive Weed Control. The Project shall develop and implement an Invasive Species Management Plan to reduce the presence and spread of non-native, invasive plant species prior to site disturbance. The overarching goal of this mitigation is to halt the further expansion of existing invasive species and

introduction of new invasives into sensitive habitats on and around the site. The Invasive Species Management Plan will include, but not be limited to, the following:

- The Project site shall be surveyed for the presence of French broom and other invasive weed species. Any broom or other invasive weeds found within the area shall be removed and disposed of in a sanitary landfill, incinerated off-site, or disposed in a high-temperature composting facility that can compost using methods known to kill weed seeds, taking care to prevent any seed dispersal during the process by bagging material or covering trucks transporting such material from the site.
- Heavy equipment used on the Project site shall be washed prior to and following work at the site, before the equipment is used in other ground disturbing activities, to prevent spread of weed seeds.
- During Project construction, all seeds and straw materials used on site will be weed-free rice straw, and all gravel and fill material will be certified weed free to the satisfaction of the City and any deviation from this will be approved by the City.
- Following Project construction, native seed from a local source shall be planted within the temporary impact zones on any disturbed ground that will not be landscaped and maintained. This will minimize the potential for the germination of the majority of seeds from non-native, invasive plant species.

Implementation of Mitigation Measure BIO-3 will reduce impacts related to the spread of invasive species and conflict with the National Invasive Species Council Executive Order to a less than significant level through the requirement for an Invasive Species Management Plan to be implemented during site disturbance related to Project construction.

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?

The Project site does not overlap any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan; the Project would have no impact due to conflicts with the provisions of any such plans.

5. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Section 15064.5?				☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Section 15064.5?				☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		☒		
d) Disturb any human remains, including those interred outside of formal cemeteries?		☒		

The information in this section is based upon the Cultural Resources Assessment Report prepared for this analysis by William Self Associates. The report is included as Attachment B.

Note that a more involved Native American consultation process is underway consistent with state SB 18 requirements triggered by the proposed General Plan amendment. While not anticipated by the analysis in this document, if the SB 18 consultation process results in identification of concerns from Native American tribes, this analysis may need to be reassessed.

a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Section 15064.5?

The residence at 17 Cranfield Avenue was constructed in 1937 but has been substantially altered since that time including two additions to the rear of the home (east elevation) as well as major alterations to the facade (west elevation).

Because the main structure is historic age (50 years or older), a historic architect from WSA conducted an assessment of the building against California Register of Historical Resources (CRHR) criteria for listing of historic resources. The full assessment is included in Attachment B, but in summary, the residence is not associated with historic events or the lives of persons important in our past, does not embody distinctive construction characteristics or represents the work of an important creative individual, or possesses high artistic values, and has not yielded information important in prehistory or history.

In addition to failing to meet the CRHR listing criteria, the residence also fails to retain physical integrity. As a result, the residence is not eligible for listing to the CRHR and would not be considered a historic resource. (No impact.)

b, c) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Section 15064.5 or directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

On behalf of WSA, staff at the California Historical Resources Information System, Northwest Information Center (NWIC) at Sonoma State University conducted a records search of the Project vicinity on May 19, 2014 (File No. 13-1729). The records search involved a review of records and maps on file at the NWIC.

Results of the records search indicate there are no cultural resources on or within ¼-mile radius of the Project site. No cultural resources studies have been undertaken that include the Project site, although one has been conducted within 1/4-mile of the Project site.

In accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines, to ensure that no potentially significant cultural resources are present in the Project site, WSA archaeologist Thomas Young, B.A., conducted an intensive pedestrian survey of the Project site using 15-ft. transects to ensure adequate coverage. The spoils from ground squirrel burrows provided some glimpse into the subsurface soils, and these were investigated for cultural material. No evidence of the presence of either prehistoric or historic archaeological material was identified during the survey and no prehistoric or historic artifacts were observed.

At this time, no known cultural resources have been identified within the Project site. However, this does not preclude the discovery of buried resources during ground disturbance.

Impact CR-1: Disturbance of Unidentified Cultural Resources. The likelihood of encountering intact cultural resources is considered low, but there is the possibility that buried cultural resources may be discovered and disturbed during ground-disturbing activities (e.g., grading, excavation, drilling, etc.) associated with Project construction. Disturbance of cultural resources would be a potentially significant impact.

Mitigation Measure CR-1: Cultural Resource Protection Procedures. In accordance with CEQA Guideline §15064.5 (f), should any previously unknown historic or prehistoric resources, including but not limited to charcoal, obsidian or chert flakes, grinding bowls, shell fragments, bone, pockets of dark, friable soils, glass, metal, ceramics, wood, privies, trash deposits or similar debris, be discovered during grading, trenching, or other on-site excavation(s), earthwork within 25 feet of these materials shall be stopped until a qualified professional archaeologist has an opportunity to evaluate the potential significance of the find and suggest appropriate mitigation(s), as determined necessary to protect the resource, as detailed below.

Implementation of Mitigation Measure CR-1 will reduce impacts related to disturbance of unidentified cultural resources to a less than significant level by requiring appropriate protection procedures in the event of such a discovery.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains. These codes protect such remains from disturbance, vandalism and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to identify the most likely descendant and mediate any disputes regarding disposition of such remains.

On May 12, 2014, WSA contacted the Native American Heritage Commission (NAHC) by letter to request information on known Native American sacred lands within the Project area and to request a listing of individuals or groups with a cultural affiliation to the Project area. In a letter dated May 16, 2014, Debbie Pilas-Treadway of the NAHC stated that "a record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate Project area." The letter also provided a list of San Mateo County Native American Contacts. WSA contacted the local Native American representatives by certified letter on May 19, 2014 to solicit comment on the Project and any additional information the individuals might have regarding cultural resources in the

Project area. On May 30, 2014, WSA archaeologist Paul Zimmer attempted to contact via phone those Native American individuals and groups who had not responded to the letter. Michelle Zimmer of the Amah Mutsun Tribal Band of Mission San Juan Bautista recommended cultural resources crew training for all construction workers, while Chairperson Tony Cerda of the Costanoan Rumsen Carmel Tribe wished to be informed if any Native American artifacts or burials were discovered. Follow-up phone calls were made by WSA Archaeologist Ellis Powelson on June 3, 2014 to those individuals who were not reached via phone previously. Chairperson Ann Marie Sayers of the Indian Canyon Mutsun Band of Costanoan recommended archaeological and Native American monitors for all ground-disturbing activities. A copy of the NAHC correspondence as well as a record of Native American contacts and their comments can be found in Attachment B.

Impact CR-2: Previously Undiscovered Human Remains. A significant impact would occur if ground-clearing or ground-disturbing activities associated with site preparation, grading, and construction activities could disturb Native American human remains, including those interred outside of formal cemeteries. The potential to uncover Native American human remains exists in locations throughout California. Although not anticipated, human remains may be discovered during site-preparation and grading activities, which represents a potentially significant impact to Native American cultural resources.

Mitigation Measure CR-2: Human Remain Procedures. Section 7050.5(b) of the California Health and Safety Code will be implemented in the event that human remains, or possible human remains, are located during Project-related ground disturbance. Section 7050.5(b) states:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

The County Coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the NAHC within 24 hours. The Commission has various powers and duties, including the appointment of a Most Likely Descendant (MLD) to the project. The MLD, or in lieu of the MLD, the NAHC, has the responsibility to provide guidance as to the ultimate disposition of any Native American remains.

Implementation of Mitigation Measure CR-2 will reduce impacts related to disturbance of unidentified cultural resources to a less than significant level by requiring appropriate protection procedures in the event of such a discovery.

6. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42)				☒
ii) Strong seismic ground shaking?		☒		
iii) Seismic-related ground failure, including liquefaction?			☒	
iv) Landslides?			☒	
b) Result in substantial soil erosion or the loss of topsoil?			☒	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		☒		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		☒		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				☒

Geologic, seismic and soils conditions at the Project site and within the region, and geotechnical design recommendations for the Project, are presented in a January 2014 Geotechnical Investigation of the Project site prepared for the Project applicant.[13] This report is available for review at the City of San Carlos Planning Department, located at 600 Elm Street in San Carlos. This document was reviewed by the City's geotechnical consultant David H. Connell with Connell Geotechnical, Inc., who concurs with report conclusions and the geotechnical feasibility of the proposed development.

In addition to review of geologic, geotechnical, and seismic conditions in the vicinity, the Geotechnical Investigation included site reconnaissance and analysis of five exploratory borings to depths of 2.1 to 6.4 feet at various locations throughout the Project site. The Geotechnical Investigation evaluates potential geologic hazards and makes recommendations for grading, drainage, foundations, retaining walls and pavement design.

[13] Romig Engineers, Inc., Geotechnical Investigation For 4 Lot Subdivision Cranfield Avenue, San Carlos, California, 22p, January, 2014.

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)

Ground rupture is the actual breaking apart of the ground during an earthquake and generally occurs in the area directly above a fault. There are no mapped faults within or adjacent to the site and the site is not located within a State of California Earthquake Fault Zone (formerly known as Special Studies Zone). The closest active fault is the San Andreas fault, located approximately 2.3 miles southwest of the property. Thus, the likelihood of surface rupture occurring from active faulting at the site is remote. Other nearby active faults include the Seal Cove fault approximately 12 miles west, the Hayward fault zone 16 miles east-northeast, and the San Gregorio fault approximately 18 miles south. The Project would have no impact related to fault rupture.[14]

ii) Strong seismic ground shaking?

Ground shaking is the most widespread cause of earthquake damage. Most loss of life and injuries during an earthquake are related to the collapse of buildings and structures. The intensity of the ground shaking at a particular site depends on characteristics of the earthquake source (magnitude, location and area of causative fault surface), distance from the fault, and amplification effects of local geologic deposits.

The Project site is located in the San Francisco Bay Area, a region of high seismic activity. The nearest known active fault is the San Andreas fault zone, located approximately 2.3 miles southwest of the Project site. The San Gregorio fault is located approximately 11 miles southwest of the site. The Hayward and Calaveras faults are located approximately 16 and 23 miles northeast of site, respectively. Recent studies indicate there is a 63 percent likelihood of a Richter magnitude 6.7 or higher earthquake occurring in the Bay Area between 2007 and 2037.[15]

Being that the San Francisco Bay Area is a seismically active area, it is assumed that development on the site will be subject to strong ground shaking and must be designed appropriately. Development of new single-family houses on the proposed lots would be designed in accordance with the 2013 California Building Code (CBC), and in ASCE 7-10, "Minimum Design Loads for Building and Other Structures", and other code requirements as adopted by the City of San Carlos. Section 15.04.040 of the City of San Carlos Municipal Code provides for the adoption of the CBC and identifies specific City-approved amendments to the CBC, as allowed under state law. The applicant's Geotechnical Investigation contains seismic design parameters that can be used in conjunction with the CBC.

Impact GEO-1: **Seismic Hazards.** The Project is located in a seismically active region and likely to be subject to strong seismic shaking during the life of the improvements. The potential for liquefaction is considered to be low, though densification and lateral spreading is possible. The impact related to seismic hazards would be potentially significant.

[14] Romig Engineers, Geotechnical Investigation for 4 Lot Subdivision, Cranfield Avenue, San Carlos, California, page 5, January 2014.

[15] Working Group on California Earthquake Probabilities, The Uniform Earthquake Rupture Forecast, 2007, http://www.consrv.ca.gov/cgs/rghm/psha/Pages/sp_203.aspx.

Mitigation Measure GEO-1: Conform to Geotechnical Report Recommendations. Proper slope and foundation engineering and construction shall be performed in accordance with the recommendations of a Registered Geotechnical Engineer and a Licensed Professional Engineer. The structural engineering design, with supporting Geotechnical Investigation, shall incorporate seismic parameters compliant with the California Building Code.

Specifics of the home design were not available for the preliminary geotechnical report, which analyzed feasibility of development at the site and made general recommendations for such construction. An updated geotechnical report will be required once specifics of the proposed homes are determined.

With required compliance with a design-level geotechnical report and the CBC as required by mitigation measure GEO-1, the seismic ground shaking impacts of the Project would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

The soils at the site are very stiff to hard clays and weathered bedrock. Due to the tested characteristics of these soils at the site, the probability of liquefaction or other seismic-related ground failure is considered low. The site is not mapped in a hazard area for such risks. The impact related to seismic-related ground failure is less than significant.

Compliance with Mitigation Measure GEO-1 would further reduce this already less than significant impact.

iv) Landslides?

Landslides are common in steeply sloping areas of the San Francisco Bay Area, though the presence of landslides is partially dependent on the rock types that underlie the slopes. The Project site is considered to have gentle to moderate slope, with an average slope of 14 percent. The Project is located in a larger area that is underlain by Jurassic to Cretaceious-age sandstone of the Franciscan Complex, consisting predominantly of sandstone interbedded with siltstone and shale. Areas underlain predominantly by shale or siltstone can be susceptible to shearing, downslope soil movement or soil creep. However, based on soil analysis, the Project site is underlain by sandstone, which has a low probability of landslides. No landslide areas were observed during site reconnaissance and no landslides or other geological hazards are mapped on the property. The impact related to landslides is less than significant.

Compliance with Mitigation Measure GEO-1 and design-level geotechnical recommendations would further reduce this already less than significant impact.

b) Result in substantial soil erosion or the loss of topsoil?

The Project site contains gentle to moderate slopes which could erode during or following grading activities. Because the site (lots and Cranfield Avenue right-of-way extension) is greater than one acre in size, the Project would be subject to a National Pollution Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board (RWQCB). The construction contractors would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and an Erosion Control Plan. The SWPPP must describe the site, the project, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, control of post-construction sediment and erosion control measures, maintenance responsibilities, and management controls. Inspection of construction sites before and after storms would be required to identify stormwater discharge, and to identify and implement necessary controls. All construction activities would be required to comply with Chapters 18 and 33 and Appendix J of the City Building Code, which regulate excavation activities, the construction of foundations and retaining walls, and grading activities, including drainage and erosion

control. Soil erosion after construction would be controlled by implementation of approved landscape and irrigation plans. With required implementation of a SWPPP and Erosion Control Plan to prevent erosion, sedimentation, and loss of topsoil during and following construction, the soil erosion impacts of the Project would be less than significant.

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?

While the site is generally considered stable with a low risk of landslides (see item iv above), grading activities and resultant slopes could result in unstable conditions.

Impact GEO-3: Proposed grading would include cutting and filling in areas with moderately steep slopes. Modification of slopes represents a concern for unstable soils if not properly mitigated and would be a potentially significant impact.

Mitigation Measure GEO-1: Conform to Geotechnical Report Recommendations would also mitigate Impact GEO-3**.** Mitigation Measure Geo-1 above, which requires verified conformance with the recommendations of design-level geotechnical recommendations including recommendations for design and soil characteristics of proposed slopes, would reduce the impact of unstable geologic units or soil to a less than significant level.

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?

Expansive soils expand due to increases in moisture content and shrink as they dry, which can result in damage to building foundations.

Impact GEO-4: Expansive Soils. The surface and near-surface clays at the site have a moderate expansion potential, which represents a potentially significant impact if not properly mitigated.

Mitigation Measure GEO-1: Conform to Geotechnical Report Recommendations would also mitigate Impact GEO-4**.** Mitigation Measure Geo-1 above, which requires verified conformance with the recommendations of design-level geotechnical recommendations including recommendations for foundation design, would reduce the impact of expansive to a less than significant level.

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?

The Project does not involve the construction of septic tanks or alternative waste water disposal systems. The proposed four new houses would be connected to a new sanitary sewer main extension in Cranfield Avenue. The Project would have no impact related to soil septic system suitability.

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

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Project construction activities would generate greenhouse gas (GHG) emissions, including the combustion of fossil fuels for construction equipment, vehicles and tools, construction vehicle trips, worker commute trips, grid-delivered electricity for lighting and equipment, and construction waste. Project occupancy would generate GHG emissions primarily associated with vehicle miles traveled, energy use and solid waste disposal.

BAAQMD has determined that GHG emissions and global climate change represent cumulative impacts. No single project could generate enough GHG emissions to noticeably change the global average temperature, but the combination of GHG emissions from past, present, and future projects contribute substantially to the phenomenon of global climate change and its associated environmental impacts. In developing screening criteria and thresholds of significance for GHG emissions, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. The threshold of significance for operational GHG emissions is 1,000 metric tons of carbon dioxide equivalent per year to assess smaller projects or an efficiency-based threshold of 4.6 metric tons carbon dioxide equivalent per service population per year for larger projects. BAAQMD does not have a separate threshold of significance for temporary construction-period GHG emissions. [16]

If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse GHG emissions impacts.

BAAQMD presents screening criteria in their CEQA Guidelines that identify project sizes by type that could have the potential to result in emissions over criteria levels. This table includes a GHG emission screening level of 56 single family dwelling units.[17] At 4 dwelling units, the Project is well below screening levels and therefore below significance levels. The Project is below the BAAQMD screening size; therefore, the GHG emissions impact of the Project is less than significant.

[16] BAAQMD's updated CEQA Air Quality Guidelines including thresholds of significance and screening criteria were adopted on June 2, 2010. On March 5, 2012 the Alameda County Superior Court issued a judgment finding that BAAQMD had failed to comply with CEQA when it adopted its 2010 thresholds and ordering BAAQMD to set aside the thresholds until BAAQMD had complied with CEQA. This case has subsequently been appealed and at the time of preparation of this report, was working its way through the courts. The technical and scientific basis for BAAQMD's 2010 thresholds was not rejected by the court and remains valid and based on substantial evidence; accordingly, the City in its discretion, pursuant to CEQA Guidelines Section 15064 and based on the City's determination that these thresholds are appropriate, has used these thresholds and screening criteria in this analysis.

[17] BAAQMD, May 2011, *California Environmental Quality Act Air Quality Guidelines*, pp. 3-2 to 3-3.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

In 2009, San Carlos adopted its first Climate Action Plan. The Climate Action Plan identifies 23 measures that will enable San Carlos to attain its GHG emissions reduction targets of a 15 percent reduction by 2020 and a 35 percent reduction by 2035, compared to 2005 levels. Not all of these measures directly apply to the proposed Project, nor are they intended to necessarily apply to single projects. Future single-family development of the proposed lots would be required to comply with the energy use reduction, solid waste reduction, and other applicable measures as implemented by the City to achieve its GHG emissions reduction goals. For example, future development on the Project site would be required to exceed Title 24 Energy Efficiency Standards by 15 percent, pursuant to the mandatory standards for green building compliance for residential projects contained in Section 15.04.125 E of the City's Municipal Code.

In 2006, the California Assembly passed Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 commits California to reduce GHG emissions to 1990 levels by 2020 and 80 percent below 1990 levels by 2050, and establishes a multi-year regulatory process under the jurisdiction of the California Air Resources Board (ARB) to establish regulations to achieve these goals. In 2008, ARB adopted its *Climate Change Scoping Plan* (Scoping Plan). The Scoping Plan contains the main strategies California will implement to reduce CO_2e emissions to meet AB 32 targets. California Senate Bill 375 (SB 375) requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) that integrates regional land use and transportation planning to achieve regional reduction targets set by ARB.

The Project would meet the screening criteria developed by BAAQMD as a conservative indication of whether a proposed project could result in potentially significant GHG emissions impacts. BAAQMD's screening criteria and significance thresholds were formulated based on AB 32 reduction strategies. Until AB 32 has been fully implemented in terms of adopted regulations, incentives, and programs, and until the SCS or APS required by SB 375 have been adopted or ARB adopts a recommended significance threshold, BAAQMD's screening criteria and significance thresholds represent substantial compliance with applicable plans, policies and regulations adopted for the purpose of reducing GHG emissions.

Therefore, the Project would comply with local, regional and state GHG emissions reduction plans and regulations, and would have no impact related to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.

8. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			☒	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			☒	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			☒	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			☒	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			☒	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			☒	

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction of the Project, as well as ongoing occupancy of future single-family residential development on the Project site, may involve the use and disposal of potentially hazardous materials, including fuels, cleaners and degreasers, solvents, paints, lubricants, adhesives, sealers, pesticides/herbicides, and other materials commonly used in construction and residential households. However, all construction activities would be required to conform to Title 49 of the Code of Federal Regulations, US Department of Transportation (DOT), State of California, and local laws, ordinances and procedures. Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health Administration is responsible for developing and enforcing workplace safety standards and ensuring worker safety in the handling and use of hazardous materials. With required compliance with federal, state and local regulation and oversight of hazardous materials, the potential threat to public health and safety or the environment from hazardous materials transport, use or disposal would be less than significant.

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?

Construction of the Project, as well as ongoing occupancy of future single-family residential development on the Project site, may involve the use and disposal of potentially hazardous materials, including fuels and lubricants, paints, solvents, and other materials commonly used in construction and residential households. With required compliance with federal, state and local regulation and oversight of hazardous materials, the potential threat to public health and safety or the environment from upset and accident conditions involving the release of hazardous materials would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There is one school located within approximately ¼-mile of the Project site, Carlmont High School located at 1400 Alameda De Las Pulgas in Belmont. The Project would not emit hazardous emissions or involve the handling of acutely hazardous materials, substances, or waste within ¼-mile of this school. Construction of the Project, as well as ongoing occupancy of future single-family residential development on the Project site, may involve the use and disposal of potentially hazardous materials, including fuels and lubricants, paints, solvents, and other materials commonly used in construction and residential households. With required compliance with federal, state and local regulation and oversight of hazardous materials, the potential threat to public health and safety or the environment from hazardous materials use within ¼-mile of this school would be less than significant.

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?

There is one hazardous materials release site within approximately ¼-mile of the Project site, a closed leaking underground gasoline storage tank cleanup site at Carlmont High School located at 1400 Alameda De Las Pulgas in Belmont, where cleanup was completed and the case was closed as of January 28, 2000. There are no other hazardous materials release clean-up sites, leaking underground storage tank clean-up sites, permitted underground storage tank facilities, land disposal sites, or hazardous waste permits mapped by the Department of Toxic Substances Control (DTSC) within ¼-mile of the Project site.[18] There are no other Hazardous Waste and Substances Sites (Cortese List) sites within ¼-mile of the Project site.[19] Given a lack of hazardous materials release sites in the vicinity, there would be no potential impact to the Project.

[18] California Department of Toxic Substances Control, Envirostor website, viewed June 2, 2014, http://www.envirostor.dtsc.ca.gov/public/map.asp?global_id=CAD07908951. The Envirostor web page allows search for properties regulated by DTSC where extensive investigation and/or cleanup actions are planned or have been completed at permitted facilities and clean-up sites.

[19] California Environmental Protection Agency Cortese List website, viewed June 2, 2014, http://www.calepa.ca.gov/SiteCleanup/CorteseList/default.htm. The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code section 65962.5 requires CalEPA to develop at least annually an updated Cortese List.

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?

The Project site is located approximately 2 miles from San Carlos Airport, which is located at 620 Airport Drive in San Carlos. Land uses near the airport are regulated by the San Mateo County City/County Association of Governments (C/CAG) Airport Land Use Committee (ALUC). The ALUC maintains and implements the Comprehensive Airport Land Use Plan (CLUP) for San Carlos Airport. The CLUP establishes two influence zones around San Carlos Airport. These zones are intended to prevent development that is incompatible with airport operations and include specific regulations, such as height restrictions, based on proximity to the airport and flight patterns. All of San Carlos and portions of adjacent communities, including the Project site, are included within San Carlos Airport Influence Area A. The CLUP requires real estate transaction disclosures for all properties within Airport Influence Area A. Areas within 9,000 feet of San Carlos Airport are in Airport Influence Area B, and require formal review by the ALUC for consistency with aviation safety requirements. The Project site is not located within Airport Influence Area B. The impact of the Project related to airport hazards would be less than significant.[20]

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

There are no private airstrips in the vicinity of the Project site. The Project would have no impact related to safety hazards from a private airstrip.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The City has a comprehensive Emergency Operations Plan, which addresses the City's responsibilities in emergencies associated with natural disaster and human-caused emergencies, consistent with California Emergency Management Agency standards and in coordination with the San Mateo County Office of Emergency Services. The Project would not impair implementation of the City's Emergency Operations Plan. A construction period traffic control plan would be developed and implemented by the construction contractor to maintain access to adjacent properties and emergency access to and through the area, and to minimize traffic disruption and congestion, and traffic safety hazards. Given the size of the Project site and scale of the Project, construction staging would likely largely occur on the site. If necessary, traffic lane reductions due to construction would be short-term, temporary and localized, and adequately managed through standard traffic management practices and the traffic control plan. . The Cranfield Avenue extension cul-de-sac will comply with public and emergency vehicle access and turnaround standards movements and will include a new fire hydrant. The potential interference by the Project with emergency response and emergency evacuation plans would be a less than significant impact.

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?

The California Department of Forestry and Fire Protection (CalFIRE) Fire and Resource Assessment Program (FRAP) maps areas of significant fire hazard based on fuels, terrain, weather and other relevant factors. These zones, referred to as Fire Hazard Severity Zones, then determine the requirements for special building codes designed to reduce the ignition potential of buildings. All of

[20] CCAG Land Use Committee

the San Carlos hillside areas, including the Project site, are located within a Very High Fire Hazard Severity Zone.[21]

The law requires that homeowners do fuel modification to 100 feet (or the property line) around their buildings to create a defensible space for firefighters and to protect their houses from wildfires. Wildland-Urban Interface Fire Area Building Standards establish minimum standards for materials and material assemblies, including roof coverings, fire resistive wall and ceiling-floor assemblies, wall finish materials, fire and non-fire related hardware, insulating products, fire doors, fire dampers, electrical appliances and devices.

Given building code requirements, the availability of fire suppression services, San Carlos Fire Department review of development proposals, and requirements to remove flammable materials from around buildings and construct buildings of fire resistant materials, the potential impact related to wildland fire would be less than significant.

[21] California Department of Forestry and Fire Protection, Very High Fire Hazard Severity Zones in LRA, San Carlos. November 2008, http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/san_mateo/San_Carlos.pdf, viewed June 2, 2014.

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

a) Violate any water quality standards or waste discharge requirements?

Construction Period Water Quality

Any individual private development or public improvement project that would disturb an area larger than one acre would be required to obtain an NPDES General Construction Permit from the State Water Resources Control Board (SWRCB). The terms of this permit require applicants to prepare a SWPPP to demonstrate that project development would not cause any increase in sedimentation, turbidity, or hazardous material concentrations within downstream receiving waters. Design requirements and implementation measures for erosion and sedimentation controls would be set forth

in the applicant's SWPPP, in accordance with SWRCB design standards, and with the City's Grading and Erosion Control Ordinance (Sections 12.08.160 through 12.08.230 of the San Carlos Municipal Code). During construction, the RWQCB would monitor implementation of the Project's approved SWPPP.[22]

Water Quality During Occupancy and Operation

Federal Clean Water Act regulations require municipalities to obtain NPDES permits which outline programs and activities to control surface stormwater pollution. Municipalities, such as the City of San Carlos, must eliminate or reduce "non-point" pollution, consisting of all types of substances generated as a result of urbanization (e.g. pesticides, fertilizers, automobile fluids, sewage, litter, etc.), to the "maximum extent practicable" (as required by Clean Water Act Section 402(p)(3)(iii)). Clean Water Act Section 402(p) and USEPA regulations (40 CFR 122.26) specify a municipal program of "best management practices" to control stormwater pollutants. Best Management Practices (BMP) refers to any kind of procedure or device designed to minimize the quantity of pollutants that enter the storm drain system. To comply with these regulations, Each incorporated city and town in San Mateo County joined with the County of San Mateo to form the San Mateo County Water Pollution Prevention Program (SMCWPPP) in applying for a regional NPDES permit.[23]

The RWQCB adopted a Municipal Regional Permit (MRP) on October 14, 2009 as the NPDES permit for all Bay Area municipalities. In the MRP, the RWQCB made further revisions to Provision C.3 which require that certain projects, including uncovered parking lots, that create or replace as little as 5,000 square feet of impervious area, treat runoff. The threshold for other projects remains at 10,000 square feet. The C.3 requirements are intended to protect water quality by minimizing pollutants in runoff, and to prevent downstream erosion by: designing the project site to minimize imperviousness, detain runoff, and infiltrate runoff where feasible; treating runoff prior to discharge from the site; ensuring runoff does not exceed pre-project peaks and durations; and maintaining treatment facilities. The SMCWPPP has prepared a C.3 Guidebook incorporating the new MRP requirements to assist project applicants with a Low Impact Development (LID) approach to stormwater treatment design. Project applicants must prepare and implement a Stormwater Control Plan containing treatment and source control measures that meet the "maximum extent practicable" standard as specified in the NPDES permit and the SMCWPPP C.3 Guidebook. Project applicants must also prepare a Stormwater Facility Operation and Maintenance Plan and execute agreements to ensure the stormwater treatment and flow-control facilities are maintained in perpetuity. Preliminary stormwater treatment plans for the site include bioretention planters on each lot and along the roadway. These will be finalized through compliance with C.3 requirements.

Through compliance with post-construction requirements related to implementation of the NPDES permit C.3 requirements, including Project preparation and implementation of a Stormwater Control Plan and Stormwater Facility Operation and Maintenance Plan, the long-term water quality impacts from Project operation would be less than significant.

[22] Construction General Permit Order 2009-0009-DWQ.

[23] Regional Water Board, 2007, Order No. R2-2007-0027, NPDES Permit No. CAS0029921.

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)?

Free ground water was not encountered in borings at the time of the Geotechnical Investigation of the Project site. Additionally, the Project would comply with stormwater drainage requirements (see item "a" above). The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and would have a less than significant impact related to groundwater.

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?

The Project site is located within the Pulgas Creek watershed.[24] Pulgas Creek is an intermittent watercourse that generally flows only during the winter wet-weather season. The upper reaches of Pulgas Creek in Devonshire Canyon are generally natural (are not channelized), and considerable portions of the creek's lower reaches in east San Carlos have been channelized for conveyance of storm flows. Pulgas Creek flows into San Francisco Bay via Steinberger Slough.

The Project site contains moderate slopes that could erode during or following grading activities. Because the site is greater than one acre in size (lots and right of way extension), the Project would be subject to a National Pollution Discharge Elimination System (NPDES) permit from the RWQCB. The construction contractors would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and an Erosion Control Plan. The SWPPP must describe the site, the project, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, control of post-construction sediment and erosion control measures, maintenance responsibilities, and management controls. Inspection of construction sites before and after storms would be required to identify stormwater discharge, and to identify and implement necessary controls. All construction activities would be required to comply with Chapters 18 and 33 and Appendix J of the City Building Code, which regulate excavation activities, the construction of foundations and retaining walls, and grading activities, including drainage and erosion control. Soil erosion after construction would be controlled by implementation of approved landscape and irrigation plans. With required implementation of a SWPPP and Erosion Control Plan to prevent erosion, sedimentation, and loss of topsoil during and following construction, the soil erosion impacts of the Project would be less than significant.

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?

All stormwater drainage from the proposed houses and hardscape areas would be discharged to the existing storm drainage facilities on Cranfield Avenue, which would avoid increased runoff over the natural slopes of the site. For the proposed Project, a storm drain system extension is proposed from the corner of Cranfield Avenue at the intersection of Alameda de Las Pulgas, along the existing right-of-way and connecting to each parcel via a 10' storm drain easement along the back (northern) boundary of each lot. Bio retention treatment planters toward the north side of each parcel would capture and direct storm water to this system.

[24] San Francisco Bay Area Graphic Creek and Watershed Finder, http://museumca.org/creeks/wb-resc.html, accessed June 6, 2014.

The inlet would connect to the existing drainage system on Cranfield Avenue. The proposed grading plan would direct runoff toward the drainage system and Cranfield Avenue extension would similarly direct surface water toward the inlet. The Project would not substantially alter the existing drainage pattern of the site or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

The Project would not contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. Implementation of SMCWPPP requirements, including preparation and implementation of a Stormwater Control Plan and Stormwater Facility Operation and Maintenance Plan, the long-term water quality impacts from Project operation would be less than significant.

f) Otherwise substantially degrade water quality?

Construction-related and post-construction water quality are discussed under question "a" above.

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?

The Project site is not located within a National Flood Insurance Program Special Flood Hazard Area and would have no impact related to flooding.[25]

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

See response to question "g" above.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

The Project site is not located within an area subject to inundation in the event of a failure of any dam, according to the ABAG dam failure inundation hazard map for San Carlos.[26] The Project site is not located in an area that is protected by levees. There would be no impact on the Project related to dam or levee failure inundation.

j) Inundation by seiche, tsunami, or mudflow?

Seiche, tsunami, or mudflow risks are associated with seismic activity near large bodies of water, or the flow of mud and other debris from hillsides. There are no large bodies of water near the Project site so the Project is not subject to inundation by seiche or tsunami. The Project site is not downslope from any known mudflow risk. Additionally, the site is located at approximate elevations ranging from about 250 to 280 feet above sea level and is not at risk for inundation from climate change related sea level rise. There would be no impact on the Project related to inundation or mudflow.

[25] Federal Emergency Management Agency, 1979 FIRM Flood Insurance Rate Map City of San Carlos, California San Mateo County Panel 1 of 2 Community-Panel Number 060327 0001 C, revised August 21, 1979.

[26] Association of Bay Area Governments, Dam Failure Inundation Hazard Map for San Carlos, viewed on June 5, 2014, http://www.abag.ca.gov/cgi-bin/pickdamx.pl

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

a) Physically divide an established community?

Although a portion of the Project site is located within an unincorporated San Mateo County, the Project site adjoins street right-of-way and lots within the San Carlos city limits and is closely related to existing development along Cranfield Avenue (within San Carlos). The Project would not physically divide an established community. Rather, the proposed annexation would integrate the Project site into the adjacent San Carlos community. The Project would have no impact related to physical division of an established community.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The General Plan Land Use Element Policies LU-4.1 through LU-4.10 are relevant to the proposed annexation and subdivision.[27]

> POLICY LU-4.1 To the extent not inconsistent with this General Plan and until such time as the City approves an Annexation Ordinance, the annexation policies of the 1992 General Plan as amended by the August 13, 2001 (Resolution 2001-115, Exhibit B) Amendment to the San Carlos General Plan, shall apply to annexation requests. Policies 4.2 through 4.10 below are the Policy intent for the Annexation Ordinance.
>
> POLICY LU-4.2 Annexation of all or portions of unincorporated residential areas shall only be permitted when public services and facilities meeting City standards are available to the lands proposed for inclusion in the city. All streets, sewage and drainage systems and police and fire protection must meet City standards. In no case shall the city taxpayer be burdened with paying for additional services for newly annexed lands. Funds for these services shall be generated through, property tax revenue, the establishment of special assessment districts or they shall be paid for by the developer/property owner.
>
> POLICY LU-4.3 Annexation of undeveloped parcels shall be in substantial compliance with the following criteria:
>
> a. The parcels are contiguous to parcels located in the City of San Carlos and contiguous or provisions have been made to become contiguous to city streets.

[27] References in the General Plan to zoning districts may refer to zoning districts before the City's Zoning Ordinance update, which became effective December 28, 2011.

b. Require minimum lot size in hillside areas considered for subdivision or annexation to be larger than lots on flat areas to minimize slope instability, erosion and drainage impacts. Lots shall meet, or shall be merged to meet, the minimum lot size established in the subdivision ordinance.

c. Parcels with development potential of five or more lots shall cluster single-family detached houses utilizing the Planned Community P-C zone to the degree feasible. In such cases the density may not exceed the density permitted by the lot size standards of the San Carlos Subdivision Ordinance. Further, the provisions related to portions of the development which must remain ungraded shall apply. Only the lot size requirements may vary. In such cases, the minimum lot size shall be 10,000 square feet.

POLICY LU-4.4 Substandard, undeveloped parcels which do not meet the lot size standards of the City's Subdivision Ordinance will not be supported for annexation to the city.

POLICY LU-4.5 Annexation of developed parcels shall be in substantial compliance with the following criteria:

a. The parcels are contiguous to parcels located in the City of San Carlos and contiguous to city streets.

b. The parcels are connected to the city's sanitary sewer system or can be connected to the city's sewer to the satisfaction of the City Engineer.

c. The structures on the parcels shall comply with the Building Codes in effect at the time the structures were constructed. A Code Compliance evaluation prepared by a licensed Civil Engineering or Architect shall be submitted to the San Carlos Building Department for review and approval prior to annexation.

POLICY LU-4.6 Parcels proposed for annexation to the City shall be prezoned.

a. Parcels with development potential of five or more lots shall be zoned to Planned Community (with minimum R-1-LD Development Standards) prior to approval of a Tentative Subdivision Map.

b. Other parcels proposed for annexation shall be prezoned R-1-LD Low-Density, Single-Family Residential District.

POLICY LU-4.7 Prior to annexation of parcels, public services and facilities meeting City standards shall be installed or provisions for their installation shall have been made to the satisfaction of the City Engineer. Public services and utilities include:

a. Construction and acceptance of improvements shall be completed prior to issuance of Building Permits or sewer connections.

b. Construction of streets meeting City subdivision street standards from the terminus of city streets currently meeting City standards to and throughout the subdivision. Where possible and appropriate and subject to environmental, health and safety considerations, rural road standards shall apply. Assessment districts may be used by the developer for installation of portions of the street which is the responsibility of the owner of abutting unimproved lands at the time their development.

POLICY LU-4.8 Annexation of parcels shall be in compliance with City General Plan policies.

POLICY LU-4.9 An environmental analysis under the provisions of the California Environmental Quality Act and a fiscal impact analysis shall be conducted.

POLICY LU-4.10 Allow single existing developed properties which meet all annexation policies, with the exception of minimum lot size requirements, to be considered for annexation and in no circumstances shall such properties be allowed to further subdivide.

Chapter 18.38 “Prezoning and Annexation Procedure" of the City of San Carlos Zoning Ordinance outlines the procedure and criteria for parcels proposed for annexation into the City. Chapter 18.38 “Prezoning and Annexation Procedure” requires that:

1. “The parcels proposed for annexation shall be contiguous to parcels located in the City” and

2. "…contiguous to or provisions have been made to become contiguous to City streets or to improved private streets where the maintenance of the private street is provided by an owners' association or other acceptable method as determined satisfactory to the Public Works Director."

The proposed lots would be consistent with General Plan policies LU-4.1 through LU 4.10, would meet the eligibility criteria for annexations/prezoning of sites of Chapter 18.38 "Prezoning and Annexation Procedure" of the Zoning Ordinance, and meet the minimum size and density standards contained in Chapter 17.16 "Design Requirements" of the Subdivision Ordinance.

The existing San Carlos General Plan land use designation of a portion of the Project site is Single Family Residential, 6 units per acre. The existing San Mateo County land use designation for the reminder of the site is Medium Density Residential Urban. The San Mateo County zoning is R-1 One Family Residential District/S-71 Devonshire Combining District/DR Design Review District. San Mateo County General Plan Section 8.10 designates Devonshire as an Existing Urban Neighborhood and the Project site is located in the Devonshire Urban Neighborhood. County General Plan Policy 7.24 encourages cities to annex urban unincorporated areas within their sphere of influence. The unincorporated lots are within the designated San Carlos sphere of influence. County General Plan Policy 11.5 states that the County will consider sewerage systems as the appropriate method of wastewater management in urban areas.

The San Mateo County Local Agency Formation Commission (LAFCo) must approve the annexation.[28] LAFCo will consider the proposed annexation in light of its state mandated responsibilities and evaluation criteria, and its own adopted policies. Prior to annexation, the City and San Mateo County must each adopt a Property Tax Exchange Agreement which establishes each jurisdiction's share of property tax revenue.

The Project would not conflict with any applicable provisions of the General Plan, Subdivision Ordinance, Annexation Ordinance, or other plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect. (No impact.)

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

The Project site does not overlap any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan; the Project would have no effect due to conflicts with the provisions of any such plans.

[28] LAFCo is the San Mateo County agency established by State law, which has the authority to change the boundaries of cities and special districts. There is a LAFCo in each of the 58 counties of California. The objectives of LAFCo are to encourage efficient service areas for services provided by cities, counties, and special districts; to guide urban development away from prime agricultural lands and open space resources; to promote orderly growth; and to discourage urban sprawl.

11. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				☒

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?

There are no mineral resources within the City of San Carlos.[29] No mineral resources of value to the region and the residents of the state have been identified at or in the vicinity of the Project site. Therefore, the Project would have no impact related to the loss of availability of a known mineral resource or locally-important mineral resource recovery site.

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?

See response to question "a" above.

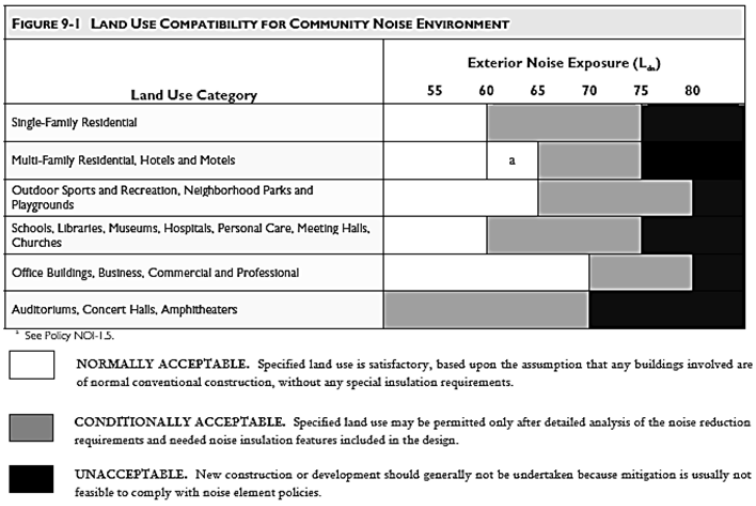
[29] City of San Carlos, Adopted October 2009, 2030 General Plan, Environmental Management Element, p.111.

12. NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?			☒	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			☒	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			☒	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		☒		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels?				☒
f) For a project in the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels?				☒

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?

The City of San Carlos General Plan Noise Element contains policies and programs to achieve and maintain noise levels compatible with various types of land uses. The Noise Element contains the following relevant policies.

> Policy NOI-1.1: Use the Noise and Land Compatibility Standards shown in Figure 9-1, the noise level performance standards in Table 9-1 and the projected future noise contours for the General Plan shown in Figure 9-3 and detailed in Table 9-2, as a guide for future planning and development decisions.



> Policy NOI-1.3: Limit noise impacts on noise-sensitive uses to noise level standards as indicated in Table 9-1.
>
> Policy NOI-1.5: New development of noise-sensitive land uses proposed in noise-impacted areas shall incorporate effective mitigation measures into the project design to reduce exterior and interior levels to the following acceptable levels:
>
> > For new single-family residential development, maintain a standard of 60 Ldn (day/night average noise level) for exterior noise in private use areas.
> >
> > Interior noise levels shall not exceed 45 DNL in all new residential units (single- and multi-family). Development sites exposed to noise levels exceeding 60 DNL shall be analyzed following protocols in Appendix Chapter 12, Section 1206, A, Sound Transmission Control, 2001 Building Code Chapter 12, Appendix Section 1207.11.2 of the 2007 California Building Code (or the latest revision).
>
> Policy NOI-1.8: During all phases of construction activity, reasonable noise reduction measures shall be utilized to minimize the exposure of neighboring properties to excessive noise levels. Construction activities shall comply with the City's noise ordinance.

Residential areas in San Carlos generally have noise levels at or below 60 decibels, except immediately adjacent to the airport and higher-volume roadways. In the vicinity of the Project, higher-volume roadways include Alameda De Las Pulgas, though the Project is not within the area of significantly increased noise levels for that roadway, and Club Drive, which has projected noise volumes in the 60-65 decibel range, though again, the Project site is outside the range of this increased traffic noise.[30]

Exterior noise levels at the Project site would be within the City's Noise and Land Use Compatibility Standards "normally acceptable" range for single family residential land uses (up to 60 dBA Ldn). Buildings on the Project site could use normal conventional construction, without any special insulation requirements. The Project would have a less than significant impact related to exposure to noise levels exceeding standards.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Groundborne vibration levels rarely affect human health. Instead, most people consider groundborne vibration to be an annoyance that may affect concentration or disturb sleep. High levels of groundborne vibration can damage fragile buildings. The Federal Transit Administration (FTA) has indicated that non-engineered timber and masonry buildings can be exposed to ground-borne vibration levels of 0.2 inches per second without experiencing structural damage.

Equipment anticipated to be used during construction includes flatbed delivery trucks, drill rigs, excavators, dump trucks, front-end loaders, bobcats, jackhammers, concrete trucks, and portable generators. The operation of heavy-duty construction equipment (e.g., a large bulldozer) generates vibration levels of 0.089 inches per second at a distance of 25 feet. The vibration exposure level at nearby residences would be less than the 0.2 inches per second FTA limit for non-engineered timber and masonry buildings. Therefore, the Project would result in a less than significant impact related to construction vibration.

The Project would not include significant sources of operational groundborne vibration. Anticipated minimal increases in residential traffic would include rubber-tired vehicles that do not typically

[30] City of San Carlos, Adopted October 2009, 2030 General Plan, Environmental Management Element, Figure 9.3: Traffic and Railroad Noise Level Contours.

generate perceptible groundborne vibration. Therefore, the Project would result in a less than significant impact related to operational vibration.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

A project-related increase in traffic noise levels of 5 dBA or more above the ambient noise level at a sensitive receptor (e.g., at the property line of a residential, school, or other noise-sensitive use) would be considered a significant impact. Generally, a tripling in average daily traffic volumes would result in an ambient noise level increase of 4.5 to 5 dB. The Project would generate an estimated 38 new weekday daily trips, including approximately 3 weekday AM peak hour trips and 4 weekday PM peak hour trips. Therefore, given the small number of vehicle trips generated by the Project, traffic noise level increases on roadways would not be distinctly perceptible and would be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Impact NOI-1: **Construction Noise Impacts.** Temporary Project construction activities would expose surrounding residences to a substantial short-term temporary increase in noise levels, which would be a potentially significant impact.

Construction activities can generate considerable amounts of noise. Construction noise impacts depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors. Typical hourly average construction generated noise levels are about 75 dBA to 89 dBA measured at a distance of 50 feet from the center of the site, especially during grading and infrastructure construction when heavy equipment is used. Large pieces of earth-moving equipment, such as graders, excavators, and bulldozers, generate maximum noise levels of 85 to 90 dBA at a distance of 50 feet. Construction generated noise levels drop off at a rate of about 6 dBA per doubling of distance between the source and receptor.

Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive receptors, or when construction lasts an extended period of time. Limiting the hours when construction can occur to daytime hours is often a simple method to reduce the potential for noise impacts. Section 9.30.070 of the San Carlos Municipal Code exempts construction from the City's noise performance standards if such activities are limited to the hours of 8:00 a.m. to 6:00 p.m., Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday and Sunday. In areas immediately adjacent to construction, controls such as constructing temporary noise barriers and using "quiet" construction equipment can also reduce noise impacts.

The nearest existing noise sensitive receptors immediately adjacent to the Project site on the west would be within about 50 feet of construction activities. Hourly average noise levels would range from 75 dBA to 89 dBA during the busiest construction periods near the perimeter of the site. As construction focuses on other portions of the Project located further away from these receptors, noise levels would be lower.

Mitigation Measure NOI-1: Construction Noise. To reduce noise levels generated by construction, the following standard construction noise control measures shall be included in the construction plans for the Project:

1. Pursuant to Municipal Code Section 9.30.070, construction activities shall be limited to the hours of 8:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday and Sunday, and with no construction activities on holidays listed in San Carlos Municipal Code Section 9.30.070.

2. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
3. 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.
4. Locate stationary noise generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive receptors. Temporary noise barriers could reduce construction noise levels by 5 dBA.
5. Utilize "quiet" air compressors and other stationary noise sources where technology exists.
6. Route all construction traffic to and from the project area via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible.
7. Control noise from construction workers' radios to a point that they are not audible at existing residences bordering the project area.
8. The contractor shall prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities.
9. Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

Mitigation Measure NOI-1 would reduce construction noise impacts to a less than significant level through implementation of construction noise control measures.

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, exposure of people residing or working in the project area to excessive noise levels?

San Carlos Airport is located east of Highway 101 in San Carlos. The Project site is not proximate to this or any other airport and is not located within flight paths that would noticeably increase noise levels.[31] The Project would no impact related to airports noise.

[31] City of San Carlos, 2030 General Plan, Noise Element, Figure 9-2: San Carlos Airport Noise Contour Map.

f) For a project in the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels?

There are no private airstrips in the Project vicinity. The Project would not expose people to excessive noise levels related to a private airstrip.

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

a) Induce substantial population growth in an area, either directly (for example, by proposing new houses and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Four new lots are proposed to be developed in the future with one single-family dwelling in each. Based on an average household size in San Carlos of 2.52 persons per household, the Project would result in an estimated 10 new residents.[32] The four new houses on the Project site would connect via a new extension to existing water, sewer and storm drain lines in Cranfield Avenue. While roadway and parcel plans in the area show further extension of Cranfield Avenue in the future beyond that proposed at this time, such extension is not anticipated by the City and therefore a cul-de-sac is proposed and utilities are not being oversized to accommodate any additional development. The Project would not induce substantial population growth, either directly or indirectly, and would have no impact related to growth inducement.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

One existing single-family house on the Project site would be demolished but the Project would provide for future development of four new housing units total. There would be no negative impact with respect to loss of housing.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

See response to "b" above.

[32] California Department of Finance, Demographic Research Unit, Table 2: E-5, City/County Population and Housing Estimates 1/1/2014, 2014, June 2012.

14. PUBLIC SERVICES Would the project 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 following public services?	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Fire protection.			☒	
b) Police protection.			☒	
c) Schools.			☒	
d) Parks.			☒	
e) Other public facilities.			☒	

Would the project 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 following public services?

a) Fire protection.

The San Carlos Fire Department provides fire and emergency medical services in San Carlos. The Fire Department operates two fire stations within the city: Fire Station No. 13 is located at 525 Laurel Street, 2.0 miles from the Project site, and Fire Station No. 16: 1280 Alameda de las Pulgas, 2.2 miles from the Project site.

Future occupancy of four new single-family houses on the Project site would marginally add to the number of fire and emergency medical service calls and in turn the need over time for additional staffing, equipment and facilities to maintain the City's response time goals and staffing ratios. A new fire hydrant would be installed at the Cranfield Avenue cul-de-sac. Future development on the Project site would be subject to the regulations, standards and conditions of approval of the City, including standards for emergency access, fire flow, wildfire fuel modification, ignition-resistant building materials. The Project site is located within a Very High Fire Hazard Severity Zone which will require monitoring but the surrounding area is already monitored for wildfire hazard.[33] The four new single-family houses would bring additional annual revenue to the City in the form of increased local property taxes that would help offset the small incremental demand for fire protection and emergency medical service. The Project would not by itself result in the need for new or physically altered fire service facilities and would have a less than significant impact related to fire service.

[33] California Department of Forestry and Fire Protection, San Mateo County Draft Fire Hazard Severity Zones in LRA, November 2008, http://www.fire.ca.gov/fire_prevention/fhsz_maps_sanmateo.php, viewed June 5, 2014.

b) Police protection.

The San Mateo County Sheriff's Office provides law enforcement responsibilities within San Carlos. The Sheriff's Office San Carlos Bureau employs approximately 32 sworn officers, resulting in a ratio of about 1.1 officers per 1,000 residents.[34]

Future development of the proposed new lots would add to the number of police service calls and in turn the need over time for additional staffing, equipment and facilities to maintain the City's response time goals and staffing ratios. The four proposed single-family houses would bring additional annual revenue to the City in the form of increased local property taxes that would help offset the small incremental demand for police service. The Project would not by itself result in the need for new or physically altered police service facilities and would have a less than significant impact related to police service.

c) Schools.

The Project site is within the service boundaries of the San Carlos School District (SCSD) (K-8) and Sequoia Union High School District (9-12). The SCSD serves about 3,000 students in four elementary (K-4) schools (Arundel, Brittan Acres, Heather, and White Oaks); two middle (5-8) schools (Central and Tierra Linda); and one K-8 charter school (Charter Learning Center). Schools are mostly operating slightly under capacity, though the district is planning for future needs.[35] The Sequoia Union High School District serves about 8,200 students from the communities of Atherton, Belmont, East Palo Alto, Menlo Park, Portola Valley, Redwood City, Redwood Shores, San Carlos and Woodside at four comprehensive high schools and four charter high schools operating independently within the district boundaries. The majority of students in San Carlos attend either one of two public high schools (Carlmont and Sequoia High Schools) operated by the Sequoia Union High School District. Aurora High School, a local charter school, also serves high school-aged San Carlos residents.

The Leroy F. Greene School Facilities Act of 1998, or Senate Bill 50 (SB 50), codified as California Government Code Sections 65995, 65996(a) and 65996(b), authorizes school districts to levy developer fees to finance the construction or reconstruction of school facilities needed to serve new development. The State Allocation Board (SAB) sets fees and periodically approved increases in response to inflation. School impact fees are collected when building permits are issued. The California State Legislature has determined that school impact fees shall be the exclusive method of mitigating the school facilities impacts of a Project, has set limits on school impact fees, and has determined that payment of school impact fees shall be deemed to provide full and complete school facilities mitigation. The courts have held that increased classroom enrollment resulting in school overcrowding is considered a "social" rather than a physical "environmental" impact and is not, in itself, a significant environmental impact requiring mitigation under CEQA (Goleta Union School District vs. Regents of University of California [2d Dist. 1995]). The duty of a lead agency to mitigate school impacts beyond the state-mandated fees arises only where there is a physical environmental impact involved beyond the mere addition of students to a school.

Therefore, under current statutes and case law, payment of the required school impact fees would address the impact of the Project on school facilities to the furthest extent permitted by law, and the Project would have a less than significant impact related to school facilities.

[34] City of San Carlos, San Carlos 2030 General Plan EIR, June 25, 2009, Chapter 4.11: Public Services and Recreation.

[35] City of San Carlos, San Carlos 2030 General Plan EIR, June 25, 2009, Chapter 4.11: Public Services and Recreation.

d) Parks.

Park and recreation facilities are discussed in more detail under the following Recreation topic area. Future development of the proposed new lots would generate a small incremental need for additional parkland, adding to the existing deficiency of parkland acreage, and would increase the use of existing parks and recreational facilities. San Carlos Municipal Code Section 17.32.030 requires land dedication and/or park in-lieu fees. The four new single-family houses would also bring additional annual revenue to the City in the form of increased local property taxes that would help offset the small incremental demand for park facilities. Payment of the required park in-lieu fees would address the impact of the Project on park facilities. The Project would not by itself result in the need for new or physically altered park facilities and would have a less than significant impact related to park facilities.

e) Other public facilities.

Future development of the proposed new lots would generate a small incremental need for other public facilities. The four new single-family houses would bring additional annual revenue to the City in the form of increased local property taxes that would help offset the small incremental demand for other public facilities. The Project would not by itself result in the need for new or physically altered public facilities and would have a less than significant impact related to other public facilities.

15. RECREATION Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.			☒	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.			☒	

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.

Park and recreation facilities in and around San Carlos include City parks, county and regional parks, open space and trails. Park and recreation facilities within the city are owned and operated by the San Carlos Parks and Recreation Department. The City's Master Plan for Parks, Open Space, Buildings and other Recreational Facilities includes a service ratio goal of 2.5 acres of developed/active parks for every 1,000 residents in San Carlos. In 2008, the park inventory was at 2.17 acres of developed/active parks for every 1,000 residents, which falls short of the service ratio goal. The Parks Master Plan also includes walkability standards of having a park or recreational facility within ¼- to ½-mile of every resident.

Arguello Park is a 21-acre park located within ¾ -mile of the Project site on the west side of the 260 Wellington Drive, just east of Cranfield Avenue, and includes a baseball diamond, benches, hiking trails, open space, picnic areas, Play Equipment, Restrooms, Soccer Field, and Tennis Courts.

Future development of the proposed new lots would generate a small incremental need for additional parkland, adding to the existing deficiency of parkland acreage, and would increase the use of existing parks and recreational facilities. San Carlos Municipal Code Section 17.32.030 requires land dedication and/or park in-lieu fees. The four new single-family houses would also bring additional annual revenue to the City in the form of increased local property taxes that would help offset the small incremental demand for park facilities.

Payment of the required park in-lieu fees would address the impact of the Project on park and recreational facilities. The Project would not 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, and would have a less than significant impact related to parks or other recreational facilities.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

See response to question "a" above.

16. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?				☒
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?				☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				☒
e) Result in inadequate emergency access?			☒	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			☒	

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?

The Project intends to balance grading/earthwork cut and fill for the Cranfield Avenue extension and grading associated with home parcels. If significant haul trips becomes necessary based on design-level grading plans, a construction period traffic management plan would be required to be developed by the contractor and approved by the City. Trucks would be expected to travel only on designated truck routes and to take the most direct route to and from the freeway. Any potential effects would be short-term and temporary. Project construction, including haul trips, would not measurably affect traffic and would not conflict with established measures for the effectiveness or performance of the local circulation system.

Occupancy of the proposed four houses on the site would generate an estimated 38 new weekday daily trips, including approximately 3 weekday AM peak hour trips and 4 weekday PM peak hour trips. The addition of this number of trips to Cranfield Avenue and other local streets would not measurably affect traffic and would not conflict with established measures for the effectiveness or performance of the local circulation system.

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?

There are no congestion management agency (CMA) designated roads or highways in the immediate vicinity of the Project site. The number of additional trips (3 to 4 peak hour trips) would not measurably affect traffic on CMA designated roads or highways. The Project would not conflict with an applicable congestion management program.

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?

The Project would have no impact on air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Access to the Project site would continue to be from Cranfield Avenue, including the roadway extension. The number of additional trips (3 to 4 peak hour trips) would be within design capacity and would not substantially increase traffic hazards on Cranfield Avenue, at the Cranfield Avenue/San Carlos Avenue intersection, or elsewhere on the circulation system.

e) Result in inadequate emergency access?

Construction-period and operational traffic would not disrupt emergency access. The Project has been designed for adequate emergency vehicle access and turn-around. Therefore, the impact of the Project related to emergency access would be less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The Project site is not located adjacent to areas planned for public transit, bicycle or pedestrian improvements. The addition of Project trips to the circulation system (3 to 4 peak hour trips) would not conflict with or decrease the performance or safety of public transit, bicycle, or pedestrian facilities. Therefore, the impact of the Project related to public transit, bicycle or pedestrian facilities would be less than significant.

17. UTILITIES AND SERVICE SYSTEMS Would the project	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			☒	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			☒	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			☒	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			☒	
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?			☒	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			☒	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			☒	

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Wastewater collection in San Carlos is provided by the San Carlos Public Works Department. The City of San Carlos wastewater collection system consists of some 106 miles of sewer pipes ranging from 5 inches to 27 inches in diameter, and 2,789 junction boxes.[36] The sewer system also serves sewer districts in adjoining unincorporated areas of San Mateo County, including Devonshire Canyon, Scenic Heights, Emerald Lake and the unincorporated portion of the Harbor Industrial Area. The City completed its Sewer Master Plan in January 2013, which includes flow monitoring, hydraulic modeling, capacity constraints, system condition, prioritization of rehabilitation needs, and recommendation of a prioritized capital improvement program. The condition of the gravity collection system was evaluated through review of closed-circuit television (CCTV) inspection data collected in 2011. The Sewer Master Plan recommended sewer rehabilitation and replacement program identifies the segment of drainage facilities along the Project site frontage as "condition not yet evaluated" and adjacent downstream segments as "rehabilitation not needed".

Wastewater treatment is provided by the South Bayside System Authority (SBSA), a Joint Powers Authority that provides wastewater treatment for Belmont, Redwood City, San Carlos, Menlo Park, Portola Valley, and portions of Atherton, Woodside, East Palo Alto and San Mateo County.[37] The

[36] City of San Carlos, San Carlos 2030 General Plan EIR, June 25, 2009, Chapter 4.13: Utilities and Infrastructure.

[37] South Bayside Sewer Authority website, Wastewater Treatment, http://www.sbsa.org/about-us/, accessed on July 25, 2011.

SBSA is permitted by the San Francisco Bay Regional Water Quality Control Board (RWQCB) to discharge wastewater into San Francisco Bay. The treated wastewater is discharged into the deep water channel of lower San Francisco Bay at a point approximately 3.5 miles southerly from the San Mateo-Hayward Bridge through a submerged diffuser about 6,800 feet offshore at a depth of 50 feet below the water surface. SBSA currently handles peak wet weather flows by using the holding ponds at the West Bay Sanitary District's Flow Stabilization Facility, with storage capacity of 9.2 million gallons. According to the environmental analysis performed for the City's General Plan environmental analysis, there is more than enough capacity for the sewer to meet RWQCB standards with anticipated growth through 2030 and beyond.[38]

Chapter 13.04 of the San Carlos Municipal Code requires individual projects to pay sewer connection fees which are used for improvement and expansion of sewer facilities. The Project would not exceed the wastewater treatment requirements of the RWQCB and the wastewater service impacts of the Project would be less than significant.

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?

The California Water Service Company (Cal Water) serves the Project site. Cal Water receives wholesale water supplies from the San Francisco Public Utilities Commission (SFPUC). The purchased water is treated at both the SFPUC Sunol Valley water treatment plant and the Harry Tracy water treatment plant. With improvements to these facilities and the new Tesla water treatment plant scheduled to be completed in 2013, SFPUC would have a water treatment capacity of 615 million gallons per day (mgd), which is adequate to meet its existing demands plus the demands of the Project.

The capacity of the SBSA wastewater treatment plant is 29 mgd. Of this total, San Carlos is allocated a total treatment capacity of 4.47 mgd average dry weather flow (ADWF) and 14.3 mgd peak wet water flow with rights to capacity from planned expansions that are anticipated to be adequate to meet wastewater flow with projected General Plan buildout and demands of the Project.

The Project includes extension of water and wastewater services onto the Project site but would not otherwise require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities that could cause significant environmental effects. (Less than significant impact.)

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?

The City of San Carlos maintains all stormwater facilities within the city. There are approximately 27 miles of closed conduits in the city that receive stormwater drainage with 680 inlets. Developers or property owners are responsible for adding extensions to the stormwater system when new development occurs. The four proposed houses would be connected via the existing inlet on Cranfield Avenue. The Project would not contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. The Project would require the construction of new off-site stormwater drainage facilities or expansion of existing facilities, but the construction of which would not cause significant environmental effects.

[38] City of San Carlos, San Carlos 2030 General Plan EIR, June 25, 2009, Chapter 4.13: Utilities and Infrastructure

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Drinking water is provided to the Project site by the California Water Service Company (Cal Water). Cal Water is a San Jose-based water utility company with more than 460,000 customers throughout California and is the main water provider in San Carlos. Water service in San Carlos is managed by Cal Water's Bayshore District. Cal Water has sufficient water supply to meet the water demand for San Carlos through a combination of water from wells, and purchases from the San Francisco Public Utilities Commission (SFPUC). San Carlos has a projected 2030 average demand of 4.8 mgd. As of the 2008 Cal Water Mid-Peninsula Water Supply & Facilities Master Plan, Cal Water would have sufficient water supply through 2030 to accommodate water demand under buildout of the City's General Plan. Water would be purchased from the San Francisco Public Utilities Commission. In addition to freeing up water supply through conservation, Cal Water anticipates meeting additional demands through new wells that would be installed in South San Francisco and San Mateo.

To address the potential effects of future regional growth, SFPUC has completed the Water Supply Diversification Program to upgrade the SFPUC Regional Water System as part of the multi-year capital program, the Water System Improvement Program (WSIP). This program includes efforts in recycled water and conservation, installation of groundwater wells and the development of a regional groundwater desalination project. The improvements planned by this program will ensure that growth throughout the region will be sufficiently served by water suppliers.

Construction of needed water system improvements would typically occur within existing public rights-of-way and construction period traffic, noise, air quality, water quality and other potential impacts would be mitigated through the City's standard construction mitigation practices. As a standard condition of any project, the Project would pay development impact and utility connection fees toward ongoing improvement and maintenance of the water and wastewater systems, and comply with all applicable regulations. While the Project would lead to an increase in demand for water and generation of wastewater, it would utilize existing water entitlements and resources and would not cause an exceedance of wastewater treatment requirements or result in the need for new facilities. Therefore, the impacts related to water and wastewater would be less than significant.

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?

See reply to question "a" above.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Solid waste and recyclables in San Carlos are collected by a provider contracted through the South Bay Waste Management Authority (SBWMA), a Joint Powers Authority composed of 12 member agencies, including the City of San Carlos.[39] Shoreway Environmental Center, located in San Carlos at 333 Shoreway Road, serves as a regional solid waste and recycling facility for the receipt, handling and transfer of refuse, recyclables and organic materials. Residential and commercial solid waste, recyclables and organic materials that are collected by the franchise hauler, Recology, are taken to the Shoreway Environmental Center for processing, staging and shipment. The facility is permitted by the

[39] Rethink Waste, South Bayside Waste Management Authority website, http://www.rethinkwaste.org/residents/service-area-map, accessed June 5, 2014.

California State Integrated Waste Management Board (CIWMB) to receive 3,000 tons per day of refuse and recyclables. [40]

Materials that cannot be recycled or composted are transferred to the Ox Mountain Sanitary Landfill, located at Corinda Los Trancos Canyon near Half Moon Bay. When the permit for this landfill expires in 2018, either Corinda Los Trancos will be expanded further or Apanolio Canyon will be opened for fill.

The Project would result in a small incremental increase in the amount of solid waste. However, as a small residential development representing a net increase of only three residential homes, the impacts of the Project related to solid waste disposal capacity would be less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

California's Integrated Waste Management Act (IWMA) of 1989 (AB 939) set a requirement for Cities and Counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling and composting. To help achieve this, the Act required that each City and County prepare and submit a Source Reduction and Recycling Element (SRRE). The City of San Carlos has implemented its SRRE programs, including residential curbside, residential drop-off, residential buy-back, and commercial on-site pickup. In 2010, the City of San Carlos was not meeting disposal rate targets of 7.5 pounds per day per population only achieving 6.5 pounds per day, but was meeting its disposal rate targets of 14.4 pounds per day per employment.[41] Total tons of residential recycling collected increased 25 percent in 2011 compared to 2010. Compost collection increased 29 percent for the same period, and garbage decreased by nearly 18 percent.[42]

All new construction and tenant improvements in San Carlos must comply with construction and demolition debris recycling requirements pursuant to Chapter 8.05 of the San Carlos Municipal Code. The Project applicant is required to recover the maximum feasible amount of recyclable and reusable materials prior to demolition. Before obtaining a demolition permit, project applicants must submit a waste management plan (WMP) that estimates (1) the approximate amount of resulting debris, (2) the maximum volume or weight of recyclable materials, (3) the facility (including materials recovery facilities) or vendor that the project applicant proposes to use to collect that material, and (4) the approximate volume or weight of construction or demolition debris that would be disposed at a landfill.

The City of San Carlos is meeting AB 939 solid waste diversion requirements. Construction of the Project would be required to comply with the construction and demolition debris recycling requirements of Chapter 8.05 of the San Carlos Municipal Code. Future residential uses on the Project site would participate in the City's SRRE programs, including residential curbside, residential drop-off, and residential buy-back programs. The impacts of the Project related to compliance with federal, state, and local statutes and regulations related to solid waste would be less than significant.

Energy

While not a specific threshold of significance, the CEQA Guidelines recommend assessment of a project's energy usage. A proposed project would be considered to have a significant impact related to energy use if it would violate applicable federal, state and local statutes and regulations relating to

[40] Rethink Waste, South Bayside Waste Management Authority website, http://www.rethinkwaste.org/uploads/media_items/2012-rw-annual-report.original.pdf, accessed June 5, 2014.

[41] San Mateo County RecycleWorks website, http://www.recycleworks.org/per_cap_disposal.html , accessed June 5, 2014.

[42] Rethink Waste South Bayside Waste Management Authority, 2011 Annual Report,

energy standards or if energy consumption increases resulting from a project would trigger the need for new or expanded off-site energy facilities, the construction of which could cause a significant environmental impact.

Future development of four single-family residential units on the proposed lots would result in a small incremental increase in the demand for gas and electrical power. However, the Project is expected to be served from existing facilities on and adjacent to the Project site, would not require the construction of new off-site energy facilities or expansion of existing facilities, and would not violate applicable federal, state and local statutes and regulations relating to energy standards. The Project would be required to comply with the standards of Title 24 of the California Code of Regulations, the California Green Building Standards Code (CALGreen), and the San Carlos Green Building Ordinance, which requires new buildings to be built to 15 percent above state Title 24 energy efficiency standards. The impact of the Project related to energy consumption would be less than significant.

18. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?		☒		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		☒		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		☒		

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?

This analysis has determined that, although there is the potential of significant air quality, biological resources, cultural resources, geology and soils, and noise impacts, the mitigation measures included in this document would reduce these potential impacts to a less-than-significant level. With mitigations incorporated into the Project, no significant air quality, biological resources, cultural resources, geology and soils, or noise impacts would occur.

b) Does the project have impacts that are individually limited, but cumulatively considerable?

According to CEQA Guidelines Section 15355, "Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." "Cumulatively considerable" means that the incremental effects of an individual 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. There are no known projects in the immediate vicinity of the Project and the Project is not large enough that it would have a cumulatively considerable contribution to other, farther projects in the larger area.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potential hazards or nuisances that could impact humans including construction emissions and dust, construction noise, and seismic/soil hazards have been mitigated by measures identified in this document. The Project would not cause substantial adverse impacts on human beings, either directly or indirectly.

DOCUMENT PREPARERS

Lamphier-Gregory
(Primary Report Preparers)
Scott Gregory, President
Rebecca Gorton, Senior Planner

1944 Embarcadero
Oakland, Ca. 94606
510-535-6690

H.T. Harvey & Associates
(Biological Resources)
Ginger M. Bolen, Ph.D., Senior Wildlife Ecologist

William Self Associates
(Cultural Resources Assessment Report)
Aimee Arrigoni, M.A., Principal Investigator, and Thomas Young, with contributions by Nazih Fino, M.A.

City of San Carlos
This document was prepared in consultation with City of San Carlos staff, including but not limited to: Jill Lewis, Associate Planner.

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