

2.0 EXECUTIVE SUMMARY

2.1 PROJECT UNDER REVIEW

The Half Moon Bay Hyatt Place Project (project) is a proposed hotel with up to 129 guest rooms and ancillary features on a 5-acre project site in the City of Half Moon Bay (City), San Mateo County (County). A surface parking lot for hotel guests and employees is proposed along the northern and eastern sides of the site. The guest rooms and ancillary features would be situated generally easterly on the site in a north-south direction. The western portion of the site would be maintained as open space, comprising up to approximately 39 percent of the project site. An off-street bike path is proposed in the open space area. The construction of roads, utilities, amenities (pool, fitness center, etc.), and ancillary services (bicycle rentals) associated with the hotel are considered as a part of the project for the purposes of this draft Environmental Impact Report (EIR).

2.2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Section 15123 of the California Environmental Quality Act (CEQA) requires the executive summary to identify: 1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; 2) areas of controversy known to the lead agency including issues raised by agencies and the public and; and 3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects. Each of these are discussed below.

2.2.1 POTENTIAL AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

On March 22, 2018, the City filed a Notice of Preparation (NOP) with the Governor's Office of Planning and Research. During the 30-day comment period (ending April 20, 2018), written comments regarding the scope and content of this draft EIR were received from responsible and trustee agencies and the public. Additionally, a scoping session on this draft EIR was held on March 27, 2018, at the City's Emergency Operations Center located at 537

Kelly Avenue in Half Moon Bay during its regularly scheduled Planning Commission Meeting. All written and oral comments received during the comment period and scoping session were considered in the preparation of this draft EIR. Potential areas of controversy identified during the scoping period and evaluated in **Section 4.1** through **Section 4.17** of this draft EIR include:

Aesthetics

- Potential aesthetic impacts to corridor/highway views and general Coastside views
- Consistency with existing Half Moon Bay character and “small-town” aesthetic
- Loss of coastal and hillside viewsheds
- Potential for the project’s location at “gateway” of Half Moon Bay to impact character of the city
- Concerns regarding the hotel being a blight on the landscape

Agricultural Resources

- Concerns that implementation of the project would result in loss of agricultural topsoils
- Concerns that historical presence of an agricultural pond on the site could restrict development on the site

Air Quality

- Air pollution resulting from construction emissions.
- Air pollution resulting from increased automobile use during project operation

Biological Resources

- Concerns with impact on delineated wetlands and inundation
- Concerns with development impact on flora and fauna, including threatened or endangered species
- Concerns that the wetland delineation did not accurately describe the physical extent of wetlands on the site during wet seasons and that the project construction would occur within a 100-foot buffer zone around wetlands.
- Concerns that the existing wetland areas and groundwater resources would be negatively affected by the project

Geology and Soils

- Requests that the EIR address existing geologic, and groundwater conditions, as well as relevant regulatory framework, including local building codes

Energy

- Existing building efficiency standards and whether the project will exceed these standards
- Project's consistency with California's renewable energy policies

Greenhouse Gas Emissions

- Concerns that the project would directly contribute enough GHG emissions through electricity and natural gas usage to significantly impact the environment
- Concerns that other effects of the project such as increased vehicle trips and growth would indirectly lead to significant GHG emissions impacts
- Concerns that the project would conflict with an applicable plan, policy, or regulation regarding GHG emissions

Hydrology and Water Quality

- Concerns that runoff from impervious surfaces and structures at the site would negatively affect ditches and drainages downstream, while altering the existing drainage pattern at the site
- Concerns that stormwater runoff from the site would exceed the capacity of current and planned stormwater drainage systems
- Requests for description of the surface waters, wetlands and groundwater conditions, applicable regulations, and possible involvement of the California Coastal Commission in regulation of these waters
- Request that the project submit detailed plans of all drainage facilities and submit hydrologic calculations during Encroachment Permit review

Land Use and Planning

- Concern of committing land to a hotel use
- Concern that a hotel would be an inappropriate use of land for the area where the project site is located

Noise and Vibration

- Concerns about noise impacts that would interfere with the local character of Half Moon Bay
- Construction-related noise and vibration impacts

Population and Housing

- Concerns that operation of the project would induce development in Half Moon Bay and contribute to substantial population increase
- Concerns that the potential for induced population growth would clash with the existing “small-town” infrastructure

Transportation and Traffic

- Concerns regarding general mobility and transportation including:
 - Bus routes, disabled travelers and transit effects, and transit access
 - Class I Multi-Modal path alignment
 - Pedestrians and bicyclists
 - Transportation Demand Management (TDM) Program measures and documentation,
 - Traffic volume scenarios, storage capacity, conformance with updated regulations
 - Impact fees, project coordination measures, fair share contribution and cumulative conditions
 - Right-of-way encroachment
- Concerns regarding weekend traffic on SR-1, SR-92, and in adjacent neighborhoods
- Concerns regarding vehicle and bicycle parking; pedestrian and bicycle safety
- Concerns regarding road infrastructure repairs
- Adequate emergency vehicle access

Utilities and Service Systems

- Impacts on the capacity and reliability of existing utilities and public services
- Concerns that the project would cause the City to exceed capacity in its sewer, water supply, water treatment, water distribution, wastewater collection and treatment systems

- Concerns about the project's impact on the City's natural gas and electrical supply
- Concerns about the project's impacts on solid waste collection and disposal

2.2.2 SIGNIFICANT IMPACTS

Under CEQA, a significant impact on the environment is defined as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by a project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.”

Based on the analysis completed for this draft EIR, impacts in the following resource areas would be considered significant without the implementation of mitigation measures:

- **Aesthetics:** Development on the project site would have a substantial effect on a scenic vista, impact scenic resources within a state scenic highway, degrade the visual quality of public views, and produce new sources of light and glare.
- **Air Quality:** Project construction would result in a cumulatively considerable net increase of criteria pollutants (fugitive dust) and would temporarily expose sensitive receptors to substantial pollutant concentrations.
- **Biological Resources:** Project construction would result in impacts to special-status wildlife, aquatic habitat, federally protected wetlands, and protected trees.
- **Cultural and Tribal Cultural Resources:** Construction activities have the potential to impact undiscovered historic resources, archaeological resources, paleontological resources, tribal cultural resources, and/or human remains during the construction period.
- **Geology and Soils:** The project would be subject to geologic hazards, such as on-site subsidence, liquefaction, or collapse. The project would also be located on moderately expansive soils, which have the potential to create a substantial direct or indirect risk to life and property.
- **Hazards and Hazardous Materials:** Project construction would create a significant hazard to the public and environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Construction activities would also mobilize residual agrichemicals or hazardous building materials

within one-quarter mile of an existing school during the construction period.

- Noise: Sensitive receptors adjacent to the project site would be exposed to construction noise.
- Transportation and Traffic: Implementation of the project would conflict with section 15064.3, subdivision (b). The project's potential generation of Vehicle Miles Traveled (VMT) would have the potential to increase miles traveled in Half Moon Bay.

Significant impacts and their associated mitigation measures or standard conditions are summarized in **Table 2-1**. Each of the impacts described above would be avoided or reduced to a less-than-significant level with the implementation of mitigation measures or standard conditions of approval, except for impacts to aesthetic resources, including impacts to scenic vistas, scenic resources, and to the overall visual character of the area. These impacts to aesthetics resources are considered significant and unavoidable and are described further in **Section 2.2.3, Significant and Unavoidable Impacts**.

2.2.3 SIGNIFICANT UNAVOIDABLE IMPACTS

Under CEQA, a significant and unavoidable impact on the environment is defined as an impact that would cause a substantial adverse change in the physical environment that cannot be avoided, even with the implementation of recommended mitigation or where no feasible mitigation is available. The following impacts are considered significant and unavoidable.

Impact AES-1. The Project would have a Substantial Adverse Effect on a Scenic Vista.

Significant and Unavoidable. The project would interfere with the protected long-range views of the ridgelines north and east of the project site from SR-1 (Viewpoint 3). Although screening techniques and other design considerations would be used, the mass and scale of the proposed development would obstruct views of the protected ridgeline from SR-1. This is a significant and unavoidable impact.

Impact AES-2. The Project would Substantially Damage Scenic Resources, Including, but not Limited to, Trees, Rock Outcroppings, and Historic Buildings within a State Scenic Highway.

Significant and Unavoidable. Implementation of the project would adversely alter scenic resources visible from SR-1, especially with respect to ridgeline views of the Santa Cruz Mountains. Although this section of SR-1 is not officially designated as a scenic highway, Half Moon Bay considers it as a visual area subject to regulations applicable to a scenic corridor. Project

implementation would include project design treatments/asures to minimize visual intrusions at the project site; however, project implementation would still obstruct the long-range views of the ridgeline (scenic resource) as viewed from northbound SR-1 approaching the project site from the south. There are no other feasible measures available to address this impact, similar to Impact AES-1, as there is no measure that would reduce the impacts to this scenic resource given the mass and scale of the project. Therefore, this impact would be considered significant and unavoidable.

Impact AES-3. The Project would Substantially Degrade the Existing Visual Character or Quality of Public Views of the Site and its Surroundings.

Significant and Unavoidable. Project design was developed with the intention of reflecting the visual character and visual quality of the project site's surroundings, as well as maintaining the quality of public views to preserve the heritage and character of the city. Build out of the project would result in permanent changes in the existing visual quality of public views to the project site and its surroundings, namely the long-range views of the hillsides and ridgeline available from publicly accessible viewpoints near the project site. Although the project would incorporate high quality design elements, landscaping, and screening techniques, the visual quality of the project site as seen from public viewpoints is conservatively considered to be adversely affected by the project, given the circumstances of the project site and the proposed development (described further in **Section 4.1, Aesthetics**). This impact is considered significant and unavoidable.

2.2.4 ALTERNATIVES TO THE PROJECT

In accordance with CEQA Guidelines Section 15126.6, this draft EIR contains a comparative impact assessment of alternatives to the project (**Chapter 5.0, Alternatives Analysis**). The primary purpose of **Chapter 5.0** is to provide decision makers and the public with a range of reasonable project alternatives that could feasibly attain most of the basic project objectives while avoiding or substantially lessening any of the project's significant adverse environmental effects. Both project alternatives are summarized below and analyzed in **Chapter 5.0** in further detail.

Alternative 1 — No Build Alternative

Under Alternative 1, the project site would remain in its current state and there would be no development of a hotel or bike path. The existing undeveloped field on the site would remain as is.

Alternative 2 — Reduced Density Alternative

As discussed in **Chapter 5.0 Alternatives**, the Reduced Intensity Alternative, Alternative 2 includes a smaller hotel with fewer rooms and a residential component.

Alternative 2 involves the construction of a 66,784 square-foot, 102-room hotel on the project site, a subdivision allowing for future development of up to 16 dwelling units (8 duplexes) along Seymour Street, and the expansion of the car dealership parking lot. The hotel, as proposed under Alternative 2, would consist of two main buildings, a north building and south building, and a parking lot that faces Main Street. A third one-story building is proposed on the east side of the north building that would house a bicycle rental shop. The north building would be a three-story structure consisting of guestrooms and employee areas and the south building would be a two-story structure consisting of the lobby and public space, lobby, with guestrooms on the second level.

The project site for Alternative 2 was expanded to include a 1.15-acre parcel north of Seymour Street along SR-1, used by the auto dealership for extra parking. Alternative 2 would require a lot line adjustment on the 5.02-acre parcel, adding 0.61 acres to the dealership and using the remaining 4.41 acres for the hotel and Open Space. Adding 0.61 acres to the dealership allows for future residential development of the 1.15-acre parcel on the north side of Seymour Street owned by the project applicant with duplexes or other housing types consistent with the underlying R-2 zoning. Upon completion of a subdivision map, Lots 1 and 2 would be developed with a minimum of 4 units of affordable housing. Lots 3 through 8 would remain in use as parking for the dealership as needed but could be developed in the future.

Under Alternative 2, the building massing and number of guestrooms would be reduced, as compared to the project (102 guest rooms reduced from 129 guest rooms), and the project would take up less of the length of project site. The length of the buildings in the reduced density alternative would comprise approximately 50 percent of the project site.

Alternative 3 — Multi-Family Residential Alternative

As discussed in **Chapter 5.0**, the Multi-family Residential Alternative, Alternative 3, would involve the construction of residential units at the project site rather than a hotel. Alternative 3 consists of 2 main buildings, a 2-story structure and a 3-story structure with 58 Multifamily Units. Alternative 3 also includes a parking lot on the east side of the project site with 116 parking spaces, 50 percent of which would be enclosed within a garage/carport. The auto dealership would be extended south, and housing would be proposed on

the north side of Seymour Street, similar to Alternative 2. The layout for Alternative 3 was designed to obtain the most efficient parking and is based on the same layout as the reduced sized hotel as proposed in Alternative 2, including the structure locations.

Under Alternative 3, the footprint of the primary buildings would be substantially similar to Alternative 2. Parking for residential development on the main portion of the site area may require carports or garages, however, these would be located within the area assumed for surface parking. Such structures could increase floor area, but would not increase impervious surface area.

Table 2-1 Summary of Impacts and Mitigation Measures

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Aesthetics			
Impact AES-1: The project would have a substantial adverse effect on a scenic vista.	Significant	No feasible mitigation measure proposed.	Significant and Unavoidable
Impact AES-2: The project would substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	Significant	No feasible mitigation measure proposed.	Significant and Unavoidable
Impact AES-3: The project would substantially degrade the existing visual character or quality of public views of the site and its surroundings.	Significant	No feasible mitigation measure proposed.	Significant and Unavoidable
Impact AES-4. The project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	Significant	<p><u>Standard Condition AES-1:</u> Appropriate light and glare screening measures including the use of downward cast lighting, shall be used in construction, staging, and laydown areas. In addition, winter construction times where lighting would be required, shall cease at 5:00 pm from November 1 through January 31 and nighttime construction shall be prohibited.</p> <p><u>Mitigation Measure AES-2:</u> A lighting plan for any proposed exterior lighting must be submitted to the City of Half Moon Bay for review and approval.</p> <p>Exterior lighting must be directed downward and away from adjacent properties and public/private right-of-way to prevent glare or excessive light spillover. Lighting bulbs must be limited to low intensity lights, including lighting for identification purposes. Landscaping lights must be limited to ground-level for walking/safety purposes.</p>	Less than Significant

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Cumulative	Significant	No feasible mitigation measure proposed.	Significantly contributes
Agriculture and Forestry			
Cumulative	Significant	<p>Mitigation Measure Cumulative AG-1: All conversions of prime and non-prime agricultural lands to a new non-agricultural use, excluding farmworker housing, agricultural compatible uses, and supplemental uses as defined in the Half Moon Bay Local Coastal Land Use Plan such as habitat restoration and recreation, shall be mitigated at a ratio to be established based on the quality of agricultural lands converted, their location, and other relevant factors as evaluated in a report prepared by a qualified professional for the City's review and approval. Methods for mitigation may include but are not limited to establishing agricultural conservation easements, soil restoration, or in lieu fees in partnership with land trust and conservation agencies. Protection or restoration of agricultural lands within city limits is preferred; followed by lands within the coastal zone of unincorporated San Mateo County and finally by other coastal zone areas.</p>	Does not significantly contribute
Air Quality			
Impact AQ-1: The project would result in a cumulatively considerable net increase of criteria pollutants.	Significant	<p>Standard Condition AQ-1: During any construction period ground disturbance, the applicant shall ensure that the project contractor implements measures to control dust and exhaust. Implementation of the measures as specified in the BAAQMD Basic Construction Mitigation Measures, would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. Additional measures specified by BAAQMD are identified to reduce construction equipment exhaust emissions. The contractor shall implement the following best management practices that are required of all projects:</p>	Less than Significant

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<ol style="list-style-type: none"> 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 offsite 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 miles per hour. 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 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 construction contractor's office regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations. 	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Impact AQ-2. The project would expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Significant</p>	<p><u>Mitigation Measure AQ-2:</u> The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 80-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:</p> <ol style="list-style-type: none"> 1. All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines and this equipment shall include CARB-certified Level 3 Diesel Particulate Filters or equivalent. Equipment that meets U.S. EPA Tier 4 interim standards or use of equipment that is electrically powered or uses non-diesel fuels would also meet this requirement. 2. Per the construction sheet provided by the applicant, line power shall be used to electrify generators used during construction. 	<p>Less than Significant</p>
<p>Biological Resources</p>			
<p>Impact BIO-1: Construction of the project would adversely impact species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife and or U.S. Fish and Wildlife Service.</p>	<p>Significant</p>	<p><u>Mitigation Measure BIO-1a:</u> A qualified biologist shall conduct a preconstruction survey of the work area within 48 hours of the initiation of project activities. If a California red-legged frog of any life stage or San Francisco garter snake is found, the animal shall not be handled and will instead be allowed to leave the site on its own. If needed, the USFWS (and CDFW, if a San Francisco garter snake is found) will be contacted to request permission to relocate the individual or additional guidance on the disposition of the individual. The results of the pre-construction survey shall be provided to the City Manager or his/her designee one day prior to the commencement of construction activities.</p> <p>In addition, the biologist shall review plans and installation for a wildlife exclusionary fence (WEF) and make any recommendations for improvements and/or</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>changes to location and installation processes. Following the completion of the installation of the WEF, the biologist will train a dedicated member of the construction crew in the identification of the California red-legged frog and San Francisco garter snake, as well as appropriate protocols to follow if either of these species (or animals that may be one of these species) are detected on the site. This dedicated crew member will be responsible for checking the work area for these species prior to the start of construction each day, for inspecting any steep-walled holes or trenches for any animals that may inadvertently become trapped and/or injured, and for inspecting the integrity of the WEF each day and ensuring that any needed repairs are completed within 24 hours. The construction manager shall provide a weekly summary of each inspection to the City Manager or his/her designee for the duration of the exterior construction phase.</p> <p><u>Mitigation Measure BIO-1b:</u> Before any construction activities begin, a qualified biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog and San Francisco garter snake and their habitats, the importance of these species, the general measures that are being implemented to conserve these species as they relate to the project, and the boundaries within which the project may be accomplished.</p> <p><u>Mitigation Measure BIO-1c:</u> A wildlife exclusion fence (WEF) shall be installed prior to the initiation of construction activities to exclude California red-legged frogs and San Francisco garter snakes from the construction area. Prior to the WEF installation a wildlife biologist shall inspect the site and WEF specifications and make final adjustments to the location of the WEF and how it is installed. The WEF shall consist of silt fencing, plywood, ERTEC fencing, or suitable material at least 36 inches in height that is buried 6 inches deep in the ground, or similar method, to prevent access</p>	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>under the fencing. The location and fence type shall be indicated on plans and subject to review and approval of City Plan Check.</p> <p><u>Mitigation Measure BIO-1d:</u> A qualified biologist shall remain on-site to monitor the installation of the WEF to ensure that no San Francisco garter snakes or California red-legged frogs are trapped within the construction area or harmed during installation. If an individual of these species is detected, any project activities that could result in harm to the individual shall cease until the individual has moved out of the project site on its own. The USFWS shall be contacted immediately if a California red-legged frog or San Francisco garter snake is found, and the CDFW shall be contacted immediately if a San Francisco garter snake is found. If any individuals are killed or injured during project activities, the USFWS and/or CDFW, as appropriate, shall be notified within 24 hours. Proof of notification shall be provided by the contractor to the City Manager or his/her designee.</p> <p><u>Mitigation Measure BIO-1e:</u> To prevent the inadvertent entrapment of San Francisco garter snakes and California red-legged frogs, all excavated, steep-walled holes or trenches shall be completely covered at the end of each work day with plywood or similar materials. If this is not possible, one or more escape ramps constructed of earth fill or wooden planks shall be placed in the excavation. Before such holes or trenches are filled, they will be thoroughly inspected for any animals by the on-site biological monitor. If at any time a California red-legged frog or San Francisco garter snake is found trapped or injured in one of these holes, any project activities that could result in harm to the individual shall cease until the individual has moved out of the project site on its own (a ramp allowing the individual to leave may need to be provided).</p> <p><u>Mitigation Measure BIO-1f:</u> If construction-related site disturbance commences between February 1 and</p>	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>August 15, a qualified biologist shall conduct a pre-construction bird nesting survey within 7 days of the start of construction activities and within 300 feet of the site. If nests of either migratory birds or birds of prey are detected on or adjacent to the site, a no-disturbance buffer shall be established in consultation with the CDFW. The size of the no-disturbance buffer shall be determined by a qualified biologist, and shall take into account local site features and existing sources of potential disturbance. If more than 7 days elapse between the survey and the start of construction, the survey shall be repeated. If vegetation removal, building demolition, or earthwork stages are phased over multiple years, the pre-construction survey and nest-avoidance measures described above would need to be repeated. The results of the nest survey shall be provided to the City Manager or his/her designee prior to the commencement of construction.</p> <p><u>Mitigation Measure BIO-1g:</u> Prior to commencement of construction activities, the project applicant’s biologist shall obtain a verified wetland delineation and obtain concurrence with the regulatory agencies regarding special-status species. The project applicant shall continue to coordinate all project activities potentially regulated by State, Federal, and local agencies and shall obtain all necessary permits from CDFG, USACE, USFWS, and the RWQCB as required by federal and State law to avoid, minimize or offset impacts to any species listed under either the State or federal Endangered Species Acts or protected under any other State or federal law.</p>	

<p>Impact BIO-2: Implementation of the project would have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>	<p>Significant</p>	<p><u>Mitigation Measure BIO-2a:</u> All jurisdictional wetlands and ESHAs claimed by the CCC shall be avoided to the extent feasible. This includes direct loss and indirect water quality impacts that could occur due to adjacent development.</p> <p>During construction, suitable erosion control, sediment control, source control, treatment control, material management, and stormwater management measures would be used in conformance with the NPDES Statewide Construction General Permit (Order No. 2009-0009-DWQ). Additionally, the project shall be designed to comply with the California Regional Water Quality Control Board, San Francisco Bay Region, Municipal Regional Stormwater NPDES Permit (MRP) (Water Board Order No. R2-2009-0074). This will require that the project implement BMPs into the design that prevents stormwater runoff pollution, promotes infiltration, and holds/slows down the volume of water coming from a site. In order to meet these permit and policy requirements, projects must incorporate the use of tree planters, grassy swales, bioretention and/or detention basins, among other factors. The site proposed project is already largely designed to preserve existing drainage characteristics, as seen by the placement of stormwater treatment basins near the area of the site where the seasonal wetlands occur. These basins shall be designed to drain to the avoided wetland area to preserve hydrological inputs from the site. An explanation of compliance with this measure (including drainage design and maintenance program) shall be provided to the City Manager or his/her designee and included in the project file. Compliance checking by the City shall be incorporated into the Wetland Restoration and Monitoring Plan specified in Mitigation Measure BIO-2b.</p> <p><u>Mitigation Measure BIO-2b:</u> Most components of the project will be 100 feet away from identified jurisdictional wetland areas (as determined by site verification). Portions of the project that will be located within the buffer include the class 1 multi-use bicycle and pedestrian trail, a pedestrian path, wetlands restoration,</p>	<p>Less than Significant</p>
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		<p>green infrastructure, and emergency fire stands. Activities associated with these features are potentially allowed within buffers without mitigation (e.g., some trails and restoration); however, maintenance and the unlikely event of firefighting would need to be considered for mitigation. For development and uses such as these, which cannot be avoided by the project, the project shall restore avoided wetlands on-site at 4:1 by implementing a weed removal program in the avoided wetlands, which are dominated by weedy, non-native species such as pennyroyal (<i>Mentha pulegium</i>). It should be noted that the wetlands identified on this site were not found to be Environmentally Sensitive Habitat Areas (ESHAs). In addition to the required Section 404 permit (Nationwide), a qualified restoration ecologist will develop a Wetland Restoration and Monitoring Plan, which will contain the following components (or as otherwise modified by regulatory agency permitting conditions):</p> <ol style="list-style-type: none"> 1. Goal of the restoration (to increase wetland habitat functions and values by removing invasive species); 2. Restoration design: <ul style="list-style-type: none"> ▪ Weed removal, control, and monitoring plan ▪ Soil amendments and other site preparation elements as appropriate ▪ Planting plan (to replace non-natives with native wetland species) ▪ Maintenance plan ▪ Remedial measures/adaptive management 3. Monitoring plan, including final and performance criteria, monitoring methods, data analysis, reporting requirements, monitoring schedule, etc.); at a minimum, success criteria will include restoration of native wetland vegetation and no more than 5 percent cover of non-native species, and provision of ecological functions and values equal to or exceeding those in the habitat that was impacted; and 4. Contingency plan for mitigation elements that do not meet performance or final success criteria. 	
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Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Impact BIO-3: Implementation of the project would have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means.	Significant	See Mitigation Measure BIO-2a and Mitigation Measure BIO-2b.	Less than Significant
Impact BIO-4: The project would conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Significant	<p><u>Standard Condition BIO-3:</u> Prior to the removal of any heritage trees the Applicant shall obtain a major tree pruning or removal permit and the appropriate replacement species will be replanted as determined by the tree permit conditions as required by the City's Tree Ordinance.</p> <p><u>Standard Condition BIO-4:</u> The percent cover of non-native species, and invasive plant species with a Cal-IPC Inventory rating of High will not exceed 5 percent at any time during the 5-year monitoring period, respectively. Additionally, the percent cover of planted (i.e., not seeded) native species within mitigation areas will equal or exceed 50 percent by the end of the 5-year monitoring period. Bare ground/mulch and non-native drought tolerant species can comprise the remaining cover.</p>	Less than Significant
Cultural and Tribal Resources			
Impact CUL-1: The project has the potential to cause a substantial adverse change in the significance of a previously undiscovered historical resource.	Significant	<u>Mitigation Measure CUL-1:</u> Prior to commencement of ground-disturbing activities, the project proponent shall consult with the City and retain a qualified tribal monitor to observe ground disturbing activities. In addition, in the event that any prehistoric, historic, archaeological, or paleontological resources are discovered during grading/excavation, a professional (historian, archaeologist, and/or paleontologist, as determined appropriate and approved by the City) shall be hired to assess the significance of the find. Qualifications of the selected professional and tribal consultant(s) shall be submitted to the City for approval prior to any grading activities.	Less than Significant

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>If any find is determined to be significant, representatives of the County and the consulting professional shall determine, with the input of any traditionally and culturally affiliated California Native American tribe, the appropriate avoidance measures, such as planning greenspace, parks, or other open space around the resource to preserve it and/or its context (while protecting the confidentiality of its location to the extent feasible) or other appropriate mitigation, such as protecting the historical or cultural value of the resource through data recovery or preservation.</p> <p>In considering any suggested mitigation proposed by the consulting professional to mitigate impacts to cultural resources, the County shall determine whether avoidance is feasible in light of factors such as the nature of the find, project design, costs, and other considerations.</p> <p>If avoidance is infeasible, other appropriate measures, such as data recovery, shall be instituted. The resource shall be treated with the appropriate dignity, taking into account the resource's historical or cultural value, meaning, and traditional use, as determined by a qualified professional or California Native American tribe, as is appropriate. Work may proceed on other parts of the project site while mitigation for cultural resources is carried out. All significant cultural materials recovered shall, at the discretion of the consulting professional, be subject to scientific analysis, professional museum curation, and documentation according to current professional standards.</p> <p>At the County's discretion, all work performed by the consulting professional shall be paid for by the proponent and at the County's discretion, the professional may work under contract with the County.</p>	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Impact CUL-2: The project has the potential to cause a substantial adverse change in the significance of a previously undiscovered archaeological resource.	Significant	See Mitigation Measure CUL-1	Less than Significant
Impact CUL-3: The project has the potential to disturb previously undiscovered human remains.	Significant	<p><u>Standard Condition CUL-2:</u> In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:</p> <ol style="list-style-type: none"> 1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: <ul style="list-style-type: none"> ▪ The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and ▪ If the coroner determines the remains to be Native American: <ul style="list-style-type: none"> ○ The coroner shall contact the Native American Heritage Commission within 24 hours; ○ The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American; ○ The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or 2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance: 	Less than Significant

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> ▪ The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the Commission; ▪ The identified descendant fails to make a recommendation; or ▪ The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. 	
<p>Impact CUL-4: The project has the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</p>	<p>Significant</p>	<p>See Mitigation Measure CUL-1.</p>	<p>Less than Significant</p>
<p>Impact CUL-5: The project has the potential to cause substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe as defined in PRC Sections 5020.1(k) or 5024.1.</p>	<p>Significant</p>	<p>See Mitigation Measure CUL-1.</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Geology and Soils			
Impact GEO-1: The project would be located on soil that is unstable, resulting in on-site subsidence, liquefaction, or collapse.	Significant	<p><u>Mitigation Measure GEO-1</u>: The project design shall include all recommendations described in the Geotechnical Investigation including but not limited to:</p> <ul style="list-style-type: none"> ▪ Over-excavation of surface soil layers, and addition of compacted fill ▪ Use of non-expansive fill ▪ Shoring of utility trenches ▪ The retention of a corrosion engineering specialist for corrosion protection recommendations ▪ Retention of a licensed Geotechnical Engineer approved by the City to review geotechnical aspects of the project plans ▪ Geotechnical observation and testing during earthwork and foundation construction 	Less than Significant
Impact G&S-2. The project would be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life and property.	Significant	See Mitigation Measure GEO-1.	Less than Significant
Energy			
Impact ENG-1. The project would result in a conflict of the local plan for renewable energy and energy efficiency.	Significant	<u>Standard Condition ENG-1</u> : The project will be constructed to operate on electric-only energy to comply with the City’s Building Electrification Ordinance.	Less than Significant
Greenhouse Gas Emissions			
<i>There are no significant impacts to Greenhouse Gas Emissions</i>			

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Hazards and Hazardous Materials			
<p>Impact HAZ-1: The project would create a significant hazard to the public and environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	<p>Significant</p>	<p><u>Mitigation Measure HAZ-1</u>: Prior to issuance of a grading permit, a Phase II environmental site assessment (Phase II ESA) shall be conducted and shall include water and soil testing at the project site. The project applicant and the contractor shall implement the prescribed avoidance and remediation measures to protect workers and the public from any hazardous materials found at the site as identified in the Phase II ESA. A plan to remediate any contamination in excess of standards shall be submitted to the appropriate reviewing authority. The remediation areas shall also be indicated on grading plans. The remediation could include measures such as contaminated soil removal and disposal, dewatering and containment of polluted groundwater, and other containment and control measures to avoid exposure to concentrations of contaminants in excess of standards and in accordance with Department of Toxic Substances Control and Occupational Safety and Health Administration standards. Documentation for the implementation of any necessary remediation measures shall be transmitted to the City and the appropriate reviewing authority as proof of implementation of the remediation plan.</p>	<p>Less than Significant</p>
<p>Impact HAZ-2: Project construction would involve handling hazardous substances within one-quarter mile of an existing school.</p>	<p>Significant</p>	<p>See Mitigation Measure HAZ-1.</p>	<p>Less than Significant</p>
Hydrology and Water Quality			
<p><i>There are no significant impacts to Hydrology and Water Quality</i></p>			
Land Use and Planning			
<p><i>There are no significant impacts to Land Use and Planning</i></p>			

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Noise			
<p>Impact NOI-1a. The project would exceed thresholds for ambient noise levels as a result of construction and operation.</p>	<p>Significant</p>	<p><u>Mitigation Measure NOI-1</u>: Prior to issuance of a grading permit, the applicant shall develop a construction noise control plan meeting the approval of the City Manager or his/her designee and/or third-party peer review, including, but not limited to, the performance standards listed below. The applicant shall employ an acoustical consultant pre-approved by the City Manager or designee, to ensure the efficacy of the noise control plan. The acoustical consultant shall conduct onsite checks during construction to ensure that nuisance noise is being reduced in accordance with the noise control plan. Monthly reports shall be submitted to City Manager’s office for the duration of construction or until such time that the City Manager or designee deems it no longer necessary.</p> <ul style="list-style-type: none"> ▪ Installation of temporary sound barriers/blankets along the northern and western project boundary line adjacent to the single-family receivers. The temporary barriers/blankets shall have a minimum 5 dBA reduction. The temporary barriers/blankets will be of sufficient height to extend from the top of the temporary construction fence and drape on the ground or be sealed at the ground. The temporary barriers/blankets will have grommets along the top edge with exterior grade hooks, and loop fasteners along the vertical edges with overlapping seams, with a minimum overlap of 2 inches. ▪ Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. ▪ Unnecessary idling of internal combustion engines should be strictly prohibited. 	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> ▪ Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors. ▪ Utilize "quiet" air compressors and other stationary noise sources where technology exists. ▪ Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. ▪ Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors. ▪ Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. ▪ As part of the Noise Control Plan the contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The Plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance, and will be reviewed by the City. ▪ Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures 	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.	
Impact NOI-1b. The project would exceed thresholds for ambient noise levels as a result of construction and operation.	Significant	Mitigation Measure NOI-2: Nighttime Truck Delivery: To minimize the noise impact associated with truck deliveries, it is assumed that deliveries shall only occur between 7:00 a.m. and 10:00 p.m. Based on the size of the proposed land use, smaller delivery and vendors would be expected for the proposed project. These trucks typically generate maximum noise levels of 65 to 70 dBA at a distance of 50 feet. The noise levels due to deliveries at the nearest sensitive receptors would range from 60 to 65 dBA. Compared to the ambient noise environment, which has maximum instantaneous noise levels ranging from 67 to 107 dBA L_{max} and hourly average noise levels ranging from 60 to 75 dBA L_{eq} , truck deliveries would not be expected to increase the existing noise environment, assuming daytime deliveries only.	Less than Significant

Population and Housing

There are no significant impacts to Population and Housing

Public Services and Recreation

There are no significant impacts to Public Services and Recreation

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Transportation and Traffic			
Impact TRA-1: The project would conflict with CEQA Guidelines section 15064.3, subdivision (b).	Significant	Mitigation Measure TRA-1: As part of the hotel operations, the hotel operator shall conduct mode split and VMT surveys each year to both make adjustments and use as marketing material. Guest and employee satisfaction surveys are also an effective way of ensuring a quality TDM program. The designated hotel Transportation Coordinator shall provide a copy of the updated TDM program to the City Manager and Traffic Engineer annually on the date of issuance of the use and occupancy/operating permit.	Less than Significant
Utilities and Service Systems			
<i>There are no significant impacts to Utilities and Service Systems</i>			
Other Resource Topics, including Forestry Resources, Mineral Resources, Wildfire, and Economic Growth/Urban Decay			
<i>There are no significant impacts to Forestry Resources, Mineral Resources, and Wildfire</i>			