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## V. GENERAL IMPACT CATEGORIES

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### A. SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2(b) states:

*Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reason why the project is being proposed, notwithstanding their effect, should be described.*

Based on the analysis contained in this DEIR, implementation of the proposed project would not result in any significant unavoidable environmental impacts.

### B. GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed action could be growth inducing. This includes ways in which the project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 15126.2(d) of the CEQA Guidelines reads as follows:

*Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

The proposed project includes a maximum of 70 apartment and single-story units and four, three-story buildings (225,000 square feet total) planned for mixed office use. As noted in Section IV.K (Population & Housing) of the DEIR, the proposed project would result in approximately 70 permanent residents and approximately 825 employees. The new onsite residential population and employees would likely patronize local businesses and services in the area, fostering economic growth.

It is reasonable to assume that many of the jobs at the project site would be filled by persons living in the area as opposed to people relocating to the area. Unemployment data indicates a need for local employment opportunities. Current unemployment in the area ranges from 6.7 percent in unincorporated

Half Moon Bay to 10.8 percent in nearby City of Half Moon Bay. Average unemployment for year 2008 was 3.5 percent for unincorporated Half Moon Bay, 5.8 percent for City of Half Moon Bay, and 5.5 percent for City of Pacifica.

Additionally, housing to be provided at the project site is in conformity with area plans and policies because of its emphasis on providing affordable housing for developmentally disabled persons. The Housing Element, Local Coastal Program, and Montara - Moss Beach - El Granada Community Plan include variously as part of their goals to provide affordable housing options for special needs groups including the disabled. A related goal is to provide affordable housing in areas that reduce travel time between work and home. Since the housing at the project site is fulfilling a specific need identified in the local plans, this suggests that the housing at the project site is not contributing to substantial population growth in the area.

Surrounding land uses include the Half Moon Bay Airport and County of San Mateo open space across Airport Street to the east, the El Granada Mobile Home Park adjacent to and north of the project site, the Pillar Point Marsh to the west, and the Princeton/Pillar Point Harbor industrial/commercial area adjacent to and south of the project site. The project site is served by existing roadways, utility infrastructure, and service systems. The proposed project would recycle all wastewater through onsite treatment/water recycling and for use in toilet flushing and landscaping and agricultural irrigation. All excess wastewater not recycled for irrigation or toilet flushing would be infiltrated through three drain fields and discharged into the onsite wastewater infiltration system. Proposed domestic water supply for the project would be obtained through the generation of treated water onsite via existing groundwater wells, as well as through the CCWD as an emergency back-up. Additionally, the proposed project would not require new or expanded water entitlements. Ox Mountain Landfill has sufficient capacity to meet the solid waste service demands of the proposed project. The project proposes to recycle a minimum of 50 percent of its solid waste, with a goal to recycle 95 percent of its solid waste. The proposed project would have sorting/recycling centers for plastic, paper, glass, cans and metal, which could be collected by Seacoast Disposal. The proposed project would not require the expansion of landfill capacity. Therefore, the proposed project would not foster population growth by removing an obstacle to growth.

The project site is located in an area with existing public services (i.e., police, fire protection, schools, parks and recreation and libraries). Public services to the project site and area are currently provided by the County of San Mateo Sheriff's Department, the Coastside Fire Protection District (District), the Cabrillo Unified School District (CUSD), the County of San Mateo Department of Parks and the California Department of Parks and Recreation, and the San Mateo County Library, respectively. As discussed in Section IV.L (Public Services), the residential population generated by the proposed project would result in an increased demand for the public services provided by the agencies listed above. The Sheriff's Department would not need to hire new officers to maintain the current deputy-to-population ratio and, therefore, the proposed project would not likely require any expansion, consolidation, or relocation of sheriff facilities. It is unlikely that implementation of the proposed project would require the District to construct new facilities or expand existing facilities to accommodate increased demand for fire protection service, but it is currently unknown whether existing staffing and equipment levels at the

District would be adequate to serve the proposed project. However, implementation of Mitigation Measure PS-2b would require the project applicant to submit building plans and plot plans to the County and Coastside Fire Protection District to provide appropriate fire hazard management recommendations for inclusion as project conditions of approval would mitigate this impact to a less-than-significant level. Based on Section 65996 of the California Government Code, the project applicant would be required to pay the established developer fees. The payment of such fees is deemed to fully mitigate the impacts of new development on school services. The provision of onsite open space, common areas and recreational amenities together with the payment of any required fees would be adequate to accommodate the project's demand for parks and recreational services. Therefore, the proposed project would not tax the existing community services facilities by requiring the construction of new public facilities that would cause significant environmental effects. For these reasons, the proposed project would not result in significant growth inducing impacts.

### **C. SIGNIFICANT IRREVERSIBLE CHANGES TO THE ENVIRONMENT**

Section 15126.2(c) of the State CEQA Guidelines states that significant irreversible environmental changes associated with a proposed project shall be discussed, including the following:

- (a) Uses of nonrenewable resources during the initial and continued phases of the project that may be irreversible because a large commitment of such resources makes removal or nonuse thereafter unlikely;
- (b) Primary impacts and, particularly, secondary impacts (such as highway improvement that provides access to a previously inaccessible area), which generally commit future generations to similar uses; and
- (c) Irreversible damage that could result from environmental accidents associated with the project.

Development of the proposed project would represent a long-term commitment to a more intensive land use of the project site. As described in detail in Section III (Project Description), the proposed project would supply a majority of energy for heating, cooling and electrical demand with renewable energy, through a combination of offsite and onsite power generation. The project also proposes to design an environmentally sustainable community; all buildings and development would be designed with numerous components that meet Platinum-level Leadership in Energy and Environmental Design (LEED) certified construction. The LEED Green Building Rating System is a third party certification program and the nationally accepted (approved by the United States Green Building Council) benchmark for the design, construction and operation of high performance green buildings. Sustainable building reduces the impact on natural resources, conserves energy and water, offers better indoor environments, improves air quality, and decreases waste disposal. As part of LEED certification, the project proposes to recycle over 50 percent of the construction waste, with an ultimate goal of 75 percent. In addition, the project proposes to use recycled materials to construct buildings (i.e., use at least 1 percent with a goal of 20 percent, and use approximately 20 percent of crushed recycled concrete for base rock). However, the

project would still involve an irreversible commitment to the use of non-renewable resources during the construction and operation phases.

Operation of the proposed wastewater treatment plant would involve the regular handling, use, and disposal of both hazardous materials and wastes during the course of normal operations. In addition, given that the operation of a wastewater treatment plant, even one as small as that proposed for the project, would involve the handling of raw and treated sewage and operation of tanks and storage vessels containing hazardous materials, there is a potential for these materials to be released to the environment through mishandling or an emergency situation. However, such operational issues are addressed through the established and defined federal, state, and local regulatory structure. It is expected that this structure, which includes required permits, notices of intent to operate, discharge requirements, and other related stipulations (e.g., cleaning protocols) would adequately reduce the potential for hazard exposure to future site residents, employees, the general public, and the environment to a less-than-significant level. Operation of the project could involve the use of common cleaning solvents, paints, landscape fertilizers, and pesticides typically used in a residential and commercial settings; however, this would involve the routine use, transport, or disposal of hazardous materials. Also, during project construction the project applicant would follow all applicable requirements to ensure safe use, storage and disposal of any hazardous materials or wastes that could be used. Section IV.G (Hazards and Hazardous Materials) of the DEIR also includes mitigation to ensure that the project would not result in any significant hazards to the public or the environment through the routine transport, use or disposal of hazardous materials, or through upset or accident conditions.

#### **D. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT**

This subsection addresses potential environmental resources for which the proposed project would not result in significant effects. California Public Resources Code (PRC) Section 21003(f) states, "...it is the policy of the State that all persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the CEQA Guidelines Section 15126.2(a), "an EIR shall focus on the significant environmental effects of the proposed project" and Section 15143, "the EIR shall focus on the significant effects on the environment." Section 15128 of the CEQA Guidelines states:

*An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.*

Based on the analysis done for the preparation of various DEIR sections, the Lead Agency has determined that implementation of the proposed project would not result in significant environmental impacts to the environmental impact topics listed below and therefore, are not discussed in detail in Section IV (Environmental Impact Analysis) of this DEIR. (Some potential impacts are discussed in the various

sections of Section IV and were determined to be less than significant; those issues are not discussed below.)

## 1. AGRICULTURE RESOURCES

*The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act Contract. A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act Contract from agricultural use to another non-agricultural use. The project site is not zoned for agricultural use and is not currently under Williamson Act contract. An agricultural preserve under the Williamson Act must consist of a parcel or contiguous parcels of no less than 100 acres; therefore the project site, which is 19.4 acres, does not meet this basic requirement for inclusion in a Williamson Act contract. Although smaller preserves may be established by local boards or councils due to unique agricultural characteristics of a site, the project site is established as Urban and Built-up Land and does not represent status farmland. There are no Williamson Act contract lands in the area surrounding the project site. The nearest Williamson Act contract lands are approximately three miles away.<sup>1</sup> Therefore, impacts would be less than significant and no further discussion is required.*

## 2. GEOLOGY/SOILS

*The proposed project would not expose people or structures to potential, substantial adverse effects, including the risk of loss, injury, or death involving landslides. Per Section IV.F (Geology & Soils), the project site is relatively flat with surface elevations ranging from 9.0 to 27.7 feet National Geodetic Vertical Datum (NGVD), with gentle slopes to the south and west. Further, pursuant to the Natural Hazards Map of the County's General Plan,<sup>2</sup> the project site is not located within the boundaries of an "Area of High Landslide Susceptibility." Additionally, there are no portions of the mapped by the California Geological Survey (CGS) in accordance with the Seismic Hazard Mapping Act as a seismically-induced landslide hazard area.<sup>3</sup> As such, the probability of seismically-induced landslides and slope instabilities affecting the project site is considered to be remote, due to the relatively flat nature of the site and surrounding area. Therefore, impacts would be less than significant and no further discussion is required.*

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<sup>1</sup> *San Mateo County Williamson Act 2006 Map, California Department of Conservation, [ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Map%20and%20PDF/San%20Mateo/san\\_mateo\\_2006.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Map%20and%20PDF/San%20Mateo/san_mateo_2006.pdf).*

<sup>2</sup> *County of San Mateo, Planning & Building Department, San Mateo County General Plan, General Plan Maps, Natural Hazards, accessed by CAJA Staff at [http://www.sforoundtable.org/P&B/gp/maps/gp%20natural%20hazards%20\(11x17\).pdf](http://www.sforoundtable.org/P&B/gp/maps/gp%20natural%20hazards%20(11x17).pdf) on June 19, 2009.*

<sup>3</sup> *State of California, Department of Conservation, California Geological Survey, Seismic Hazards Zonation Program, accessed by CAJA Staff at <http://www.conservation.ca.gov/cgs/shzp/Pages/Index.aspx> on June 19, 2009.*

### 3. HAZARDS AND HAZARDOUS MATERIALS

*The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The closest school to the project site is the Picasso Preschool, located approximately one mile southeast of the project site in the community of El Granada. Additionally, no new schools are proposed for development in the vicinity of the project site. Therefore, impacts would be less than significant and no further discussion is required.*

*The project site is not 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 create a significant hazard to the public or the environment. The Phase I Environmental Site Assessment for the site, conducted by Treadwell & Rollo on March 26, 2007, determined that the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 69562.5. Therefore, impacts would be less than significant and no further discussion is required.*

*The project site would not be within the vicinity of a private airstrip, exposing people residing or working in the project area to excessive noise levels. The project site is not located within the vicinity of a private airstrip. Therefore, the proposed project would not present a safety hazard associated with private airport operations to people or property on site or in the project area, or would not present a hazard to aircraft utilizing a private airport. Therefore, impacts would be less than significant and no further discussion is required.*

### 4. MINERAL RESOURCES

*The project would not 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. The project would not 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. According to the 1986 San Mateo County General Plan, there are no known mineral or timber resources within or near the project site. The project does not propose to remove any natural resources for commercial purposes. Therefore, no impacts are anticipated and no further discussion is required.*

### 5. NOISE

*The proposed project would not be within the vicinity of a private airstrip, exposing people residing or working in the project area to excessive noise levels. As discussed in Section V.J (Noise), the project site is not located within the vicinity of a private airstrip; therefore, the proposed project would have no impact to exposing people residing or working in the project area to excessive noise levels and no further discussion is required.*

## 6. POPULATION AND HOUSING

*The project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.* The portions of the project site to be developed are currently used as agricultural farmland and do not contain any residents or housing units; therefore, the proposed project would not displace existing housing. Impacts related to displacement of housing would be less than significant and no further discussion is required.

*The project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.* The portions of the project site to be developed are currently used as agricultural farmland and do not contain any residents or housing units; therefore, the proposed project would not displace substantial numbers of people. Impacts related to displacement of people would be less than significant and no further discussion is required.

## 7. TRANSPORTATION AND TRAFFIC

*The project would not exceed, either individually or cumulatively, a level of service (LOS) standard established by the county congestion management agency for designated roads or highways.* The roadway segments and intersections in the immediate vicinity of the project site are not designated roadways with established LOS standards in the County's 2007 Congestion Management Program (CMP); therefore, no monitoring or analysis of these roadways and intersections under the CMP is required. Impacts related to established level or service standards by the CMP would be less than significant and no further discussion is required.

*The project would not 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 proposed project does not include any aviation-related uses and would not have the potential to result in a change to air traffic patterns at nearby Half Moon Bay Airport. Therefore, impacts related to air traffic pattern changes would be less than significant and no further discussion is required.

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