

COUNTY OF SAN MATEO, PLANNING AND BUILDING DEPARTMENT

**NOTICE OF INTENT TO ADOPT  
MITIGATED NEGATIVE DECLARATION**

A notice, pursuant to the California Environmental Quality Act of 1970, as amended (Public Resources Code 21,000, et seq.), that the following project: Harbor Village Recreational Vehicle (RV) Park, when adopted and implemented, will not have a significant impact on the environment.

FILE NO.: PLN 2017-00320

OWNER: Point Pillar Project Developer, PO Box 158, Half Moon Bay, CA 94019

APPLICANT: Ron Stefanick, Pillar Point Project Developers, PO Box 158, Half Moon Bay, CA 94019

ASSESSOR'S PARCEL NO.: 047-081-430

LOCATION: 240 Capistrano Road, Princeton

PROJECT DESCRIPTION

The applicant requests Coastal Development Permit (CDP), Use Permit, Mobile Home Permit, and Grading Permit for the construction of a new 50 space RV park, plus a 869 sq. ft. shower and laundry facility located on a legal 3.356-acre parcel (legality confirmed via Lot Line Adjustment: LLA94-0014). The construction of the RV park involves 4,500 cubic yards of cut and 4,575 cubic yards of fill. No trees are proposed for removal. The project is appealable to the California Coastal Commission.

FINDINGS AND BASIS FOR A NEGATIVE DECLARATION

The Current Planning Section has reviewed the initial study for the project and, based upon substantial evidence in the record, finds that:

1. The project will not adversely affect water or air quality or increase noise levels substantially.
2. The project will not have adverse impacts on the flora or fauna of the area.
3. The project will not degrade the aesthetic quality of the area.
4. The project will not have adverse impacts on traffic or land use.
5. In addition, the project will not:
  - a. Create impacts which have the potential to degrade the quality of the environment.

- b. Create impacts which achieve short-term to the disadvantage of long-term environmental goals.
- c. Create impacts for a project which are individually limited, but cumulatively considerable.
- d. Create environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

The County of San Mateo has, therefore, determined that the environmental impact of the project is insignificant.

MITIGATION MEASURES included in the project to avoid potentially significant effects:

**Mitigation Measure 1:** All exterior lights shall be designed and located so as to confine direct rays to the subject property and prevent glare in the surrounding area. A photometric plan shall be reviewed by the Planning Section during the building permit process to verify compliance with this condition. Prior to the final approval of the building permit, lighting shall be inspected and compliance with this requirement shall be verified.

**Mitigation Measure 2:** The applicant shall implement dust control measures, as listed below. Measures shall be included on plans submitted for the Building Permit and encroachment permit applications. The measures shall be implemented for the duration of any grading, demolition, and construction activities that generate dust and other airborne particles. The measures shall include the following:

- a. Water all active construction areas at least twice daily.
- b. Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.
- c. Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least 2 feet of freeboard.
- d. Apply water three times daily or apply (non-toxic) soil stabilizers on all unpaved access roads, parking, and staging areas at the construction sites. Also, hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- e. Sweep daily (preferably with water sweepers) all paved access roads, parking, and staging areas at the construction sites.
- f. Sweep adjacent public streets daily (preferably with water sweepers) if visible soil material is carried onto them.
- g. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- h. Limit traffic speeds on unpaved roads within the project parcel to 15 miles per hour (mph).

- i. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- j. Replant vegetation in disturbed areas as quickly as possible.

**Mitigation Measure 3:** The applicant shall submit an Air Quality Best Management Practices Plan to the Planning and Building Department prior to the issuance of any grading permit “hard card” or building permit that, at a minimum, includes the “Basic Construction Mitigation Measures” as listed in Table 8-1 of the BAAQMD California Environmental Quality Act (CEQA) Guidelines (May 2011). The following Bay Area Air Quality Management District Best Management Practices for mitigating construction-related criteria air pollutants and precursors shall be implemented prior to beginning any grading and/or construction activities and shall be maintained for the duration of the project grading and/or construction activities:

- a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- c. 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.
- d. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour(mph).
- e. 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). Clear signage shall be provided for construction workers at all access points.
- f. Roadways and building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- g. Idling times shall be minimized either by shutting equipment or vehicles 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). Clear signage shall be provided for construction workers at all access points.
- h. All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications.
- i. Minimize the idling time of diesel-powered construction equipment to two minutes.
- j. 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 4:** Pre-Construction Nesting Bird Surveys. Prior to any Project construction-related activities (such as tree removal, grubbing, grading or other land disturbing

activities), the Project proponent shall take the following steps to avoid direct losses of active nests, eggs, and nestlings and indirect impacts to avian breeding success:

If construction-related activities occur only during the non-breeding season, between August 31 and February 1, no nest surveys will be required.

During the breeding bird season (February 1 through August 31), a qualified biologist shall survey areas intended for construction-related activities in the Project Area for nesting raptors and passerine birds not more than 14 days prior to any ground-disturbing activity or vegetation removal. Surveys shall include all potential habitats within 250 feet of activities for raptors, and 50 feet of activities for passerines. If results are positive for nesting birds, a qualified biologist shall advise as to whether avoidance procedures are necessary, subject to review and approval by the Community Development Director. These may include implementation of buffer areas (minimum 50-foot buffer for passerines and minimum 250-foot buffer for most raptors) or seasonal avoidance. Once established, buffer areas around active nests may be reduced on a case-by-case basis based on guidance from a qualified biologist. The biologist shall consider factors such as topography, land use, Project activities, visual screening or line-of-site to active nest, and background noise levels when establishing a reduced nest buffer. The biologist shall advise whether full-time biological monitoring should be required during all activities that occur within reduced nest buffers in order to monitor the active nest(s) for signs of disturbance or "take."

**Mitigation Measure 5:** Environmental Training. All crewmembers shall attend an Environmental Awareness Training presented by a qualified biologist. The training shall include a description of the special-status species that may occur in the region, the project Avoidance and Minimization Measures, Mitigation Measures, the limits of the project work areas, applicable laws and regulations, and penalties for non-compliance. Upon completion of training, crewmembers shall sign a training form indicating they attended the program and understood the measures. Completed training form(s) shall be provided to the Project Planner before the start of project activities.

**Mitigation Measure 6:** Ground Disturbing Construction Activities. Ground disturbing construction-related activities shall occur during the dry season (June 1 to October 15) to facilitate avoidance of California red-legged frog. Regardless of the season, no construction shall occur within 24 hours following a significant rain event defined as greater than 1/4 inches of precipitation in a 24-hour period. Following a significant rain event and the 24-hour drying-out period, a qualified biologist shall conduct a preconstruction survey for California red-legged frog prior to the restart of any Project activities.

**Mitigation Measure 7:** Wildlife Encounters. If any wildlife is encountered during Project activities, said encounter shall be reported to a qualified biologist and wildlife shall be allowed to leave the work area unharmed. Animals shall be allowed to leave the work area of their own accord and without harassment. Animals shall not be picked up or moved in any way.

**Mitigation Measure 8:** Vegetation Disturbance. Disturbance to vegetation shall be kept to the minimum necessary to complete the Project activities. Prior to the Current Planning Section's approval of the building permit for the project, the applicant shall submit a Biological Protection Plan, subject to Community Development Director review and approval, showing areas to remain undisturbed by construction-related activities and protected with recommended measures (such as temporary fencing with the type to be specified by a qualified biologist). To minimize impacts to vegetation, a qualified biologist shall work with the contractor to designate

work areas (including all staging areas) and designate areas to remain undisturbed and protected.

**Mitigation Measure 9:** Vehicle Fueling and Maintenance. All fueling, maintenance of vehicles and other equipment, and staging areas should occur at least 50 feet from the drainage swale on the northeastern edge of the project area. The edge of the 50 feet buffer zone shall be marked using visible markers by a biologist no sooner than 30 days prior to the start of construction. Equipment operators and fueling crews shall ensure that contamination of the swale does not occur during such operations by restricting all activities to outside of the buffer zone. Prior to the start of construction-related activities, a plan to allow for prompt and effective response to any accidental spills shall be submitted and subject to review and approval by the Community Development Director. All workers should be informed of the importance of preventing spills, and of the appropriate measures to take should a spill occur.

**Mitigation Measure 10:** Erosion and Sediment Control BMPs. Prior to the Current Planning Section's approval of a building permit, the applicant shall revise and submit the Erosion and Sediment Control Plan, subject to review and approval by the project planner. The plan shall have been reviewed by a qualified biologist prior to submittal to the County. The plan shall include measures to prevent runoff to the drainage swale on the northeastern edge of the project area and demonstrate compliance with other erosion control requirements and mitigation measures. This shall include the installation of silt fences or straw wattles between work areas and any water sources such as the drainage swale, and around any spoil piles (e.g., loose asphalt, dirt, debris, construction-related materials) that could potentially discharge sediment into habitat areas. If straw wattles are used, they shall be made of biodegradable fabric (e.g., burlap) and free of monofilament netting.

**Mitigation Measure 11:** In the event that cultural, paleontological, or archaeological resources are encountered during site grading or other site work, such work shall immediately be halted in the area of discovery and the project sponsor shall immediately notify the Community Development Director of the discovery. The applicant shall be required to retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The cost of the qualified archaeologist and of any recording, protecting, or curating shall be borne solely by the project sponsor. The archaeologist shall be required to submit to the Community Development Director, subject to review and approval, a report of the findings and methods of curation or protection of the resources. No further grading or site work within the area of discovery shall be allowed until the preceding has occurred. Disposition of Native American remains shall comply with CEQA Guidelines Section 15064.5(e).

**Mitigation Measure 12:** The applicants and contractors must be prepared to carry out the requirements of California State law with regard to the discovery of human remains during construction, whether historic or prehistoric. In the event that any human remains are encountered during site disturbance, all ground-disturbing work shall cease immediately, and the County coroner shall be notified immediately. Disposition of Native American remains shall comply with CEQA Guidelines Section 15064.5(e).

**Mitigation Measure 13:** The design of the proposed development (upon submittal of the Building Permit) on the subject parcel shall generally follow the recommendations cited in the Geotechnical Study prepared by Sigma Prime Geosciences, Inc. and its subsequent updates regarding seismic criteria, grading, slab-on grade construction, and surface drainage. Any such changes to the recommendations by the project geotechnical engineer cited in this report and

subsequent updates shall be submitted for review and approval by the County's Geotechnical Engineer.

**Mitigation Measure 14:** At the time of building permit and encroachment permit application, the applicant shall revise as necessary and submit for review and approval the Erosion and Sediment Control Plan such that it shows how the transport and discharge of soil and pollutants from and within the project site would be minimized. The plans shall be designed to minimize potential sources of sediment, control the amount of runoff and its ability to carry sediment by diverting incoming flows and impeding internally generated flows, and retain sediment that is picked up on the project site through the use of sediment-capturing devices. The plans shall include measures that limit the application, generation, and migration of toxic substances, ensure the proper storage and disposal of toxic materials, and apply nutrients at rates necessary to establish and maintain vegetation without causing significant nutrient runoff to surface waters. Said plan shall adhere to the San Mateo Countywide Stormwater Pollution Prevention Program "General Construction and Site Supervision Guidelines," including:

- a. Sequence construction to install sediment-capturing devices first, followed by runoff control measures and runoff conveyances. No construction activities shall begin until after all proposed measures are in place.
- b. Minimize the area of bare soil exposed at one time (phased grading).
- c. Clear only areas essential for construction.
- d. Within five (5) days of clearing or inactivity in construction, stabilize bare soils through either non-vegetative Best Management Practices (BMPs), such as mulching, or vegetative erosion control methods, such as seeding. Vegetative erosion control shall be established within two (2) weeks of seeding/planting.
- e. Construction entrances shall be stabilized immediately after grading and frequently maintained to prevent erosion and to control dust.
- f. Control wind-born dust through the installation of wind barriers such as hay bales and/or sprinkling.
- g. Soil and/or other construction-related material stockpiled on-site shall be placed a minimum of 200 feet, or to the extent feasible, from all wetlands and drain courses. Stockpiled soils shall be covered with tarps at all times of the year.
- h. Intercept runoff above disturbed slopes and convey it to a permanent channel or storm drains by using earth dikes, perimeter dikes or swales, or diversions. Use check dams where appropriate.
- i. Provide protection for runoff conveyance outlets by reducing flow velocity and dissipating flow energy.
- j. Use silt fence and/or vegetated filter strips to trap sediment contained in sheet flow. The maximum drainage area to the fence should be 0.5 acres or less per 100 feet of fence. Silt fences shall be inspected regularly, and sediment removed when it reaches 1/3 the fence height. Vegetated filter strips should have relatively flat slopes and be vegetated with erosion-resistant species.

- k. Throughout the construction period, the applicant shall conduct regular inspections of the condition and operational status of all structural BMPs required by the approved erosion control plan.
- l. No erosion or sediment control measures will be placed in vegetated areas.
- m. Environmentally-sensitive areas shall be delineated and protected to prevent construction impacts per Mitigation Measure 10.
- n. Control of fuels and other hazardous materials, spills, and litter during construction.
- o. Preserve existing vegetation whenever feasible.

**Mitigation Measure 15:** Should any traditionally or culturally affiliated Native American tribe respond to the County's issued notification for consultation, such process shall be completed and any resulting agreed upon measures for avoidance and preservation of identified resources be taken prior to implementation of the project, if the project has not yet been implemented.

**Mitigation Measure 16:** In the event that tribal cultural resources are inadvertently discovered during project implementation, all work shall stop until a qualified professional can evaluate the find and recommend appropriate measures to avoid and preserve the resource in place, or minimize adverse impacts to the resource, and those measures shall be approved by the Current Planning Section prior to implementation and continuing any work associated with the project.

**Mitigation Measure 17:** Any inadvertently discovered tribal cultural resources shall be treated with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, protecting the cultural character and integrity of the resource, protecting the traditional use of the resource, and protecting the confidentiality of the resource.

#### **INITIAL STUDY**

The San Mateo County Current Planning Section has reviewed the Environmental Evaluation of this project and has found that the probable environmental impacts are insignificant. A copy of the initial study is attached.

**REVIEW PERIOD:** September 18, 2019 to October 18, 2019

All comments regarding the correctness, completeness, or adequacy of this Negative Declaration must be received by the County Planning and Building Department, 455 County Center, Second Floor, Redwood City, no later than **5:00 p.m., October 18, 2019.**

CONTACT PERSON

Ruemel Panglao  
Project Planner, 650/363-4582  
[rpanglao@smcgov.org](mailto:rpanglao@smcgov.org).



Ruemel Panglao, Project Planner

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County of San Mateo  
Planning and Building Department

**INITIAL STUDY  
ENVIRONMENTAL EVALUATION CHECKLIST**  
(To Be Completed by Planning Department)

1. **Project Title:** Harbor Village Recreational Vehicle (RV) Park
2. **County File Number:** PLN 2017-00320
3. **Lead Agency Name and Address:** San Mateo County Planning and Building Department, 455 County Center, 2nd Floor, Redwood City, CA 94063
4. **Contact Person and Phone Number:** Ruemel Panglao, Project Planner, 650/363-4582
5. **Project Location:** 240 Capistrano Road, unincorporated Princeton area of San Mateo County
6. **Assessor's Parcel Number and Size of Parcel:** 047-081-430 (3.356 acres)
7. **Project Sponsor's Name and Address:** Ron Stefanick, Pillar Point Project Developers, P.O. Box 158, Half Moon Bay, CA 94019
8. **Name of Person Undertaking the Project or Receiving the Project Approval (if different from Project Sponsor):** N/A
9. **General Plan Designation:** Coastside Commercial Recreation (Urban)
10. **Zoning:** CCR/DR/CD (Coastside Commercial Recreation/Design Review/Coastal Development)
11. **Description of the Project:** The applicant requests a Coastal Development Permit (CDP), Use Permit, Mobile Home Permit, and Grading Permit for the construction of a new 50 parking space RV park, plus a 869 sq. ft. shower and laundry building and landscaping, located on a legal 3.356-acre parcel (legality confirmed via Lot Line Adjustment: LLA94-0014). The construction of the RV park involves earthwork of 4,500 cubic yards of cut and 4,575 cubic yards of fill. No trees are proposed for removal. The project is located within the Cabrillo Highway (Highway 1) County Scenic Corridor. The project is appealable to the California Coastal Commission.
12. **Surrounding Land Uses and Setting:** The undeveloped site is located at the corner of Cabrillo Highway and Capistrano Road. The area to the north contains commercial uses in the unincorporated community of El Granada. The area to the west contains agricultural land. A parking lot for Pillar Point Harbor is located to the east. The areas to the south contains commercial uses, anchored by the Oceano Hotel.
13. **Other Public Agencies Whose Approval is Required:** California Department of Housing and Community Development, California Department of Transportation, Regional Water Quality Control Board.

14. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** No, see Section 18.a.ii. *(NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process (see Public Resources Code Section 21080.3.2.). Information may also be available from the California Native American Heritage Commission’s Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality).*

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

X	Aesthetics		Energy		Public Services
	Agricultural and Forest Resources		Hazards and Hazardous Materials		Recreation
X	Air Quality	X	Hydrology/Water Quality		Transportation
X	Biological Resources		Land Use/Planning	X	Tribal Cultural Resources
X	Climate Change		Mineral Resources		Utilities/Service Systems
X	Cultural Resources	X	Noise		Wildfire
X	Geology/Soils		Population/Housing	X	Mandatory Findings of Significance

**EVALUATION OF ENVIRONMENTAL IMPACTS**

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in 5. below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other California Environmental Quality Act (CEQA) process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources. Sources used, or individuals contacted should be cited in the discussion.

<b>1. AESTHETICS.</b> Except as provided in Public Resources Code Section 21099, would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1.a Have a substantial adverse effect on a scenic vista, views from existing residential areas, public lands, water bodies, or roads?			X	
<b>Discussion:</b> Due to the presence of mature Monterey Cypress trees along Cabrillo Highway and				

the one- and two-story commercial structures to the south, public views of the Pacific Ocean are substantially blocked from viewing locations at the site and the portion of Cabrillo Highway which fronts the project site. When driving along Cabrillo Highway closer to the corner of Capistrano Road and Cabrillo Highway, there is a brief portion of the road with a view of the Pacific Ocean which may be impacted by the project. To ensure minimal blockage of this view, the proposed landscaping is limited to groundcover and low-growing shrubs at the corner of Capistrano Road and Cabrillo Highway and along the entire stretch of Capistrano Road adjacent to the property. In addition, no RV parking spaces are proposed along the Capistrano Road side of the property. As part of the project scope, the existing grade level would be lowered by approximately 1-foot relative to the elevation of the adjacent Cabrillo Highway, further minimizing the effects of any views being blocked by vertical elements.

The project is within the Cabrillo Highway County Scenic Corridor. There is an existing RV park approximately a half mile east of the project site. Additionally, RV parks are a common sight along Cabrillo Highway within other municipalities, such as Pacifica and Half Moon Bay. The applicant does not propose any additional signage, other than the use of small signs informing visitors of the rules of the RV Park. Such signs would be located at the center of the RV Park and would not be significantly visible from off-site viewing locations. Signage for the RV Park would be a panel located on an existing multi-tenant monument sign for the Harbor Village property.

Based on the foregoing, the proposed use would result in visual impacts which are less than significant.

**Source:** Project Plans, Project Location, County GIS Maps.

1.b Substantially damage or destroy scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
<p><b>Discussion:</b> The project parcel does not contain and is not located in close proximity to any rock outcroppings. One historic structure, the former Ocean Shore Railroad North Granada Station is located on the east side of Highway 1 but not within the immediate project vicinity.</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Maps, Holman &amp; Associates Archaeological Report.</p>				
1.c In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings, such as significant change in topography or ground surface relief features, and/or development on a ridgeline? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	

**Discussion:** The project parcel is located in an urbanized area within a Design Review (DR) District as it is zoned CCR/DR/CD (Coastside Commercial Recreation / Design Review / Coastal Development) and is within the Cabrillo Highway County Scenic Corridor. In addition, the Mobile Home (MH) ordinance applies to this project despite not offering spaces for long term residence. Based on the discussion in Sections 1.a. and 1.d., the project, as proposed and conditioned, is in compliance with the applicable design review standards of the DR Zoning District and the Community Design Manual. The project meets all applicable MH Ordinance, Zoning District, General Plan, and Local Coastal Program provisions. For a discussion of potential impacts to the County Cabrillo Highway Scenic Corridor, see Section 1.a, above.

An RV park is a conditionally permitted use in the CCR Zoning District. The proposal meets the development standards of the respective zoning district.

**Source:** Project Plans, Project Location, San Mateo County Zoning Regulations.

1.d Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?		X		
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**Discussion:** The project would increase nighttime ambient lighting within an area that contains existing ambient light sources. The RV park proposes ten (10) 16 feet high lamp posts with downward directed lamp heads and would not create a new source of substantial light or glare. While the property does not currently contain any light sources, it is located immediately adjacent to the Ocean Hotel and the Shoppes at Harbor Village, which contains light sources and is visible from the Cabrillo Highway.

The applicant has agreed to remove the five (5) 20-foot-high lamp posts previously proposed along the southwestern edge of the property which would have resulted in light spilling offsite. The RV park would be screened by existing, mature Monterey Cypress trees along Cabrillo Highway and existing structures from neighboring properties to the south. In addition, the majority of the lamp posts in the interior of the park would be located adjacent to one to three proposed strawberry trees (*Arbutus 'Marina'*) which, per the County Arborist, would likely reach a mature height of 25 to 30 feet based on the proposed growing conditions. These trees would also provide further screening of the light. Any light produced from the habitation of the RV park would also be screened. However, to further reduce any potential impact, the following mitigation is recommended:

**Mitigation Measure 1:** All exterior lights shall be designed and located so as to confine direct rays to the subject property and prevent glare in the surrounding area. A photometric plan shall be reviewed by the Planning Section during the building permit process to verify compliance with this condition. Prior to the final approval of the building permit, lighting shall be inspected and compliance with this requirement shall be verified.

**Source:** Project Plans, Project Location.

1.e Be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?		X		
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**Discussion:** See the discussion provided for Sections 1.a. through 1.e, above.

**Source:** Project Plans, Project Location.

1.f If within a Design Review District, conflict with applicable General Plan or Zoning			X	
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Ordinance provisions?				
<b>Discussion:</b> See the discussion provided for Section 1.c.				
<b>Source:</b> Project Plans, Project Location, San Mateo County Zoning Regulations.				
1.g Visually intrude into an area having natural scenic qualities?			X	
<b>Discussion:</b> See the discussion provided for Sections 1.a. through 1.e, above.				
<b>Source:</b> Project Plans, Project Location.				

<p><b>2. AGRICULTURAL AND FOREST RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant 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:</p>					
		<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
2.a.	For lands outside the Coastal Zone, 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?				X
<p><b>Discussion:</b> The project site is located within the Coastal Zone. The parcel is not within an area that is mapped or designated as Prime or Unique Farmland or Farmland of Statewide Importance.</p> <p><b>Source:</b> Project Location, County GIS Maps, California Department of Conservation Farmland Mapping and Monitoring Program.</p>					
2.b.	Conflict with existing zoning for agricultural use, an existing Open Space Easement, or a Williamson Act contract?				X
<p><b>Discussion:</b> The project site is zoned Coastside Commercial Recreation (CCR). The zoning does not allow for agriculture uses. The parcel is also not subject to an existing Open Space Easement or Williamson Act contract.</p> <p><b>Source:</b> Project Location, County Zoning Regulations, County GIS Maps, County Williamson Act</p>					

Contracts.				
2.c.	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 forestland to non-forest use?			X
<p><b>Discussion:</b> The project site is undeveloped. It does not contain Farmland. It should be noted that the property has been used in the past as a pumpkin patch for sale of pumpkins for annual fall holidays, but the property was not used for the cultivation of any agricultural commodities.</p> <p>Also, the site does not contain forestland (defined as land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits). Therefore, the project would not convert Farmland to a non-agricultural use or forestland to non-forest use. Project Location, County GIS Maps, California Department of Conservation Farmland Mapping and Monitoring Program.</p> <p><b>Source:</b> Project Location, County GIS Maps, California Department of Conservation Farmland Mapping and Monitoring Program.</p>				
2.d.	For lands within the Coastal Zone, convert or divide lands identified as Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or Brussels sprouts?		X	
<p><b>Discussion:</b> The subject parcel is located in the Coastal Zone. The Natural Resources Conservation Service has classified the project site as containing soils that have a Class III rating (non-irrigated). The entire parcel contains prime soils, as well as the developed area of Princeton and a large portion of the Harbor District property to the southeast. The areas that are proposed to be converted have not been used in the recent past for agricultural purposes and have been disturbed previously. The property has been used as a pumpkin patch for sale of pumpkins for annual holidays, but the property was not used for the cultivation of any agricultural commodities. It has also been used historically as a staging area for temporary events and as unpaved overflow parking for the adjacent commercial development. No division of land is proposed. Therefore, while the project would result in the conversion of prime soils, the area has been continually disturbed over time for commercial purposes and is not zoned for agriculture. Thus, the project poses minimal impact.</p> <p><b>Source:</b> Project Location, Natural Resources Conservation Service Web Soil Survey - California Revised Storie Index, County Zoning Regulations.</p>				
2.e.	Result in damage to soil capability or loss of agricultural land?		X	
<p><b>Discussion:</b> See the discussion provided for Section 2.d.</p> <p><b>Source:</b> Project Location, Natural Resources Conservation Service Web Soil Survey - California Revised Storie Index, County Zoning Regulations.</p>				

<p>2.f. Conflict with existing zoning for, or cause rezoning of, forestland (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))?</p> <p><i>Note to reader: This question seeks to address the economic impact of converting forestland to a non-timber harvesting use.</i></p>				X
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**Discussion:** The project site does not contain forestland or timberland; therefore, there is no conflict with existing zoning or cause for rezoning.

**Source:** Project Location, County GIS Maps, County Zoning Regulations.

<p><b>3. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
	<i><b>Potentially Significant Impacts</b></i>	<i><b>Significant Unless Mitigated</b></i>	<i><b>Less Than Significant Impact</b></i>	<i><b>No Impact</b></i>
3.a. Conflict with or obstruct implementation of the applicable air quality plan?		X		

**Discussion:** The Bay Area 2010 Clean Air Plan (CAP), developed by the Bay Area Air Quality Management District (BAAQMD), is the applicable air quality plan for San Mateo County. The CAP was created to improve Bay Area air quality and to protect public health and climate.

The project would not conflict with or obstruct the implementation of the BAAQMD's 2010 CAP. The project and its operation involve minimal hydrocarbon (carbon monoxide; CO<sub>2</sub>) air emissions, whose source would be from trucks and equipment (whose primary fuel source is gasoline) during its construction. The impact from the occasional and brief duration of such emissions would not conflict with or obstruct the Bay Area Air Quality Plan.

The construction of the RV park involves earthwork of 4,500 cubic yards of cut and 4,575 cubic yards of fill. As proposed grading would largely be balanced on-site, there would be no off-haul and minimal truck trips for import of materials.

Regarding emissions from construction vehicles (employed at the site during the project's construction), the following mitigation measure is recommended to ensure that the impact from such emissions is less than significant:

**Mitigation Measure 2:** The applicant shall implement dust control measures, as listed below. Measures shall be included on plans submitted for the Building Permit and encroachment permit applications. The measures shall be implemented for the duration of any grading, demolition, and construction activities that generate dust and other airborne particles. The measures shall include the following:

a. Water all active construction areas at least twice daily.



- b. Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.
- c. Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least 2 feet of freeboard.
- d. Apply water three times daily or apply (non-toxic) soil stabilizers on all unpaved access roads, parking, and staging areas at the construction sites. Also, hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- e. Sweep daily (preferably with water sweepers) all paved access roads, parking, and staging areas at the construction sites.
- f. Sweep adjacent public streets daily (preferably with water sweepers) if visible soil material is carried onto them.
- g. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- h. Limit traffic speeds on unpaved roads within the project parcel to 15 miles per hour (mph).
- i. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- j. Replant vegetation in disturbed areas as quickly as possible.

**Source:** Project Plans, Bay Area Air Quality Management District.

3.b. 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?		X		
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X

**Discussion:** As of December 2012, San Mateo County is a non-attainment area for PM-2.5. On January 9, 2013, the Environmental Protection Agency (EPA) issued a final rule to determine that the Bay Area attains the 24-hour PM-2.5 national standard. However, the Bay Area will continue to be designated as “non-attainment” for the national 24-hour PM-2.5 standard until the BAAQMD submits a “re-designation request” and a “maintenance plan” to EPA and the proposed re-designation is approved by the EPA. A temporary increase in the project area is anticipated during construction since these PM-2.5 particles are a typical vehicle emission. The temporary nature of the proposed construction and California Air Resources Board vehicle regulations reduce the potential effects to a less than significant impact. The following mitigation measure would minimize increases in non-attainment criteria pollutants generated from project construction to a less than significant level:

**Mitigation Measure 3:** The applicant shall submit an Air Quality Best Management Practices Plan to the Planning and Building Department prior to the issuance of any grading permit “hard card” or building permit that, at a minimum, includes the “Basic Construction Mitigation Measures” as listed in Table 8-1 of the BAAQMD California Environmental Quality Act (CEQA) Guidelines (May 2011). The following Bay Area Air Quality Management District Best Management Practices for mitigating construction-related criteria air pollutants and precursors shall be implemented prior to beginning any grading and/or construction activities and shall be maintained for the duration of the project grading and/or construction activities:

- a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

- c. 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.
- d. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour(mph).
- e. 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). Clear signage shall be provided for construction workers at all access points.
- f. Roadways and building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- g. Idling times shall be minimized either by shutting equipment or vehicles 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). Clear signage shall be provided for construction workers at all access points.
- h. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications.
- i. Minimize the idling time of diesel-powered construction equipment to two minutes.
- j. 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.

**Source:** Project Plans, Bay Area Air Quality Management District.

3.c. Expose sensitive receptors to substantial pollutant concentrations, as defined by the Bay Area Air Quality Management District?			X	
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**Discussion:** The project site is located in an urban area with no sensitive receptors, such as schools, located within the project vicinity. The closet residence is over 20 feet to the north of the parcel. Therefore, the project would not expose sensitive receptors to significant levels of pollutant concentrations.

**Source:** Project Plans, Bay Area Air Quality Management District.

3.d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	
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**Discussion:** The project, once operational, would not create or generate any significant odors. Potential odors which may be generated include exhaust odors associated with typical vehicle parking uses. The project has the potential to generate more odors associated with construction activities. However, any such odors would be temporary and would not have a significant impact on large numbers of people over an extended duration of time. Thus, the impact would less than significant.

**Source:** Project Plans.

<b>4. BIOLOGICAL RESOURCES.</b> Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
4.a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	X		

**Discussion:** A biological resources evaluation (SWCA evaluation) was prepared by SWCA Environmental Consultants, dated November 2017, which analyzed potential project impacts to biological resources on the subject parcel. SWCA Evaluation is included as Attachment C.

According to the SWCA evaluation, SWCA biologist Jessica Henderson-McBean conducted a reconnaissance-level field survey of the study area on October 17, 2017, to document the existing biological conditions and determine the potential for special-status species to occur in the study area. One northern harrier (*Circus cyaneus*), a California Department of Fish and Wildlife (CDFW) species of special concern was observed foraging within the study area. No other special-status species were observed within the study area during the biological field survey. A drainage swale was observed along the northeastern edge of the project area, which is unlikely in SWCA's opinion to be considered jurisdictional by CDFW, US Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), and the California Coastal Commission (CCC). No other jurisdictional wetlands, water features, or riparian corridors were observed within the project area.

The project area is bordered by a commercial development to the north and southwest, by actively-cultivated agricultural land to the north and west, and by Cabrillo Highway to the northeast. The SWCA evaluation states that developed, agricultural, and disturbed/ruderal habitats do not typically provide suitable habitat for sensitive wildlife species. In addition, infrastructure and other man-made facilities surrounding the project area (e.g., roads and dense development) present potential barriers to dispersal of wildlife into and across the project area.

The drainage swale along the northeast edge of the project area, which conveys surface flows into a culvert pipe with a presumed terminus in the Pacific Ocean, may provide marginal, suitable aquatic habitat for sensitive wildlife species such as California red-legged frog (*Rana draytonii*), a federally listed threatened species and California species of special concern, and San Francisco garter snake (*Thamnophis sirtalis tetrataenia*), a federally and state listed endangered species and CDFW fully protected species. Although the project area lacks suitable natural habitat conditions for these species, the project area could be used by these species for dispersal. However, due to the lack of emergent vegetation cover and development surrounding the project area, the potential for these species to occur within the Project Area is low.

Additionally, the drainage swale does not meet the LCP definition of a riparian corridor due to the lack of riparian vegetation.

The project area does contain habitat for nesting migratory birds, including northern harrier (*Circus cyaneus*), a CDFW species of special concern that is protected under the Migratory Bird Treaty Act and/or the California Fish and Game Code.

Due to the potential for these species to occur within the project area, it is recommended that the

following mitigation measures be implemented to avoid potential impacts to California red-legged frog, San Francisco garter snake, and nesting migratory birds (during the breeding season):

**Mitigation Measure 4:** Pre-Construction Nesting Bird Surveys. Prior to any Project construction-related activities (such as tree removal, grubbing, grading or other land disturbing activities), the Project proponent shall take the following steps to avoid direct losses of active nests, eggs, and nestlings and indirect impacts to avian breeding success:

If construction-related activities occur only during the non-breeding season, between August 31 and February 1, no nest surveys will be required.

During the breeding bird season (February 1 through August 31), a qualified biologist shall survey areas intended for construction-related activities in the Project Area for nesting raptors and passerine birds not more than 14 days prior to any ground-disturbing activity or vegetation removal. Surveys shall include all potential habitats within 250 feet of activities for raptors, and 50 feet of activities for passerines. If results are positive for nesting birds, a qualified biologist shall advise as to whether avoidance procedures are necessary, subject to review and approval by the Community Development Director. These may include implementation of buffer areas (minimum 50-foot buffer for passerines and minimum 250-foot buffer for most raptors) or seasonal avoidance. Once established, buffer areas around active nests may be reduced on a case-by-case basis based on guidance from a qualified biologist. The biologist shall consider factors such as topography, land use, Project activities, visual screening or line-of-site to active nest, and background noise levels when establishing a reduced nest buffer. The biologist shall advise whether full-time biological monitoring should be required during all activities that occur within reduced nest buffers in order to monitor the active nest(s) for signs of disturbance or “take.”

**Mitigation Measure 5:** Environmental Training. All crewmembers shall attend an Environmental Awareness Training presented by a qualified biologist. The training shall include a description of the special-status species that may occur in the region, the project Avoidance and Minimization Measures, Mitigation Measures, the limits of the project work areas, applicable laws and regulations, and penalties for non-compliance. Upon completion of training, crewmembers shall sign a training form indicating they attended the program and understood the measures. Completed training form(s) shall be provided to the Project Planner before the start of project activities.

**Mitigation Measure 6:** Ground Disturbing Construction Activities. Ground disturbing construction-related activities shall occur during the dry season (June 1 to October 15) to facilitate avoidance of California red-legged frog. Regardless of the season, no construction shall occur within 24 hours following a significant rain event defined as greater than 1/4 inches of precipitation in a 24-hour period. Following a significant rain event and the 24-hour drying-out period, a qualified biologist shall conduct a preconstruction survey for California red-legged frog prior to the restart of any Project activities.

**Mitigation Measure 7:** Wildlife Encounters. If any wildlife is encountered during Project activities, said encounter shall be reported to a qualified biologist and wildlife shall be allowed to leave the work area unharmed. Animals shall be allowed to leave the work area of their own accord and without harassment. Animals shall not be picked up or moved in any way.

**Mitigation Measure 8:** Vegetation Disturbance. Disturbance to vegetation shall be kept to the minimum necessary to complete the Project activities. Prior to the Current Planning Section’s approval of the building permit for the project, the applicant shall submit a Biological Protection Plan, subject to Community Development Director review and approval, showing areas to remain undisturbed by construction-related activities and protected with recommended measures (such as temporary fencing with the type to be specified by a qualified biologist). To minimize impacts to vegetation, a qualified biologist shall work with the contractor to designate work areas (including all staging areas) and designate areas to remain undisturbed and protected.

**Mitigation Measure 9:** Vehicle Fueling and Maintenance. All fueling, maintenance of vehicles and other equipment, and staging areas should occur at least 50 feet from the drainage swale on the northeastern edge of the project area. The edge of the 50 feet buffer zone shall be marked using visible markers by a biologist no sooner than 30 days prior to the start of construction. Equipment operators and fueling crews shall ensure that contamination of the swale does not occur during such operations by restricting all activities to outside of the buffer zone. Prior to the start of construction-related activities, a plan to allow for prompt and effective response to any accidental spills shall be submitted and subject to review and approval by the Community Development Director. All workers should be informed of the importance of preventing spills, and of the appropriate measures to take should a spill occur.

**Mitigation Measure 10:** Erosion and Sediment Control BMPs. Prior to the Current Planning Section's approval of a building permit, the applicant shall revise and submit the Erosion and Sediment Control Plan, subject to review and approval by the project planner. The plan shall have been reviewed by a qualified biologist prior to submittal to the County. The plan shall include measures to prevent runoff to the drainage swale on the northeastern edge of the project area and demonstrate compliance with other erosion control requirements and mitigation measures. This shall include the installation of silt fences or straw wattles between work areas and any water sources such as the drainage swale, and around any spoil piles (e.g., loose asphalt, dirt, debris, construction-related materials) that could potentially discharge sediment into habitat areas. If straw wattles are used, they shall be made of biodegradable fabric (e.g., burlap) and free of monofilament netting.

**Source:** Project Plans, Project Location, County GIS Maps, SWCA Biological Resources Evaluation (dated November 2017).

4.b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
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**Discussion:** Per the SWCA evaluation, there are no areas of riparian habitat or sensitive natural communities identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, in the project area.

**Source:** Project Plans, Project Location, County GIS Maps, SWCA Biological Resources Evaluation (dated November 2017).

4.c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
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**Discussion:** The SWCA evaluation found no wetlands in the entire study area, as defined either by Section 404 or in the County Local Coastal Program. As a result, the project poses no impact to these resources.

**Source:** Project Plans, Project Location, County GIS Maps, SWCA Biological Resources Evaluation

(dated November 2017).					
4.d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
<p><b>Discussion:</b> According to the SWCA evaluation, the project area is located within an area of commercial and agricultural development and therefore it is unlikely that the project area serves as a wildlife movement corridor. Due to the presence of marginal aquatic habitat for California red-legged frog and San Francisco garter snake, it is possible that the Project Area may be used as seasonal dispersal habitat for these species. With the implementation of the Mitigation Measures in Section 4.a, impacts to wildlife corridors would be minimized.</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Maps, SWCA Biological Resources Evaluation (dated November 2017).</p>					
4.e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (including the County Heritage and Significant Tree Ordinances)?			X	
<p><b>Discussion:</b> The project does not propose to remove or impact any significant or heritage trees. The existing, mature Monterey Cypress trees along Cabrillo Highway would be retained and protected during construction. As noted in the Mayne Arborist Report, a protective barrier of six-foot chain-link fence shall be installed around the dripline of affected trees and no work shall be performed in the tree protection zone unless supervised by the project arborist. No trees proposed to remain should be significantly impacted by the proposed construction.</p> <p><b>Source:</b> Project Plans, Mayne Arborist Report.</p>					
4.f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?				X
<p><b>Discussion:</b> The site is not located in an area with an adopted Habitat Conservation Plan or Natural Conservation Community Plan, other approved regional or State habitat conservation plan.</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Map.</p>					
4.g.	Be located inside or within 200 feet of a marine or wildlife reserve?				X
<p><b>Discussion:</b> The project site is not located inside or within 200 feet of a marine or wildlife reserve.</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Map, National Wildlife Refuge System Locator.</p>					

4.h. Result in loss of oak woodlands or other non-timber woodlands?				X
<b>Discussion:</b> The project site includes no oak woodlands or other timber woodlands.				
<b>Source:</b> Project Plans, Project Location.				

<b>5. CULTURAL RESOURCES.</b> Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
5.a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?				X
<b>Discussion:</b> The project site does not host any known historical resources, by either County, State, or Federal listings. Thus, the project poses no impact to these resources.				
<b>Source:</b> California Register of Historical Resources.				
5.b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?		X		
<p><b>Discussion:</b> Based on the project parcel’s existing surrounding land uses, it is not likely that the project parcel and surrounding area would host any archaeological resources. The California Historical Resources Information System’s Northwest Information Center at Sonoma State University (Sonoma State), in a letter dated April 10, 2019, notes that there was a previous cultural resource study for the project area in 1994 that identified no cultural resources. However, the Sonoma State letter notes that the project area has the possibility of containing unrecorded archaeological sites. Native American resources in this part of San Mateo County have been recorded in the foothill to valley floor interface, at the mouths of drainage canyons, in Holocene alluvial fan deposits, and in coastal terraces or adjacent to intermittent or perennial watercourses. The proposed project area is situated within Holocene alluvial fan deposits approximately 160 meters from Half Moon Bay; additionally, according to a review of historic maps, the proposed project area was once adjacent to a perennial watercourse.</p> <p>Due to the passage of time since the previous survey (Clark 1994) and the changes in archaeological theory and method since that time, Sonoma State recommends a qualified archaeologist conduct further archival and field study for the entire project area to identify archaeological resources.</p> <p>Per the Archaeological Report, prepared by Holman &amp; Associates and dated June 2019, the project area contains no evidence of prehistoric archaeological resources by archival search or field survey. Historic topographic maps show no prior development around and within the project area, so it is quite unlikely historic archaeological deposits or features could exist in or around the currently developed property.</p> <p>The following mitigation measure is provided in the event that any cultural, paleontological, or</p>				

archeological resources are encountered during project construction and excavation activities:

**Mitigation Measure 11:** In the event that cultural, paleontological, or archaeological resources are encountered during site grading or other site work, such work shall immediately be halted in the area of discovery and the project sponsor shall immediately notify the Community Development Director of the discovery. The applicant shall be required to retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The cost of the qualified archaeologist and of any recording, protecting, or curating shall be borne solely by the project sponsor. The archaeologist shall be required to submit to the Community Development Director, subject to review and approval, a report of the findings and methods of curation or protection of the resources. No further grading or site work within the area of discovery shall be allowed until the preceding has occurred. Disposition of Native American remains shall comply with CEQA Guidelines Section 15064.5(e).

**Source:** Project Location, County GIS Maps, California Historical Resources Information System Review Letter (dated April 10, 2019), Holman & Associates Archaeological Report (dated June 2019).

5.c. Disturb any human remains, including those interred outside of formal cemeteries?		X		
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**Discussion:** No known human remains are located within the project area or surrounding vicinity. In case of accidental discovery, the following mitigation measure is recommended:

**Mitigation Measure 12:** The applicants and contractors must be prepared to carry out the requirements of California State law with regard to the discovery of human remains during construction, whether historic or prehistoric. In the event that any human remains are encountered during site disturbance, all ground-disturbing work shall cease immediately, and the County coroner shall be notified immediately. Disposition of Native American remains shall comply with CEQA Guidelines Section 15064.5(e).

**Source:** Project Location, County GIS Maps.

**6. ENERGY.** Would the project:

	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
6.a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	

**Discussion:** The project involves the construction of a small 869 sq. ft. laundry and restroom facility. The size of the proposed building is appropriate to the proposed use. The proposed lighting would be LED and, therefore, energy efficient. The project includes landscaping that would minimize heat island effects. Overall, the site would be constructed in compliance with all relevant building codes and regulations. In addition, per the discussion in Section 17.b, the project would cause a less than significant impact on vehicles miles traveled (VMT), which indicates that there will



<p>be a minimal impact on air pollutants and greenhouse gases (GHG) and congestion.</p> <p>In terms of the use of electrical power, the RV park would use power mainly for the small laundry and restroom facility and for any customer utilizing the electrical hookups for their respective RV. These represent a necessary consumption of resources for the operation of the RV park.</p> <p><b>Source:</b> Project Plans, Project Location, Hexagon Transportation Consultants, Inc. 100 Capistrano Road Harbor Village RV Park Draft Traffic Impact Analysis (dated January 18, 2019).</p>					
6.b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.			X	
<p><b>Discussion:</b> Per the discussion in Section 6.a., the project would pose a less than significant impact.</p> <p><b>Source:</b> Project Plans.</p>					

<p><b>7. GEOLOGY AND SOILS.</b> Would the project:</p>					
		<b>Potentially Significant Impacts</b>	<b>Significant Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
7.a.	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the following, or create a situation that results in:				
	<p>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?</p> <p><i>Note: Refer to Division of Mines and Geology Special Publication 42 and the County Geotechnical Hazards Synthesis Map.</i></p>		X		
<p><b>Discussion:</b> A geotechnical report was prepared by Sigma Prime Geosciences, Inc. (Sigma Prime), dated May 17, 2019, included as Attachment F. Sigma Prime determined the closest mapped active fault zone to the site is the San Gregorio-Seal Cove fault, located offshore about 1 kilometer (km) to the west. Other faults in the region most likely to produce significant seismic ground motions include the San Andreas, Hayward, Rodgers Creek, and Calaveras faults.</p> <p>According to Sigma Prime, the site is not located in an active Alquist-Priolo special studies area or zone where fault rupture is considered likely. Therefore, active faults are not believed to exist beneath the site, and the potential for fault rupture to occur at the site is low. Although it is highly probable that the proposed project would experience very strong ground shaking during a moderate to large nearby earthquake, Sigma Prime states that the proposed project can be developed as</p>					

planned, provided that the geotechnical recommendations from their report be implemented. Since the project location and its distance from the cited fault zone can result in strong seismic ground shaking in the event of an earthquake, the following mitigation measure is recommended to ensure that such impacts are less than significant:

**Mitigation Measure 13:** The design of the proposed development (upon submittal of the Building Permit) on the subject parcel shall generally follow the recommendations cited in the Geotechnical Study prepared by Sigma Prime Geosciences, Inc. and its subsequent updates regarding seismic criteria, grading, slab-on grade construction, and surface drainage. Any such changes to the recommendations by the project geotechnical engineer cited in this report and subsequent updates shall be submitted for review and approval by the County’s Geotechnical Engineer.

**Source:** Project Plans, Project Location, San Mateo County Hazards Maps, Sigma Prime Geotechnical Study (dated May 17, 2018).

ii. Strong seismic ground shaking?		X		
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**Discussion:** Pursuant to the discussion in Section 7.a.i., strong seismic ground shaking may occur in the event of an earthquake. However, the mitigation measure provided in Section 6.a.i. would minimize impacts to a less than significant level.

**Source:** Project Plans, Project Location, San Mateo County Hazards Maps, Sigma Prime Geotechnical Study (dated May 17, 2018).

iii. Seismic-related ground failure, including liquefaction and differential settling?		X		
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**Discussion:** According to Sigma Prime, soils most susceptible to liquefaction are saturated, loose, silty sands, and uniformly graded sands. The 4.5-foot thick layer of loose silty sand at a depth of 13.5 feet underlying the site is likely to liquefy during a design earthquake. Sigma Prime estimates up to 1.8 inches of settlement. An existing thick clay cap should reduce this amount at the ground surface to about 1-inch of total settlement and 0.5 inches of differential settlement.

However, pursuant to the discussion in Section 7.a.i., its respective mitigation measure is provided to minimize any impacts to a less than significant level.

**Source:** Project Plans, Project Location, San Mateo County Hazards Maps, Sigma Prime Geotechnical Study (dated May 17, 2018).

iv. Landslides?		X		
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**Discussion:** The site is moderately sloped, so the likelihood of a landslide impacting the site is low. However, pursuant to the discussion in Section 7.a.i., its respective mitigation measure is provided to minimize any impacts to a less than significant level.

**Source:** Project Plans, Project Location, San Mateo County Hazards Maps, Sigma Prime Geotechnical Study (dated May 17, 2018).

v. Coastal cliff/bluff instability or erosion?  <i>Note to reader: This question is looking at instability under current conditions. Future, potential instability is looked at in Section 7</i>				X
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<i>(Climate Change).</i>				
<p><b>Discussion:</b> The project site is located about 500 feet from the coastline. Therefore, there would be no project impact on coastal cliff or bluff instability or erosion.</p> <p><b>Source:</b> Project Location.</p>				
7.b.	Result in substantial soil erosion or the loss of topsoil?		X	
<p><b>Discussion:</b> The construction of the RV park involves 4,500 cubic yards of cut and 4,575 cubic yards of fill. Total land disturbance is 2.9-acres. The project is subject to coverage under a State General Construction Permit. The mitigation measures in Sections 3.a. and 3.b., and the following mitigation measure are included to control erosion during both project construction activities.</p> <p>With these mitigation measures, the project impact would be less than significant.</p> <p><b>Mitigation Measure 14:</b> At the time of building permit and encroachment permit application, the applicant shall revise as necessary and submit for review and approval the Erosion and Sediment Control Plan such that it shows how the transport and discharge of soil and pollutants from and within the project site would be minimized. The plans shall be designed to minimize potential sources of sediment, control the amount of runoff and its ability to carry sediment by diverting incoming flows and impeding internally generated flows, and retain sediment that is picked up on the project site through the use of sediment-capturing devices. The plans shall include measures that limit the application, generation, and migration of toxic substances, ensure the proper storage and disposal of toxic materials, and apply nutrients at rates necessary to establish and maintain vegetation without causing significant nutrient runoff to surface waters. Said plan shall adhere to the San Mateo Countywide Stormwater Pollution Prevention Program “General Construction and Site Supervision Guidelines,” including:</p> <ol style="list-style-type: none"> <li>a. Sequence construction to install sediment-capturing devices first, followed by runoff control measures and runoff conveyances. No construction activities shall begin until after all proposed measures are in place.</li> <li>b. Minimize the area of bare soil exposed at one time (phased grading).</li> <li>c. Clear only areas essential for construction.</li> <li>d. Within five (5) days of clearing or inactivity in construction, stabilize bare soils through either non-vegetative Best Management Practices (BMPs), such as mulching, or vegetative erosion control methods, such as seeding. Vegetative erosion control shall be established within two (2) weeks of seeding/planting.</li> <li>e. Construction entrances shall be stabilized immediately after grading and frequently maintained to prevent erosion and to control dust.</li> <li>f. Control wind-born dust through the installation of wind barriers such as hay bales and/or sprinkling.</li> <li>g. Soil and/or other construction-related material stockpiled on-site shall be placed a minimum of 200 feet, or to the extent feasible, from all wetlands and drain courses. Stockpiled soils shall be covered with tarps at all times of the year.</li> <li>h. Intercept runoff above disturbed slopes and convey it to a permanent channel or storm drains by using earth dikes, perimeter dikes or swales, or diversions. Use check dams where appropriate.</li> <li>i. Provide protection for runoff conveyance outlets by reducing flow velocity and dissipating flow</li> </ol>				

<p>energy.</p> <p>j. Use silt fence and/or vegetated filter strips to trap sediment contained in sheet flow. The maximum drainage area to the fence should be 0.5 acres or less per 100 feet of fence. Silt fences shall be inspected regularly, and sediment removed when it reaches 1/3 the fence height. Vegetated filter strips should have relatively flat slopes and be vegetated with erosion-resistant species.</p> <p>k. Throughout the construction period, the applicant shall conduct regular inspections of the condition and operational status of all structural BMPs required by the approved erosion control plan.</p> <p>l. No erosion or sediment control measures will be placed in vegetated areas.</p> <p>m. Environmentally-sensitive areas shall be delineated and protected to prevent construction impacts per Mitigation Measure 10.</p> <p>n. Control of fuels and other hazardous materials, spills, and litter during construction.</p> <p>o. Preserve existing vegetation whenever feasible.</p> <p><b>Source:</b> Project Plans, Project Location, San Mateo County Hazards Maps, Sigma Prime Geotechnical Study (dated May 17, 2018), San Mateo Countywide Stormwater Pollution Prevention Program.</p>					
7.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, severe erosion, liquefaction or collapse?		X		
<p><b>Discussion:</b> Pursuant to the discussion to Sections 7.a. and 7.b., the associated mitigation measures would assure that the project does not result in an on-site or off-site landslide, lateral spreading, subsidence, severe erosion, liquefaction or collapse. Therefore, the mitigation measures would minimize project impacts in these areas to a less than significant level.</p> <p><b>Source:</b> Project Plans, Project Location, San Mateo County Hazards Maps, Sigma Prime Geotechnical Study (dated May 17, 2018).</p>					
7.d.	Be located on expansive soil, as defined in Table 18-1-B of Uniform Building Code, creating substantial direct or indirect risks to life or property?		X		
<p><b>Discussion:</b> According to Sigma Prime, subsurface clayey soils at the site have a high potential for expansion. Expansive soils tend to swell with increases in moisture content and shrink with decreases in moisture content. These moisture fluctuations typically occur during seasonal variations in precipitation, but can also occur from irrigation, changes in site drainage, or the presence of tree roots. As the soil shrinks and swells, improvements supported on the expansive soils may fall and rise. These movements may cause cracking and vertical deformations of improvements, which can be addressed by regular maintenance of parking areas and structures.</p> <p>However, pursuant to the discussion in Section 7.a.i., its respective mitigation measure is provided to minimize any impacts to a less than significant level.</p> <p><b>Source:</b> Project Plans, Project Location, San Mateo County Hazards Maps, Sigma Prime</p>					

Geotechnical Study (dated May 17, 2018).					
7.e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
<p><b>Discussion:</b> The proposed RV park would have sanitary sewer service connections from the Granada Community Services District and therefore does not require or include any septic tanks or wastewater disposal systems. Thus, the project poses no impact in this area.</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Maps, Granada Sanitary District.</p>					
7.f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
<p><b>Discussion:</b> Based on the project parcel's existing surrounding land uses, it is not likely that the project parcel and surrounding area would host any paleontological resource or site or unique geologic feature. However, Mitigation Measure 11 in Section 5.b. is provided to ensure that the impact is less than significant if any resources are encountered.</p> <p><b>Source:</b> Project Location, County GIS Maps.</p>					

<b>8. CLIMATE CHANGE.</b> Would the project:					
		<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
8.a.	Generate greenhouse gas (GHG) emissions (including methane), either directly or indirectly, that may have a significant impact on the environment?		X		
<p><b>Discussion:</b> Greenhouse Gas Emissions (GHG) include hydrocarbon (carbon monoxide; CO2) air emissions from vehicles and machines that are fueled by gasoline. Project-related grading and construction of the RV park would result in the temporary generation of GHG emissions along travel routes and at the project site. In general, construction involves GHG emissions mainly from exhaust from vehicle trips (e.g., construction vehicles and personal vehicles of construction workers). Even assuming construction vehicles and workers are based in and traveling from urban areas, the potential project GHG emission levels from construction would be considered minimal considering the temporary duration of construction (approximately 10 to 12 month). Although the project scopes for the current and potential future projects are not likely to generate a significant cumulative amount of construction-related greenhouse gases, the mitigation measure is provided in Section 3.b. to minimize any impact to a less than significant level.</p> <p>In terms of operational GHG, GHGs would be produced by the RVs travelling to and from the site. The trips to the proposed RV park would be along the typical shoreline route that many travelers in</p>					

<p><b>RVs take when visiting the California coast;</b> therefore, the project itself will not create new GHGs that would not already be generated by the RVs as they travel along the California coast.</p> <p><b>Source:</b> Project Plans, Project Location.</p>					
8.b.	Conflict with an applicable plan (including a local climate action plan), policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X
<p><b>Discussion:</b> The proposed project does not conflict with the County of San Mateo Energy Efficiency Climate Action Plan (EECAP). As new construction, the project complies with the applicable measures regarding green building, landscaping, and water efficiency.</p> <p><b>Source:</b> Project Plans, 2013 San Mateo County Energy Efficiency Climate Action Plan, EECAP Development Checklist.</p>					
8.c.	Result in the loss of forestland or conversion of forestland to non-forest use, such that it would release significant amounts of GHG emissions, or significantly reduce GHG sequestering?				X
<p><b>Discussion:</b> The project parcel and surrounding area are not considered forest land, nor do they host any such forest canopy. Therefore, the project poses no impact to such resources.</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Maps.</p>					
8.d.	Expose new or existing structures and/or infrastructure (e.g., leach fields) to accelerated coastal cliff/bluff erosion due to rising sea levels?				X
<p><b>Discussion:</b> As discussed in Section 7.a.v., the project site and remaining vacant parcels are located about 500 feet from the coastline. Therefore, the project would not be impacted by coastal cliff/bluff erosion due to rising sea levels.</p> <p><b>Source:</b> Project Location.</p>					
8.e.	Expose people or structures to a significant risk of loss, injury or death involving sea level rise?				X
<p><b>Discussion:</b> As discussed in Section 7.a.v., the project site and remaining vacant parcels are located about 500 feet from the coastline. Therefore, the project would not be impacted by coastal cliff/bluff erosion due to rising sea levels.</p> <p><b>Source:</b> Project Location.</p>					
8.f.	Place structures within an anticipated 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood			X	

hazard delineation map?				
<p><b>Discussion:</b> The project site is not located in an anticipated 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA). The project site and associated parcels are located in FEMA Flood Zone X, which is considered a minimal flood hazard (Panel No. 06081C0138F, effective August 2, 2017). FEMA Flood Zone X areas have a 0.2% annual chance of flooding, with areas with one (1) percent annual chance of flooding with average depths of less than 1-foot. Therefore, the project impact would be less than significant.</p> <p><b>Source:</b> Project Location, County GIS Maps, Federal Emergency Management Agency Flood Insurance Rate Map 06081C0138F, effective August 2, 2017.</p>				
8.g. Place within an anticipated 100-year flood hazard area structures that would impede or redirect flood flows?				X
<p><b>Discussion:</b> The project site is not located in an anticipated 100-year flood hazard area as mapped by FEMA. Pursuant to the discussion in Section 7.f., the project poses no impact.</p> <p><b>Source:</b> Project Location, County GIS Maps, Federal Emergency Management Agency Flood Insurance Rate Map 06081C0138F, effective August 2, 2017.</p>				

<b>9. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
9.a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (e.g., pesticides, herbicides, other toxic substances, or radioactive material)?				X
<p><b>Discussion:</b> The project does not involve the use, transport, or disposal of hazardous materials.</p> <p><b>Source:</b> Project Plans.</p>				
9.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?				X
<p><b>Discussion:</b> The use of hazardous materials is not proposed for this project.</p> <p><b>Source:</b> Project Plans.</p>				
9.c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within				X

one-quarter mile of an existing or proposed school?				
<p><b>Discussion:</b> The emission of hazardous materials, substances, or waste is not proposed for this project. The project parcel is also not located within one-quarter mile of an existing or proposed school.</p> <p><b>Source:</b> Project Plans, Project Location.</p>				
9.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?				X
<p><b>Discussion:</b> The project site and the remaining vacant parcels are not included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and therefore would not result in the creation of a significant hazard to the public or the environment.</p> <p><b>Source:</b> Project Location, California Department of Toxic Substances Control.</p>				
9.e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?			X	
<p><b>Discussion:</b> The project site is located approximately 900 feet east of the easterly boundary of the Half Moon Bay Airport, a public airport operated by the County Department of Public Works. Development within certain proximities of the airport are regulated by applicable policies and requirements of the Final Half Moon Bay Airport Land Use Compatibility Plan (ALUCP), as adopted by the City/County Association of Governments (C/CAG) on October 9, 2014. The overall objective of the ALUCP safety compatibility guidelines is to minimize the risks associated with potential aircraft accidents for people and property on the ground in the event of an aircraft accident near an airport and to enhance the chances of survival of the occupants of an aircraft involved in an accident that occurs beyond the runway environment. The ALUCP has safety zone land use compatibility standards that restrict land use development that could pose particular hazards to the public or to vulnerable populations in case of an aircraft accident.</p> <p>A large majority of the project site is located in the Airport Influence Area (Runway Safety Zone 7), where accident risk level is considered to be low. The bathroom/laundry facility would be located within this zone.</p> <p>A small portion of the west corner of the project site (approximately .13 acre of the 3.356 acres of the total site) is located in the Airport Influence Area (Zone 2), the Inner Turning Zone (ITZ), where accident risk level is considered to be moderate to high encompassing approximately seven percent of general aviation aircraft accidents. The ITZ Zone does not prohibit uses such as RV parks. Furthermore, the bathroom/laundry facility would be located outside of this zone. Additionally, the proposed use complies with the other ITZ development conditions in the Safety Criteria Matrix of the ALUCP such as locating the structure a maximum distance from extended runway centerline and maintaining a less than 35-ft. building height. No project structures are proposed within the ITZ.</p>				



<p>The maximum height of any RVs parked in the ITZ zone would not exceed the height limit of the CCR zoning district (28 feet).</p> <p>Based on the discussion above, staff has determined that the proposed project complies with the safety compatibility criteria and poses a less than significant impact.</p> <p><b>Source:</b> Project Plans, Project Location, 2014 Final Half Moon Bay Airport Land Use Compatibility Plan.</p>					
9.f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
<p><b>Discussion:</b> The project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan. The proposed project would not impede, change the configuration of, or close any roadways that could be used for emergency purposes. However, as discussed in Section 17, the project would contribute additional traffic to existing roadways, but the level of impact is considered less than significant and does not require mitigation. Therefore, the project poses no impact.</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Maps.</p>					
9.g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X
<p><b>Discussion:</b> The project site is not located within a Fire Hazard Severity Zone (State Responsibility Area). The project site is currently vegetated, undeveloped land which is located within an urban, developed area. Project implementation would result in the construction of a paved and landscaped site that would reduce risk of wildland fire in the area. Additionally, the project was reviewed by Coastside Fire Protection District (CFPD) and received conditional approval subject to compliance with the California Building Code for hard wired smoke detectors, an automatic fire sprinkler system, and ignition resistant construction and materials, among other fire prevention requirements. No further mitigation, beyond compliance with the standards and requirements of the CFPD, is necessary.</p> <p><b>Source:</b> Project Location, California State Fire Severity Zones Maps, Coastside Fire Protection District.</p>					
9.h.	Place housing within an existing 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
<p><b>Discussion:</b> While no housing is proposed as part of this project, the project includes a total of 50-parking spaces for overnight stays within recreational vehicles. The project would not place structures within a 100-year flood hazard area as the project site is not located within a flood hazard zone that will be inundated by a 100-year flood.</p> <p><b>Source:</b> Project Plans.</p>					

9.i.	Place within an existing 100-year flood hazard area structures that would impede or redirect flood flows?				X
<p><b>Discussion:</b> As discussed in Section 8.f., the project site is located in Flood Zone X, an area of minimal flood hazard. The project would not place structures within a 100-year flood hazard area as the project site is not located within a flood hazard zone that will be inundated by a 100-year flood.</p> <p><b>Source:</b> Project Location, County GIS Maps, Federal Emergency Management Agency Flood Insurance Rate Map 06081C0138F, effective August 2, 2017.</p>					
9.j.	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?				X
<p><b>Discussion:</b> In addition to the discussion Section 9.i., no dam or levee is located in close proximity to the project site or remaining vacant parcels. Therefore, there is no risk of flooding due to failure of a dam or levee.</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Maps, San Mateo County Hazards Maps.</p>					
9.k.	Inundation by seiche, tsunami, or mudflow?			X	
<p><b>Discussion:</b> While no housing is proposed as part of this project and the bathroom and laundry facility building is the only structure, the project includes a total of 50-parking spaces for overnight stays within recreational vehicles. According to the San Mateo County General Plan Hazards Map, only a small portion of landscaping in the southwest area of the project parcel is located within a San Mateo County General Plan tsunami and seiche inundation area. Furthermore, the project site is not located in an area of high landslide susceptibility (which could contribute to mudflow).</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Maps, San Mateo County Hazards Maps.</p>					

<b>10. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
10.a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality (consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash))?		X	

**Discussion:** As the proposed project would result in 1.17 acres of new or replaced impervious surface, the project has the potential to generate polluted stormwater runoff during project operation. The project would be required to comply with the County's Drainage Policy requiring post-construction stormwater flows to be at, or below, pre-construction flow rates. Drainage analysis for the RV park was prepared by Sigma Prime, dated November 2018, detailing the proposed drainage system. The drainage reports state that the proposed detention system is designed such that post-development runoff would be less than or equal to the pre-development runoff, and no runoff is diverted from one drainage area to another. The reports state that there would be no appreciable downstream impacts and that current drainage patterns indicate minimal runoff from adjacent impervious surfaces onto the subject property. Runoff from the RV park would be filtered through and be detained by the proposed bioretention areas. This would result in a net decrease of the volume of runoff that ultimately reaches the Pacific Ocean through the existing storm drainage system.

The proposed project, including the discussed drainage report and plans, were reviewed and approved by the Department of Public Works. Based on these findings, the project impact will be less than significant.

**Source:** Project Plans, Project Location, County GIS Maps, Sigma Prime Geosciences, Inc. Harbor Village RV Park Drainage Report (dated November 2018).

10.b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
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**Discussion:** The project site is currently vegetated, undeveloped land which allows surface water to infiltrate into the groundwater basin. The proposal includes creation of 34,967 sq. ft. of new impervious surface. Run-off from these new surfaces would be directed to on-site bio-retention systems that would allow surface water to infiltrate into the groundwater basin. The project site does not contain any wells nor does the project involve any new wells. The project would connect to Coastside County Water District (CCWD).

**Source:** Project Plans, Project Location, San Mateo County Hazards Maps, Sigma Prime Geotechnical Study (dated May 17, 2018).

10.c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
i. Result in substantial erosion or siltation on- or off-site;		X		

<p><b>Discussion:</b> The proposed project does not involve the alteration of the course of a stream or river. The project involves the construction of 1.17 acres of impervious area. The proposed development on the project parcel would include drainage features that have been reviewed and approved by the Department of Public Works. With Mitigation Measures 2 and 3 to address potential impacts during construction activities, the project would have a less than significant impact.</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Maps, Sigma Prime Geosciences, Inc. Harbor Village RV Park Drainage Report (dated March 2018).</p>				
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
<p><b>Discussion:</b> Pursuant to the discussion in Sections 10.a. and 10.c.i., the proposed project would have a less than significant impact.</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Maps, Sigma Prime Geosciences, Inc. Harbor Village RV Park Drainage Report (dated March 2018).</p>				
iii. 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; or			X	
<p><b>Discussion:</b> Pursuant to the discussion in Section 10.a., the proposed project would have a less than significant impact.</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Maps, Sigma Prime Geosciences, Inc. Harbor Village RV Park Drainage Report (dated March 2018).</p>				
iv. Impede or redirect flood flows?			X	
<p><b>Discussion:</b> Pursuant to the discussion in Sections 10.a. and 10.c.i, the proposed project would have a less than significant impact.</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Maps, Sigma Prime Geosciences, Inc. Harbor Village RV Park Drainage Report (dated March 2018).</p>				
10.d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
<p><b>Discussion:</b> Pursuant to the discussion in Section 9.k., the proposed project will have a less than significant impact.</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Maps, San Mateo County Hazards Maps.</p>				
10.e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

<p><b>Discussion:</b> Pursuant to the discussion in Sections 10.a. and 10.b, the proposed project would have a less than significant impact.</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Maps, Sigma Prime Geosciences, Inc. Harbor Village RV Park Drainage Report (dated March 2018).</p>					
10.f.	Significantly degrade surface or ground-water water quality?			X	
<p><b>Discussion:</b> As discussed in Section 10.b, the project site does not contain any wells nor does the project involve any new wells. Thus, the project would pose a less than significant impact.</p> <p><b>Source:</b> Project Plans, Project Location, San Mateo County Hazards Maps, Sigma Prime Geotechnical Study (dated May 17, 2018).</p>					
10.g.	Result in increased impervious surfaces and associated increased runoff?		X		
<p><b>Discussion:</b> Pursuant to the discussion in Section 10.c. and the cited mitigation measures, the proposed project would create new impervious surfaces but would not result in increased runoff and would have a less than significant impact.</p> <p><b>Source:</b> Project Plans, Project Location, County GIS Maps, Sigma Prime Geosciences, Inc. Harbor Village RV Park Drainage Report (dated March 2018).</p>					

<p><b>11. LAND USE AND PLANNING.</b> Would the project:</p>					
		<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
11.a.	Physically divide an established community?				X
<p><b>Discussion:</b> The proposed RV park would result in infill development of a parcel on the boundary of an urban area surrounded by existing commercial uses to the north, south, and east, single-family residential uses to the north, and agricultural land to the west. The project does not include a proposal to divide lands or include development that would result in the division of an established community.</p> <p><b>Source:</b> Project Plans, Project Location.</p>					
11.b.	Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	
<p><b>Discussion:</b> Staff has reviewed the project and has not found a conflict with applicable policies of the County's Local Coastal Program (LCP) and applicable CCR, MH, and Design Review (DR) District Zoning regulations as discussed in Section 1.f that would cause a significant environmental impact. Based on the discussion provided in Section 1.f, the project is in compliance with all</p>					

applicable Design Review standards. Therefore, the project impact would be less than significant.

**Source:** San Mateo County LCP; County Zoning Regulations.

11.c. Serve to encourage off-site development of presently undeveloped areas or increase development intensity of already developed areas (examples include the introduction of new or expanded public utilities, new industry, commercial facilities or recreation activities)?			X	
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**Discussion:** The project would not serve to encourage off-site development of presently undeveloped areas. The project scope includes the construction of an RV park, a commercial recreation use. An RV park already exists within the vicinity of the project site, as well as restaurants and stores in the area to serve visitors. The project would be connected to already available municipal water from the Coastside County Water District and sewer services from the Granada Community Services District.

**Source:** Project Plans, Project Location, Coastside County Water District, Granada Community Services District.

**12. MINERAL RESOURCES.** Would the project:

	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
12.a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?				X

**Discussion:** The proposed project neither involves nor results in any extraction or loss of mineral resources. Therefore, the project poses no impact.

**Source:** Project Plans.

12.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?				X
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**Discussion:** There are no known mineral resources on the project parcel; therefore, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan.

**Source:** Project Plans.

13. NOISE. Would the project result in:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
13.a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
<p><b>Discussion:</b> The proposed project would not produce any long-term significant noise source. The project would generate short-term noise associated with grading and construction activities. The project site is not adjacent to any noise sensitive uses, such as residential uses, hospitals or schools. Additionally, the short-term noise from grading and construction activities will be temporary, where volume and hours are regulated by Section 4.88.360 (Exemptions) of the San Mateo County Ordinance Code for Noise Control which limits noise sources associated with demolition, construction, repair, remodeling, or grading of any real property to the hours from 7:00 a.m. to 6:00 p.m., weekdays and 9:00 a.m. to 5:00 p.m., Saturdays. The Section prohibits such activities on Sundays, Thanksgiving, and Christmas and limits noise levels produced by construction activities to a maximum of 80-dBA level at any one moment. Therefore, the County's noise regulations would limit potential temporary noise impacts to a less than significant level.</p> <p><b>Source:</b> Project Plans, Project Location, San Mateo County Ordinance Code.</p>				
13.b. Generation of excessive ground-borne vibration or ground-borne noise levels?		X		
<p><b>Discussion:</b> Generation of excessive ground-borne vibration or noise levels is expected during grading and construction activities. However, construction activities that typically generate the most severe vibrations, such as blasting and pile driving, would not occur for the project. Mitigation Measure 14 in Section 13.a. is provided to ensure that the impact is less than significant.</p> <p><b>Source:</b> Project Plans, Project Location, San Mateo County Ordinance.</p>				
13.c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure to people residing or working in the project area to excessive noise levels?			X	
<p><b>Discussion:</b> The project site is located approximately 0.2 miles east of the eastern boundary of the Half Moon Bay Airport, a public airport operated by the County Department of Public Works. The project site is not located within the airport's noise exposure contours. Thus, visitors to the RV Park would not be exposed to excessive noise levels. Therefore, the project poses a less than significant impact.</p> <p><b>Source:</b> Project Plans, Project Location, 2014 Final Half Moon Bay Airport Land Use Compatibility Plan.</p>				

<b>14. POPULATION AND HOUSING.</b> Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
14.a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
<p><b>Discussion:</b> The proposed RV park is a visitor-serving use that is accessible using existing roads and would be served by existing utility infrastructure and would therefore not induce any significant population growth. Therefore, the project poses no impact.</p> <p><b>Source:</b> Project Plans, Project Location.</p>				
14.b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
<p><b>Discussion:</b> The proposed RV park would be located on an undeveloped parcel; therefore, no existing housing would be displaced. Therefore, the project poses no impact.</p> <p><b>Source:</b> Project Plans, Project Location.</p>				

<b>15. PUBLIC SERVICES.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
15.a. Fire protection?				X
15.b. Police protection?			X	
15.c. Schools?				X
15.d. Parks?				X
15.e. Other public facilities or utilities (e.g., hospitals, or electrical/natural gas supply				X



systems)?				
<p><b>Discussion:</b> The proposed project is to construct an RV park in a commercial area. The proposed project does not involve and is not associated with the provision of new or physically altered government facilities, nor will it generate a need for an increase in any such facilities. Stays at the RV Park would be limited to 28 days and would not increase the demand for schools in the area or significantly increase the demand for parks in the area, as discussed in Section 16, below. The project may result in increased calls to the Sheriff's Office due to the potential for increased noise, parties, trash, and alcohol consumption associated with commercial recreation uses. Additionally, the applicant proposes to have an on-site manager present at all times to monitor the RV Park and to enforce applicable policies relating to excessive noise, partying, trash, and alcohol consumption. The RV Park will also have an established quiet time between 10:00 P.M. and 8:00 A.M. In addition, the County Sheriff regularly patrols the area and the nearby Pillar Point RV Park. The on-site manager will only contact the Sheriff's Office if they cannot control a given situation.</p> <p>Per the review of the Coastside Fire Protection District, the project would not disrupt acceptable service ratios, response times or performance objectives of the Coastside Fire Protection District. Therefore, the project poses no impact.</p> <p><b>Source:</b> Project Plans, Project Location, Coastside Fire Protection District.</p>				

<b>16. RECREATION.</b> Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
16.a. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
<p><b>Discussion:</b> Stays at the RV Park would be limited to 28 days and would not significantly increase the demand for parks in the area. The RV Park would add to existing motels, hotels, camping options in the area and may increase visitation to existing State and local parks. The property owner would be required to pay a Transient Occupancy Tax (TOT Tax) for each stay which would contribute to the County's General Fund which can be used to off-set of the cost of maintaining the County's tourism infrastructure.</p> <p><b>Source:</b> Project Plans, Project Location.</p>				
16.b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
<p><b>Discussion:</b> Pursuant to the discussion in Section 16.a., the proposed project would have a less than significant impact.</p> <p><b>Source:</b> Project Plans.</p>				

17. TRANSPORTATION. Would the project:				
	Potentially Significant Impacts	Significant Unless Mitigated	Less Than Significant Impact	No Impact
17.a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and parking?			X	
<p><b>Discussion:</b> A Traffic Impact Analysis (Hexagon analysis), dated January 18, 2019, was prepared by Hexagon Transportation Consultant, Inc., was peer-reviewed for the County by DKS Associates, and was subsequently found to be sufficient by DKS associates. According to the Hexagon analysis, the proposed development would generate a total of 20 trips (7 incoming and 13 outgoing) during the AM peak hour, 25 trips (16 incoming and 9 outgoing) during the PM peak hour, and 24 trips (11 incoming and 13 outgoing) during the Saturday midday peak hour. Per the Screening Thresholds for Land Use Projects section of the Technical Advisory on Evaluating Transportation Impacts in CEQA document published by the Governor’s Office of Planning and Research, the proposed project “may be assumed to cause a less-than significant transportation impact” because it generates or attracts fewer than 110 trips per day.</p> <p>With respect to compliance with the Department of Public Works’ 2013 Traffic Impact Study Requirements, the project does not meet the threshold of a significant adverse impact on traffic conditions in San Mateo County. The Hexagon analysis determined that under all scenarios with and without the project, the signalized study intersection, Cabrillo Highway (SR 1)/Capistrano Road, would operate at an acceptable level of service (LOS C or better, with each individual movement operating at LOS D or better) during the AM, PM, and Saturday midday peak hours. In addition, the analysis results show that under all scenarios with and without the project, the two-way stop-controlled study intersection would operate at LOS C or better during all peak hours. The analysis indicates that vehicles on the stop-controlled approaches (the Pillar Point Harbor Boulevard and the Shoppes at Harbor Village private driveway) would experience minimal increases in delay with added project traffic.</p> <p>According to the Hexagon analysis, the proposed development would provide compliant standard and emergency access to and circulation around the RV park. The traffic trips (comprised of guests/visitors to) generated by the new RV Park would not result in a significant increase in vehicles on Capistrano Road, and thus would pose no significant safety impact to other vehicles, pedestrians or bicycles. The Hexagon analysis notes that the overall network of sidewalks and crosswalks in the study area has good connectivity and provides pedestrians with safe routes to buses and other points of interest in the vicinity of the project site and that the sidewalks and bikeways in the vicinity of the project site are adequate to serve the proposed RV park.</p> <p>The adequacy of access, along Capistrano Road, to and from the site has been reviewed by both the County’s Department of Public Works and the Coastside Fire Protection District, who have concluded that such access complies with their respective policies and requirements.</p> <p><b>Source:</b> Project Plans, Project Location, Hexagon Transportation Consultants, Inc. 100 Capistrano Road Harbor Village RV Park Draft Traffic Impact Analysis (dated January 18, 2019), Screening Thresholds for Land Use Projects section of the Technical Advisory on Evaluating Transportation Impacts in CEQA, DKS Associates Draft Peer Review of Princeton Harbor RV Park TIA (dated</p>				

November 30, 2018), Coastside Fire Protection District.				
17.b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) <i>Criteria for Analyzing Transportation Impacts</i> ?				X
<p><b>Discussion:</b> Per CEQA Guidelines Section 15064.3, Subdivision (c) <i>Applicability</i>, the use of Vehicle Miles Traveled (VMT) will apply statewide on July 1, 2020; however, the project is consistent.</p> <p><b>Source:</b> CEQA Guidelines Section 15064.3, Subdivision (c) <i>Applicability</i>.</p>				
17.c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
<p><b>Discussion:</b> Pursuant to the discussion in Section 17.a., the proposed project would have a less than significant impact.</p> <p><b>Source:</b> Project Plans, Project Location, Hexagon Transportation Consultants, Inc. 100 Capistrano Road Harbor Village RV Park Draft Traffic Impact Analysis (dated January 18, 2019), Coastside Fire Protection District.</p>				
17.d. Result in inadequate emergency access?			X	
<p><b>Discussion:</b> Pursuant to the discussion in Section 17.a., the proposed project would have a less than significant impact.</p> <p><b>Source:</b> Project Plans, Project Location, Coastside Fire Protection District.</p>				

<b>18. TRIBAL CULTURAL RESOURCES.</b> Would the project:				
	<b>Potentially Significant Impacts</b>	<b>Significant Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
18.a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).				X
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**Discussion:** The project is not listed in a local register of historical resources, pursuant to any local ordinance or resolution as defined in Public Resources Code Section 5020.1(k), the project poses no impact.

**Source:** Project Location, California Register of Historical Resources.

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Subdivision (c) of Public Resources Code Section 5024.1. (In applying the criteria set forth in Subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)		X		
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**Discussion:** A Sacred Lands File and Native American Contacts List Request was sent to the Native American Heritage Commission on March 22, 2019. A record search of the Native American Heritage Commission Sacred Lands File was completed, and the results were negative. Although the project is not subject to Assembly Bill 52 (Tribal Consultation), as the County has no records of written requests for formal notification of proposed projects within the County from any traditionally or culturally affiliated California Native American tribes, the County seeks to satisfy the Native American Heritage Commission’s best practices to consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project to avoid inadvertent impacts on tribal cultural resources. On April 3, 2019, a letter was mailed via certified mail to the tribes identified by the Native American Heritage Commission. To date, no request for consultation was received. Therefore, while the project is not expected to cause a substantial adverse change to any potential tribal cultural resources pursuant to discussion in Sections 5.a. and 5.b., the following mitigation measures are recommended to minimize any potential significant impacts to unknown tribal cultural resources:

**Mitigation Measure 15:** Should any traditionally or culturally affiliated Native American tribe respond to the County’s issued notification for consultation, such process shall be completed and any resulting agreed upon measures for avoidance and preservation of identified resources be taken prior to implementation of the project, if the project has not yet been implemented.

**Mitigation Measure 16:** In the event that tribal cultural resources are inadvertently discovered during project implementation, all work shall stop until a qualified professional can evaluate the find and recommend appropriate measures to avoid and preserve the resource in place, or minimize adverse impacts to the resource, and those measures shall be approved by the Current Planning Section prior to implementation and continuing any work associated with the project.

**Mitigation Measure 17:** Any inadvertently discovered tribal cultural resources shall be treated with

culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, protecting the cultural character and integrity of the resource, protecting the traditional use of the resource, and protecting the confidentiality of the resource.

**Source:** Project Plans, Project Location, Native American Heritage Commission, State Assembly Bill 52, California Historical Resources Information System Review Letter (dated March 26, 2019).

**19. UTILITIES AND SERVICE SYSTEMS.** Would the project:

	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
19.a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	

**Discussion:** The proposed RV park would connect to and receive sewage services from the Granada Community Services District and water service from the Coastside County Water District. The proposed project does not involve or require any water or wastewater treatment facilities that would exceed any requirements of the Regional Water Quality Control Board. In addition, the project would connect to PG&E infrastructure for electric power.

As discussed in Section 10.a., as the proposed project would result in 1.17 acres of impervious surface and has the potential to generate polluted stormwater runoff during project operation, the permanent project would be required to comply with the County’s Drainage Policy requiring post-construction stormwater flows to be at, or below, pre-construction flow rates. The proposed drainage system design, reviewed and approved by the Department of Public Works, would accommodate the proposed project, and ensure pre-construction runoff levels are maintained or reduced. Based on these findings, the project impact is expected to be less than significant.

**Source:** Project Plans, Project Location, County GIS Maps, Sigma Prime Geosciences, Inc. Harbor Village RV Park Drainage Report (dated March 2018).

19.b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
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**Discussion:** The proposed RV park would have adequate water service connections from the Coastside County Water District. Therefore, the project poses no impact.

**Source:** Project Plans, Project Location, Coastside County Water District.

19.c. Result in a determination by the waste-water 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?				X
<p><b>Discussion:</b> The Granada Community Services District has indicated that they have adequate capacity to serve the project's sanitary sewerage demands. Therefore, the project poses no impact.</p> <p><b>Source:</b> Project Plans, Project Location, Granada Sanitary District.</p>				
19.d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
<p><b>Discussion:</b> The construction of the project would generate some solid waste, both during construction and after completion (on an ongoing basis typical for that generated by the RV park use). Stays at the RV Park would be limited to 28 days. Similar to all other properties in the Midcoast area, the RV park would receive municipal trash and recycling pick-up service by Recology. The County's local landfill facility is the Corinda Los Trancos (Ox Mountain) Landfill, located at 12310 San Mateo Road (State Highway 92), a few miles east of Half Moon Bay. This landfill facility has permitted capacity/service life until 2034. Therefore, the project impact is less than significant.</p> <p><b>Source:</b> San Mateo County Environmental Health Services.</p>				
19.e. Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?			X	
<p><b>Discussion:</b> Solid waste generated by the RV Park is expected to be minimal. Stays at the RV Park would be limited to 28 days. The project site would receive solid waste service by Recology. The landfill cited in Section 19.d. is licensed and operates pursuant to all Federal, State and local statutes and regulations as overseen by the San Mateo County Health System's Environmental Health Services. Therefore, the project impact would be less than significant.</p> <p><b>Source:</b> County Environmental Health Services.</p>				

<p><b>20. WILDFIRE.</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</p>				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
20.a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				X

<p><b>Discussion:</b> The project parcel is approximately half a mile south of a state responsibility area classified as a very high fire hazard severity zone. Therefore, the project poses no impact.</p> <p><b>Source:</b> Project Location, County GIS Maps.</p>					
20.b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
<p><b>Discussion:</b> Pursuant to the discussion in Section 20.a., the proposed project would not exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.</p> <p><b>Source:</b> Project Location, County GIS Maps.</p>					
20.c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
<p><b>Discussion:</b> The project does not involve a new road, fuel break, emergency water source, power line or other associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.</p> <p><b>Source:</b> Project Location, County GIS Maps.</p>					
20.d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X
<p><b>Discussion:</b> Pursuant to the discussion in Section 20.a., the proposed project will have no impact. Additionally, the site is relatively flat.</p> <p><b>Source:</b> Project Location, County GIS Maps.</p>					

<b>21. MANDATORY FINDINGS OF SIGNIFICANCE.</b>					
		<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
21.a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause		X		

<p>a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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?</p>				
<p><b>Discussion:</b> The project, as proposed and with implementation of all recommended mitigation measures discussed in the previous sections, would result in potential impacts that are less than significant.</p> <p><b>Source:</b> All Applicable Sources Previously Cited in This Document.</p>				
<p>21.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.)</p>		<p>X</p>		
<p><b>Discussion:</b> Based on the discussions in the previous sections where the project impact was determined to be less than significant or required mitigation measures to ensure a less than significant impact, the proposed project would not have impacts that are cumulatively considerable. This project would have a less than significant cumulative impact upon the environment and no evidence has been found that the project would result in broader regional impacts. The Big Wave Wellness Center and Office Park, which has not yet started construction, is the only other major project proposed for the area. The proposed RV Park is a smaller scale project which will take significantly less time to construct at approximately 10 to 12 months. Additionally, traffic patterns associated with this recreation use are likely to be different than traffic patterns generated by the Office Park, which may follow standard commute times.</p> <p><b>Source:</b> All Applicable Sources Previously Cited in This Document.</p>				
<p>21.c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>		<p>X</p>		
<p><b>Discussion:</b> As discussed in the previous sections, the proposed project is to construct a new RV park. Based on the discussions in the previous sections where project impacts were determined to be less than significant, or mitigation measures were required to result in an overall less than significant impact, the proposed project would not cause significant adverse effects on human beings, either directly or indirectly.</p> <p><b>Source:</b> All Applicable Sources Previously Cited in This Document.</p>				



**RESPONSIBLE AGENCIES.** Check what agency has permit authority or other approval for the project.

AGENCY	YES	NO	TYPE OF APPROVAL
Bay Area Air Quality Management District		X	
Caltrans	X		Encroachment Permit
City		X	
California Coastal Commission (CCC)		X	No separate permit required; local decision is appealable to CCC
County Airport Land Use Commission (ALUC)		X	
Other: California Department of Housing and Community Development	X		Special Occupancy Park Permit
Regional Water Quality Control Board	X		Coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity
San Francisco Bay Conservation and Development Commission (BCDC)		X	
Sewer/Water District:		X	
State Department of Fish and Wildlife		X	
State Department of Public Health		X	
State Water Resources Control Board		X	
U.S. Army Corps of Engineers (CE)		X	
U.S. Environmental Protection Agency (EPA)		X	
U.S. Fish and Wildlife Service		X	

<b>MITIGATION MEASURES</b>		
	<u>Yes</u>	<u>No</u>
Mitigation measures have been proposed in project application.	X	
Other mitigation measures are needed.	X	
<p>The following measures are included in the project plans or proposals pursuant to Section 15070(b)(1) of the State CEQA Guidelines:</p> <p><b>Mitigation Measure 1:</b> All exterior lights shall be designed and located so as to confine direct rays to the subject property and prevent glare in the surrounding area. A photometric plan shall be</p>		

reviewed by the Planning Section during the building permit process to verify compliance with this condition. Prior to the final approval of the building permit, lighting shall be inspected and compliance with this requirement shall be verified.

**Mitigation Measure 2:** The applicant shall implement dust control measures, as listed below. Measures shall be included on plans submitted for the Building Permit and encroachment permit applications. The measures shall be implemented for the duration of any grading, demolition, and construction activities that generate dust and other airborne particles. The measures shall include the following:

- a. Water all active construction areas at least twice daily.
- b. Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.
- c. Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least 2 feet of freeboard.
- d. Apply water three times daily or apply (non-toxic) soil stabilizers on all unpaved access roads, parking, and staging areas at the construction sites. Also, hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- e. Sweep daily (preferably with water sweepers) all paved access roads, parking, and staging areas at the construction sites.
- f. Sweep adjacent public streets daily (preferably with water sweepers) if visible soil material is carried onto them.
- g. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- h. Limit traffic speeds on unpaved roads within the project parcel to 15 miles per hour (mph).
- i. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- j. Replant vegetation in disturbed areas as quickly as possible.

**Mitigation Measure 3:** The applicant shall submit an Air Quality Best Management Practices Plan to the Planning and Building Department prior to the issuance of any grading permit “hard card” or building permit that, at a minimum, includes the “Basic Construction Mitigation Measures” as listed in Table 8-1 of the BAAQMD California Environmental Quality Act (CEQA) Guidelines (May 2011). The following Bay Area Air Quality Management District Best Management Practices for mitigating construction-related criteria air pollutants and precursors shall be implemented prior to beginning any grading and/or construction activities and shall be maintained for the duration of the project grading and/or construction activities:

- a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- c. 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.
- d. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour(mph).
- e. 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). Clear signage shall be provided for construction workers at all access points.

- f. Roadways and building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- g. Idling times shall be minimized either by shutting equipment or vehicles 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). Clear signage shall be provided for construction workers at all access points.
- h. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications.
- i. Minimize the idling time of diesel-powered construction equipment to two minutes.
- j. 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 4:** Pre-Construction Nesting Bird Surveys. Prior to any Project construction-related activities (such as tree removal, grubbing, grading or other land disturbing activities), the Project proponent shall take the following steps to avoid direct losses of active nests, eggs, and nestlings and indirect impacts to avian breeding success:

If construction-related activities occur only during the non-breeding season, between August 31 and February 1, no nest surveys will be required.

During the breeding bird season (February 1 through August 31), a qualified biologist shall survey areas intended for construction-related activities in the Project Area for nesting raptors and passerine birds not more than 14 days prior to any ground-disturbing activity or vegetation removal. Surveys shall include all potential habitats within 250 feet of activities for raptors, and 50 feet of activities for passerines. If results are positive for nesting birds, a qualified biologist shall advise as to whether avoidance procedures are necessary, subject to review and approval by the Community Development Director. These may include implementation of buffer areas (minimum 50-foot buffer for passerines and minimum 250-foot buffer for most raptors) or seasonal avoidance. Once established, buffer areas around active nests may be reduced on a case-by-case basis based on guidance from a qualified biologist. The biologist shall consider factors such as topography, land use, Project activities, visual screening or line-of-site to active nest, and background noise levels when establishing a reduced nest buffer. The biologist shall advise whether full-time biological monitoring should be required during all activities that occur within reduced nest buffers in order to monitor the active nest(s) for signs of disturbance or "take."

**Mitigation Measure 5:** Environmental Training. All crewmembers shall attend an Environmental Awareness Training presented by a qualified biologist. The training shall include a description of the special-status species that may occur in the region, the project Avoidance and Minimization Measures, Mitigation Measures, the limits of the project work areas, applicable laws and regulations, and penalties for non-compliance. Upon completion of training, crewmembers shall sign a training form indicating they attended the program and understood the measures. Completed training form(s) shall be provided to the Project Planner before the start of project activities.

**Mitigation Measure 6:** Ground Disturbing Construction Activities. Ground disturbing construction-related activities shall occur during the dry season (June 1 to October 15) to facilitate avoidance of California red-legged frog. Regardless of the season, no construction shall occur within 24 hours following a significant rain event defined as greater than 1/4 inches of precipitation in a 24-hour period. Following a significant rain event and the 24-hour drying-out period, a qualified biologist shall conduct a preconstruction survey for California red-legged frog prior to the restart of any

Project activities.

**Mitigation Measure 7:** Wildlife Encounters. If any wildlife is encountered during Project activities, said encounter shall be reported to a qualified biologist and wildlife shall be allowed to leave the work area unharmed. Animals shall be allowed to leave the work area of their own accord and without harassment. Animals shall not be picked up or moved in any way.

**Mitigation Measure 8:** Vegetation Disturbance. Disturbance to vegetation shall be kept to the minimum necessary to complete the Project activities. Prior to the Current Planning Section's approval of the building permit for the project, the applicant shall submit a Biological Protection Plan, subject to Community Development Director review and approval, showing areas to remain undisturbed by construction-related activities and protected with recommended measures (such as temporary fencing with the type to be specified by a qualified biologist). To minimize impacts to vegetation, a qualified biologist shall work with the contractor to designate work areas (including all staging areas) and designate areas to remain undisturbed and protected.

**Mitigation Measure 9:** Vehicle Fueling and Maintenance. All fueling, maintenance of vehicles and other equipment, and staging areas should occur at least 50 feet from the drainage swale on the northeastern edge of the project area. The edge of the 50 feet buffer zone shall be marked using visible markers by a biologist no sooner than 30 days prior to the start of construction. Equipment operators and fueling crews shall ensure that contamination of the swale does not occur during such operations by restricting all activities to outside of the buffer zone. Prior to the start of construction-related activities, a plan to allow for prompt and effective response to any accidental spills shall be submitted and subject to review and approval by the Community Development Director. All workers should be informed of the importance of preventing spills, and of the appropriate measures to take should a spill occur.

**Mitigation Measure 10:** Erosion and Sediment Control BMPs. Prior to the Current Planning Section's approval of a building permit, the applicant shall revise and submit the Erosion and Sediment Control Plan, subject to review and approval by the project planner. The plan shall have been reviewed by a qualified biologist prior to submittal to the County. The plan shall include measures to prevent runoff to the drainage swale on the northeastern edge of the project area and demonstrate compliance with other erosion control requirements and mitigation measures. This shall include the installation of silt fences or straw wattles between work areas and any water sources such as the drainage swale, and around any spoil piles (e.g., loose asphalt, dirt, debris, construction-related materials) that could potentially discharge sediment into habitat areas. If straw wattles are used, they shall be made of biodegradable fabric (e.g., burlap) and free of monofilament netting.

**Mitigation Measure 11:** In the event that cultural, paleontological, or archaeological resources are encountered during site grading or other site work, such work shall immediately be halted in the area of discovery and the project sponsor shall immediately notify the Community Development Director of the discovery. The applicant shall be required to retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The cost of the qualified archaeologist and of any recording, protecting, or curating shall be borne solely by the project sponsor. The archaeologist shall be required to submit to the Community Development Director, subject to review and approval, a report of the findings and methods of curation or protection of the resources. No further grading or site work within the area of discovery shall be allowed until the preceding has occurred. Disposition of Native American remains shall comply with CEQA Guidelines Section 15064.5(e).

**Mitigation Measure 12:** The applicants and contractors must be prepared to carry out the requirements of California State law with regard to the discovery of human remains during construction, whether historic or prehistoric. In the event that any human remains are encountered during site disturbance, all ground-disturbing work shall cease immediately, and the County coroner

shall be notified immediately. Disposition of Native American remains shall comply with CEQA Guidelines Section 15064.5(e).

**Mitigation Measure 13:** The design of the proposed development (upon submittal of the Building Permit) on the subject parcel shall generally follow the recommendations cited in the Geotechnical Study prepared by Sigma Prime Geosciences, Inc. and its subsequent updates regarding seismic criteria, grading, slab-on grade construction, and surface drainage. Any such changes to the recommendations by the project geotechnical engineer cited in this report and subsequent updates shall be submitted for review and approval by the County's Geotechnical Engineer.

**Mitigation Measure 14:** At the time of building permit and encroachment permit application, the applicant shall revise as necessary and submit for review and approval the Erosion and Sediment Control Plan such that it shows how the transport and discharge of soil and pollutants from and within the project site would be minimized. The plans shall be designed to minimize potential sources of sediment, control the amount of runoff and its ability to carry sediment by diverting incoming flows and impeding internally generated flows, and retain sediment that is picked up on the project site through the use of sediment-capturing devices. The plans shall include measures that limit the application, generation, and migration of toxic substances, ensure the proper storage and disposal of toxic materials, and apply nutrients at rates necessary to establish and maintain vegetation without causing significant nutrient runoff to surface waters. Said plan shall adhere to the San Mateo Countywide Stormwater Pollution Prevention Program "General Construction and Site Supervision Guidelines," including:

- a. Sequence construction to install sediment-capturing devices first, followed by runoff control measures and runoff conveyances. No construction activities shall begin until after all proposed measures are in place.
- b. Minimize the area of bare soil exposed at one time (phased grading).
- c. Clear only areas essential for construction.
- d. Within five (5) days of clearing or inactivity in construction, stabilize bare soils through either non-vegetative Best Management Practices (BMPs), such as mulching, or vegetative erosion control methods, such as seeding. Vegetative erosion control shall be established within two (2) weeks of seeding/planting.
- e. Construction entrances shall be stabilized immediately after grading and frequently maintained to prevent erosion and to control dust.
- f. Control wind-born dust through the installation of wind barriers such as hay bales and/or sprinkling.
- g. Soil and/or other construction-related material stockpiled on-site shall be placed a minimum of 200 feet, or to the extent feasible, from all wetlands and drain courses. Stockpiled soils shall be covered with tarps at all times of the year.
- h. Intercept runoff above disturbed slopes and convey it to a permanent channel or storm drains by using earth dikes, perimeter dikes or swales, or diversions. Use check dams where appropriate.
- i. Provide protection for runoff conveyance outlets by reducing flow velocity and dissipating flow energy.
- j. Use silt fence and/or vegetated filter strips to trap sediment contained in sheet flow. The maximum drainage area to the fence should be 0.5 acres or less per 100 feet of fence. Silt fences shall be inspected regularly, and sediment removed when it reaches 1/3 the fence height. Vegetated filter strips should have relatively flat slopes and be vegetated with erosion-resistant species.

- k. Throughout the construction period, the applicant shall conduct regular inspections of the condition and operational status of all structural BMPs required by the approved erosion control plan.
- l. No erosion or sediment control measures will be placed in vegetated areas.
- m. Environmentally-sensitive areas shall be delineated and protected to prevent construction impacts per Mitigation Measure 10.
- n. Control of fuels and other hazardous materials, spills, and litter during construction.
- o. Preserve existing vegetation whenever feasible.

**Mitigation Measure 15:** Should any traditionally or culturally affiliated Native American tribe respond to the County's issued notification for consultation, such process shall be completed and any resulting agreed upon measures for avoidance and preservation of identified resources be taken prior to implementation of the project, if the project has not yet been implemented.

**Mitigation Measure 16:** In the event that tribal cultural resources are inadvertently discovered during project implementation, all work shall stop until a qualified professional can evaluate the find and recommend appropriate measures to avoid and preserve the resource in place, or minimize adverse impacts to the resource, and those measures shall be approved by the Current Planning Section prior to implementation and continuing any work associated with the project.

**Mitigation Measure 17:** Any inadvertently discovered tribal cultural resources shall be treated with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, protecting the cultural character and integrity of the resource, protecting the traditional use of the resource, and protecting the confidentiality of the resource.

**DETERMINATION** (to be completed by the Lead Agency).

On the basis of this initial evaluation:

I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Planning Department.

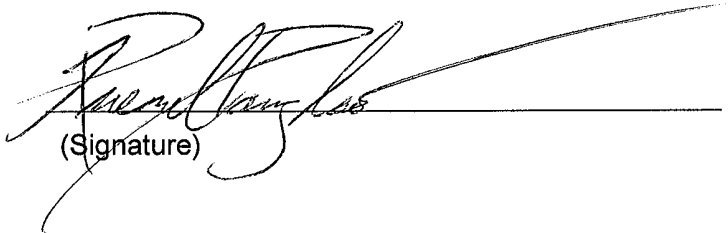
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I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because of the mitigation measures in the discussion have been included as part of the proposed project. A  
 X MITIGATED NEGATIVE DECLARATION will be prepared.

\_\_\_\_\_

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

\_\_\_\_\_

  
 (Signature)

Date

(Title)

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**ATTACHMENTS**

- A. Location Map
- B. Project Plans/Proposed RV Park Rules
- C. SWCA Biological Resources Evaluation (dated November 2017)
- D. California Historical Resources Information System Review Letter (dated April 10, 2019)
- E. Holman & Associates Archeological Resources Reconnaissance Report for the Harbor Village RV Park Project
- F. Sigma Prime Geotechnical Study (dated May 17, 2018)
- G. Sigma Prime Geosciences, Inc. Harbor Village RV Park Drainage Report (dated March 2018)
- H. Hexagon Transportation Consultants, Inc, 100 Capistrano Road Harbor Village RV Park Draft Traffic Impact Analysis (dated January 18, 2019)
- I. DKS Associates Draft Peer Review of Princeton Harbor RV Park TIA (dated November 30, 2018)
- J. Project EECAP Development Checklist