COUNTY OF SAN MATEO, PLANNING DIVISION

NOTICE OF INTENT TO ADOPT REVISED 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: *Pigeon Point Public Access Improvement Project*, when adopted and implemented, will not have a significant impact on the environment.

FILE NO.: PLN 2005-00533

OWNER: California State Department of Parks and Recreation (DPR) and The Peninsula Open Space Trust (POST)

APPLICANT: Chet Bardo, California State Department of Parks and Recreation (DPR)

ASSESSOR'S PARCEL NOS.: 086-300-110, 086-300-020

PROJECT LOCATION: Revised to reflect reduced scope of project. The Pigeon Point Light Station State Historic Park and project improvement site is located along the San Mateo County coast, approximately half way between Half Moon Bay and Santa Cruz, California.. The proposed Parking Area A and associated improvements are located adjacent to Pigeon Point Road and the Pigeon Point Light Station. The project is located in an unincorporated area of San Mateo County, southwest of the town of Pescadero.

PROJECTION DESCRIPTION: Revised – Reference to Parking Areas B and C, and road closure removed.

The proposed public improvement project includes a new 28-space parking area (titled Parking Area A) and would occupy the area between Pigeon Point Road and the Light Station on land owned by the State Department of Parks and Recreation (DPR). The site is a gently-sloping area of coastal bluff that is currently occupied primarily by an expanse of non-native ice plant, some native coastal plants, and a dirt parking lot. The new Parking Area A would allow for elimination of the existing parking currently located directly in front of the Light Station complex, and informal roadside parking on either side of the road. The existing parking area would become an entrance/exit point for the new parking lot and would serve as the gateway for pedestrian access to the Light Station and hostel.

Parking Area A would be set back a minimum of 50 feet from the edge of the coastal bluff. A berm, landscaped with native plants, would help screen the parking from Pigeon Point Road. The existing picket fence around the hostel and a row of mature Monterey cypress trees beyond the fence line would be preserved, but one smaller "volunteer" cypress (approximately eight-inch diameter) outside the fence would be removed. No other trees would be removed. The non-native Monterey Cypress species is not defined as a Heritage Tree by the San Mateo County Heritage Tree Ordinance, nor is it a Significant Tree as it does not have a circumference of 38 inches or more. The proposed Parking Area A, with the exception of the parking stalls, would be surfaced with compacted base rock. This permeable material would enhance groundwater percolation and

reduce stormwater runoff, while providing a stable all-weather surface for parking and a rustic appearance consistent with the setting. Parking stalls would feature asphaltic concrete (a.c.) or conventional concrete curbs, and decomposed granite paths would connect the parking area to the public facilities. Driveway aprons onto Pigeon Point Road would be paved with a.c. The parking and pathways would meet all applicable handicap access standards.

In addition to constructing the parking and connecting pathways, the project would include restoration of the native coastal scrub landscape in areas currently occupied by non-native ice plant or denuded by informal parking to the west of the Light Station. Curbs and barriers would be installed to prevent vehicle access into these areas and a decomposed granite-surfaced pedestrian overlook area would be developed within the restored habitat area. Drainage from the proposed parking area site naturally flows to the northwest. To improve management of surface/stormwater runoff, rainwater is proposed to be collected in a catch basin located at the northwest corner of the lot, conducted to a small settling basin, then directed through a culvert and onto rocks above the beach.

The existing portable restrooms and fence enclosure near the Light Station would be removed and a new two unit restroom with a pump-out waste vault would be constructed. (Installation of a restroom with flush toilets is infeasible due to severe limitations on the water supply serving the hostel.) The restroom would be a prefabricated concrete masonry unit (concrete block) structure with applied wood siding to match the existing hostel buildings and small storage shed located in front of the hostel (see photos 3: Proposed Restroom, and 4: Proposed Restroom Site Behind Existing Shed). The restroom would have an asphaltic shingle roof in a barn red color to match the existing asphaltic shingles on the hostel buildings.

Parking Area A is the location of the septic system leach lines for the Light Station hostel, which were installed in 1992 to replace older lines that are located in the yard west of the hostel buildings. Constructing a parking area over a septic leach field is inconsistent with San Mateo County Environmental Health Code: the primary concern is that the lines could be crushed and fail to function. To address this issue, as part of the project, the lines would be replaced with schedule 40 or 80 PVC pipe, and the project geotechnical engineer would provide a letter verifying that the pipes will be adequately protected given the pipe material, the depth of cover, pavement surface, etc. As a State agency, DPR is exempt from the jurisdiction of San Mateo County, and therefore is not required to obtain the environmental health permit and exception to standards that otherwise would be required for construction of Parking Area A over the existing septic system leach lines.

In the event that the approach described above is infeasible, new septic leach lines would be constructed in the vicinity of the older drain lines, based on new percolation testing. At Parking Area A, stop signs would be placed at each exit, pedestrian crossing signs would be placed ahead of each crosswalk for vehicles traveling in either direction on Pigeon Point Road, and any applicable limitations on parking would be noted in the parking areas (e.g., Two-Hour Parking, No Overnight Parking, No Bus Parking, etc.). All signs would conform to County of San Mateo Standards, including those that currently need replacing at the Pigeon Point Road/Highway 1 intersections due to age or vandalism

FINDINGS AND BASIS FOR A NEGATIVE DECLARATION

The Planning Division 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 project structures shall meet the requirements and recommendations of the Uniform Building Code, Structural Engineers Association of California, the County Geologist, and the soil and foundation investigation report submitted for the project site. Assumptions and design parameters are subject to approval by the County Geologist.

Mitigation Measure 2: Prior to the issuance of a building permit, the applicant shall submit to the Planning Division for review and approval, an erosion and drainage control plan which demonstrates how the transport and discharge of soil and pollutants from the project site will be minimized, consistent with the recommendations as outlined in the submitted "Geotechnical Recommendations, Pigeon Point Parking Improvements, San Mateo County, California, prepared by Haro, Kasunich and Associates, 2005." This plan shall also include a Storm Water Pollution Prevention Plan (SWPPP) which shall adhere to the San Mateo County Wide Storm Water Pollution Prevention Program "General Construction and Site Supervision Guidelines. The goal of this plan is to prevent sediment and other pollutants from leaving the project site and to protect all exposed earth surfaces from erosive forces including:

(1) Stabilizing all denuded areas and maintaining erosion control measures continuously between October 15 and April 15.

(2) Removing spoils promptly, and avoiding stockpiling of fill materials when rain is forecast. If rain threatens, stockpiled soils and other materials shall be covered with a tarp or other waterproof material

(3) Storing, handling, and disposing of construction materials and wastes so as to avoid their entry to a local storm drain system or water body.

(4) Avoiding cleaning, fueling or maintaining vehicles on-site, except in an area designated to contain and treat runoff.

(5) When cleaning sediments from streets, driveways and paved areas on construction sites, the applicant shall use dry sweeping methods where possible. If water must be used to flush pavement, collect runoff to settle out sediments and protect any storm drain inlets.

(6) Storm drain inlets shall be protected from sediment-laden runoff to the greatest extent feasible. Storm drain inlet protection devices include sand bag barriers, filter fabric fences, block and gravel filters, and burlap bags filled with drain rock.

(7) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

(8) Replant vegetation in disturbed areas as quickly as possible.

(9) Stockpiles and excavated soils shall be covered with secured tarps or plastic sheeting.

The approved erosion and drainage control plan shall be implemented prior to the commencement of construction.

Former Mitigation Measure 3 pertaining to beach strawberry deleted since not located in vicinity of Parking Area A.

Mitigation Measure 3: The applicant shall submit a dust control plan to the Planning Division for review and approval prior to the issuance of a building permit. The plan shall include the following control measures:

(1) Water all active construction areas at least twice daily.

(2) Water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.

(3) Cover all trucks hauling soil, sand and other loose materials or require all trucks to maintain at least two (2) feet of freeboard.

(4) Apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking and staging areas at construction sites. Also, hydroseed or apply non-toxic soil stabilizers to inactive construction areas.

(5) Sweep daily (preferably with water sweepers) all paved access roads, parking and staging areas at construction sites.

(6) Sweep adjacent public streets daily (preferably with water sweepers) if visible soil material is carried onto them.

(7) Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).

(8) Limit traffic speeds on unpaved roads within the project parcel to 15 mph.

The approved plan shall be implemented for the duration of any grading and construction activities that generate dust and other airborne particles.

Mitigation Measure 4: The applicant shall post signs at the parking area and at other appropriate locations that inform facility users of the adjacent agricultural operations and to indicate that the surrounding agricultural lands are not part of the public recreation area. Signs will warn users that pesticides may be used on the properties, users may get wet from agricultural irrigation, and there may be periodic closures to accommodate specific agricultural operations. The applicant shall enter into an agreement with the owners of the surrounding agricultural lands that will specify when and how the parking area will be closed to allow for pesticide applications and other agricultural operations. Parking may be prohibited at potentially affected parking areas during periods of pesticide application, if needed. The applicant shall be responsible for posting any parking prohibitions or closures in accordance with applicable standards, and for notifying the Department of Public Works, Sheriff's Office and California Highway Patrol of any such temporary restrictions. The applicant shall submit a copy of this written agreement to the Planning Department prior to finalizing of any associated permit by the Building Department.

Mitigation Measure 5: The applicant and construction contractor(s) shall comply with the following noise abatement measures during project construction:

(1) Contractors shall comply with all relevant provisions of applicable noise policies and ordinances, including Title 4, Chapter 4.88 Noise Control of he San Mateo County Ordinance Code;

(2) Noise levels produced by construction activities shall not exceed 80-dBA level at any one moment. Construction activities shall be limited to the hours of 7:00 AM to 6:00 PM on Monday through Friday and 9:00 AM to 5:00 PM on Saturdays. Construction activities shall be prohibited on Sunday and any national holiday.

(3) "Quieter" models of equipment, (such as gas or electric equipment as opposed to diesel-powered equipment) shall be used where technology exists or all construction equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have unmuffled exhaust.

(4) Loud equipment shall not be staged within 200 feet of noise-sensitive receptors to the greatest extent feasible.

(5) The applicant shall designate a "noise disturbance coordinator" who is responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the source of noise complaints (e.g. starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. A telephone number for the noise disturbance coordinator and approved construction hours shall be posted at the site on conspicuous signage. The noise disturbance coordinator shall contact and advise adjacent noise-sensitive receptors of the construction schedule.

(6) The use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel;

(7) Following the commencement of construction and as directed by the County of San Mateo, the contractor shall implement appropriate noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, re-routing heavy truck traffic, or installing acoustic barriers around stationary construction noise sources or construction sites.

Mitigation Measure 6: Any repair to the existing septic system leach lines as a result of the construction of Parking Area A, shall be replaced with schedule 40 or 80 PVC pipe with a verification letter from the project geotechnical engineer stating that the pipes will be adequately protected given the pipe material, the depth of cover, pavement surface, etc. Should this approach be determined infeasible, new septic leach lines would be constructed in the vicinity of the older drain lines, based on new percolation testing adhering to the existing County requirements for percolation testing.

Mitigation Measure 7: Initial grading shall be monitored by a qualified archaeologist in Parking Area A. Archaeological monitoring for the Pigeon Point Public Access Improvement Project Area shall be conducted under a written Archaeological Monitoring Agreement. Such an Agreement shall provide for, at a minimum:

(1) Timely notification prior to any excavations in the zones specified above.

(2) Monitoring during all earth-moving or soil disturbing activities in the project zones specified above, however minor, until and unless the monitor determines that no impacts to potentially significant archaeological materials will occur.

(3) Specific requirements that archaeological monitors be notified immediately if potentially significant archaeological resources are encountered outside the specified monitoring zones or anywhere in the absence of an onsite monitor.

(4) Authority of the onsite archaeological monitor to halt and/or relocate excavations if potentially significant archaeological materials or human remains are encountered.

(5) Time and space to record, photograph and map, recover, retrieve, and/or remove any mm archaeological materials and data during the construction process.

(6) Time and funding for laboratory cleaning, cataloging, analysis, and preparation for

permanent curation of any and all recovered data and materials after onsite monitoring ends.

(7) Time and funding for a Final Report of findings, to incorporate data developed for this report as appropriate and data developed by monitoring and analysis; additional historical and/or archival research may also be warranted. In addition to reporting to the applicant, copies of the Final Report must be submitted the Northwest Information Center of the California Historical Resources Information System for inclusion in the permanent archives, and another copy shall accompany any curated archaeological materials and data. Archaeological data and recovered materials are and will remain the property of the property owners.

Archaeological identification, inventory, evaluation, research and mitigation under provisions of CEQA, if any, shall be completely reported in a comprehensive manner, incorporating all methods used and data gained, thorough contemporary scientific analysis of all data, and interpretation of any archaeological resources within a regional archaeological framework. Qualified professional archaeologists shall complete the report to best contemporary standards, and the data shall be made available to other qualified researchers following completion of the Final Report. Appropriate specialized, focused scientific analytic techniques shall be applied (e.g., radiocarbon dating, obsidian sourcing and hydration, typological studies, geomorphological studies, faunal analysis, etc.). Obtaining, analyzing, interpreting, and reporting archaeological data from the project area would serve as mitigative compensation for any project-related impacts to resources.

Mitigation Measure 8: The applicant and construction contractors shall be prepared to respond appropriately if heretofore undetected archaeological resources are encountered anywhere in the project area.

To set up and facilitate both the recommended monitoring and the response procedure required under CEQA, a pre-construction meeting shall be arranged involving responsible project personnel, both onsite and managerial supervisory construction personnel, and the archaeological monitors. The purpose of this meeting will be to familiarize all involved parties with the provisions of this plan. Construction contractors shall be prepared to halt and/or relocate work while finds are identified, recorded, evaluated, and if warranted, mitigative activities carried out. In virtually all reasonably foreseeable circumstances, the appropriate mitigation action will be recording and removal of archaeological data from the project area.

Supervisory and construction personnel shall therefore be made aware of the possibility of encountering archaeological materials in this sensitive zone. In this area, the most common and recognizable evidence of prehistoric archaeological resources are deposits of marine shell, usually in fragments (mussels, oysters, clams, abalone, crabs, etc.), and/or faunal bone (deer, marine mammals, etc.), usually in a dark fine-grained soil (midden); stone flakes left from manufacturing stone tools, or the tools themselves (mortars, pestles, arrowheads and spear points); and human burials, often as dislocated bones. Historic materials older than 45 years (bottles, artifacts, trash pits, structural remains, etc.) may also have scientific and cultural significance and should be more readily identified. If during the proposed construction project any such evidence is uncovered or encountered, all excavations within 10 meters/30 feet shall be halted long enough to call in the monitoring archaeologists to assess the situation and propose appropriate measures.

Mitigation Measure 9: The applicant and contractors must be prepared to carry out the requirements of California State law with regards 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. If the coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. A qualified archaeologist, in consultation with the Native American Heritage Commission, shall recommend subsequent measures for disposition of the remains.

Mitigation Measure 10: Added as a result of cumulative analysis of future projects. At the time of application submittal for either Proposed Parking Areas B or C, the applicant shall submit documentation meeting the five criteria for determination of Prime Agricultural Lands, as defined by Section 6351 of Chapter 21A of the San Mateo County Zoning Code and Policy 5.1 of the Agriculture Component of the Local Coastal Program, to the satisfaction of the Community Development Director. Should these documents determine that any land defined as Prime Agricultural Land is proposed to be used for any other land use than allowed by Policy 5.5a of the Local Coastal Program or conditionally allowed by Policy 5.5b of the Local Coastal Program, the applicant shall revise the project scope to remove these components of the project from the defined boundaries of the Prime Agricultural Land.

RESPONSIBLE AGENCY CONSULTATION

Regional Water Quality Control Board
CalTrans
Coastal Commission

INITIAL STUDY

The San Mateo County Planning Division 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 November 11, 2006 to December 11, 2006

All comments regarding the correctness, completeness, or adequacy of this Negative Declaration must be received by the County Planning Division, 455 County Center, Second Floor, Redwood City, no later than 5:00 p.m., December 11, 2006.

CONTACT PERSON
Lisa Aozasa
Senior Planner, 650/363-4852

Neal Martin and Associates

NMA:LAA/kcd - NMAQ1358_REV_WKH.DOC
(12-29-06)

County of San Mateo
Planning and Building Division

INITIAL STUDY
ENVIRONMENTAL EVALUATION CHECKLIST
(To Be Completed By Planning Division)

I. BACKGROUND

Project Title: Pigeon Point Public Access Improvement Project

File No.: PLN 2005-00533

Project Location: The Pigeon Point Light Station State Historic Park and project improvement site is located along the San Mateo County coast, approximately half way between Half Moon Bay and Santa Cruz, California.. The proposed Parking Area A and associated improvements are located adjacent to Pigeon Point Road and the Pigeon Point Light Station. The project is located in an unincorporated area of San Mateo County, southwest of the town of Pescadero.

Assessor's Parcel Nos.: 086-300-110, 086-300-020

Owner: California State Department of Parks and Recreation (DPR) and The Peninsula Open Space Trust (POST)

Applicant: Chet Bardo, California State Department of Parks and Recreation (DPR)

Date Environmental Information Form Submitted: November 2, 2005

PROJECT DESCRIPTION

The proposed public improvement project includes a new 28-space parking area (titled Parking Area A) and would occupy the area between Pigeon Point Road and the Light Station on land owned by the State Department of Parks and Recreation (DPR). The site is a gently-sloping area of coastal bluff that is currently occupied primarily by an expanse of non-native ice plant, some native coastal plants, and a dirt parking lot. The new Parking Area A would allow for elimination of the existing parking currently located directly in front of the Light Station complex, and informal roadside parking on either side of the road. The existing parking area would become an entrance/exit point for the new parking lot and would serve as the gateway for pedestrian access to the Light Station and hostel.

Parking Area A would be set back a minimum of 50 feet from the edge of the coastal bluff. A berm, landscaped with native plants, would help screen the parking from Pigeon Point Road. The existing picket fence around the hostel and a row of mature Monterey cypress trees beyond the fence line would be preserved, but one smaller "volunteer" cypress (approximately eight-inch diameter) outside the fence would be removed. No other trees would be removed. The non-native Monterey Cypress species is not defined as a Heritage Tree by the San Mateo County Heritage Tree Ordinance, nor is it a Significant Tree as it does not have a circumference of 38 inches or more. The proposed Parking Area A, with the exception of the parking stalls, would be surfaced with compacted base rock. This permeable material would enhance groundwater percolation and reduce stormwater runoff, while providing a stable all-weather surface for parking and a rustic appearance consistent with the setting. Parking stalls would feature asphaltic concrete (a.c.) or conventional concrete curbs, and decomposed granite paths would connect the parking area to the public facilities. Driveway aprons onto Pigeon Point Road would be paved with a.c. The parking and pathways would meet all applicable handicap access standards.

In addition to constructing the parking and connecting pathways, the project would include restoration of the native coastal scrub landscape in areas currently occupied by non-native ice plant or denuded by informal parking to the west of the Light Station. Curbs and barriers would be installed to prevent vehicle access into these areas and a decomposed granite-surfaced pedestrian overlook area would be developed within the restored habitat area. Drainage from the proposed parking area site naturally flows to the northwest. To improve management of surface/stormwater runoff, rainwater is proposed to be collected in a catch basin located at the northwest corner of the lot, conducted to a small settling basin, then directed through a culvert and onto rocks above the beach.

The existing portable restrooms and fence enclosure near the Light Station would be removed and a new two unit restroom with a pump-out waste vault would be constructed. (Installation of a restroom with flush toilets is infeasible due to severe limitations on the water supply serving the hostel.) The restroom would be a prefabricated concrete masonry unit (concrete block) structure with applied wood siding to match the existing hostel buildings and small storage shed located in front of the hostel (see photos 3: Proposed Restroom, and 4: Proposed Restroom Site Behind Existing Shed). The restroom would have an asphaltic shingle roof in a barn red color to match the existing asphaltic shingles on the hostel buildings.

Parking Area A is the location of the septic system leach lines for the Light Station hostel, which were installed in 1992 to replace older lines that are located in the yard west of the hostel buildings. Constructing a parking area over a septic leach field is inconsistent with San Mateo County Environmental Health Code: the primary concern is that the lines could be crushed and fail to function. To address this issue, as part of the project, the lines would be replaced with schedule 40 or 80 PVC pipe, and the project geotechnical engineer would provide a letter verifying that the pipes will be adequately protected given the pipe material, the depth of cover, pavement surface, etc. As a State agency, DPR is exempt from the jurisdiction of San Mateo County, and therefore is not required to obtain the environmental health permit and exception to standards that otherwise would be required for construction of Parking Area A over the existing septic system leach lines.

In the event that the approach described above is infeasible, new septic leach lines would be constructed in the vicinity of the older drain lines, based on new percolation testing. At Parking Area A, stop signs would be placed at each exit, pedestrian crossing signs would be placed ahead of each crosswalk for vehicles traveling in either direction on Pigeon Point Road, and any applicable limitations on parking would be noted in the parking areas (e.g., Two-Hour Parking, No Overnight Parking, No Bus Parking, etc.). All signs would conform to County of San Mateo Standards, including those that currently need replacing at the Pigeon Point Road/Highway 1 intersections due to age or vandalism.

II. ENVIRONMENTAL ANALYSIS

Any controversial answers or answers needing clarification are explained on an attached sheet. For source, refer to pages 15 and 16.

	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	SOURCE
1. LAND SUITABILITY AND GEOLOGY Will (or could) this project:						
a. Involve a unique landform or biological area, such as beaches, sand dunes, marshes, tidelands, or San Francisco Bay?		X				B,F,O
b. Involve construction on slope of 15% or greater?	X					E,I
c. Be located in an area of soil instability (subsidence, landslide or severe erosion)?	X					Bc,D
d. Be located on, or adjacent to a known earthquake fault?			X			Bc,D
e. Involve Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or Brussels sprouts?		X				M
f. Cause erosion or siltation?			X			M,I
g. Result in damage to soil capability or loss of agricultural land?		X				A,M
h. Be located within a flood hazard area?	X					G
i. Be located in an area where a high water table may adversely affect land use?	X					D
j. Affect a natural drainage channel or streambed, or watercourse?	X					E

	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	SOURCE
2. <u>VEGETATION AND WILDLIFE</u> Will (or could) this project:						
a. Affect federal or state listed rare or endangered species of plant life in the project area?	X					F
b. Involve cutting of heritage or significant trees as defined in the County Heritage Tree and Significant Tree Ordinance?	X					I,A
c. Be adjacent to or include a habitat food source, water source, nesting place or breeding place for a federal or state listed rare or endangered wildlife species?	X					F
d. Significantly affect fish, wildlife, reptiles, or plant life?		X				I
e. Be located inside or within 200 feet of a marine or wildlife reserve?	X					E,F,O
f. Infringe on any sensitive habitats?		X				F
g. Involve clearing land that is 5,000 sq. ft. or greater (1,000 sq. ft. within a County Scenic Corridor), that has slopes greater than 20% or that is in a sensitive habitat or buffer zone?		X				I,F,Bb
3. <u>PHYSICAL RESOURCES</u> Will (or could) this project:						
a. Result in the removal of a natural resource for commercial purposes (including rock, sand, gravel, oil, trees, minerals or topsoil)?	X					I

	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	SOURCE
b. Involve grading in excess of 150 cubic yards?			X			I
c. Involve lands currently protected under the Williamson Act (agricultural preserve) or an Open Space Easement?		X				I
d. Affect any existing or potential agricultural uses?			X			A,K,M
4. <u>AIR QUALITY, WATER QUALITY, SONIC</u> Will (or could) this project:						
a. Generate pollutants (hydrocarbon, thermal odor, dust or smoke particulates, radiation, etc.) that will violate existing standards of air quality on-site or in the surrounding area?	X					I,N,R
b. Involve the burning of any material, including brush, trees and construction materials?	X					I
c. Be expected to result in the generation of noise levels in excess of those currently existing in the area, after construction?		X				Ba,I
d. Involve the application, use or disposal of potentially hazardous materials, including pesticides, herbicides, other toxic substances, or radioactive material?			X			I
e. Be subject to noise levels in excess of levels determined appropriate according to the County Noise Ordinance or other standard?	X					A,Ba,Bc
f. Generate noise levels in excess of levels determined appropriate according to the County Noise Ordinance standard?			X			I

	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	SOURCE
g. Generate polluted or increased surface water runoff or affect groundwater resources?			X			I
h. Require installation of a septic tank/leachfield sewage disposal system or require hookup to an existing collection system which is at or over capacity?			X			S
5. <u>TRANSPORTATION</u> Will (or could) this project:						
a. Affect access to commercial establishments, schools, parks, etc.?		X				A,I
b. Cause noticeable increase in pedestrian traffic or a change in pedestrian patterns?		X				A,I
c. Result in noticeable changes in vehicular traffic patterns or volumes (including bicycles)?		X				I
d. Involve the use of off-road vehicles of any kind (such as trail bikes)?	X					I
e. Result in or increase traffic hazards?		X				S
f. Provide for alternative transportation amenities such as bike racks?		X				I
g. Generate traffic which will adversely affect the traffic carrying capacity of any roadway?		X				S

	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	SOURCE
6. LAND USE AND GENERAL PLANS Will (or could) this project:						
a. Result in the congregating of more than 50 people on a regular basis?		X				I
b. Result in the introduction of activities not currently found within the community?	X					I
c. Employ equipment which could interfere with existing communication and/or defense systems?	X					I
d. Result in any changes in land use, either on or off the project site?		X				I
e. 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					I,Q,S
f. Adversely affect the capacity of any public facilities (streets, highways, freeways, public transit, schools, parks, police, fire, hospitals), public utilities (electrical, water and gas supply lines, sewage and storm drain discharge lines, sanitary landfills) or public works serving the site?		X				I,S
g. Generate any demands that will cause a public facility or utility to reach or exceed its capacity?	X					I,S
h. Be adjacent to or within 500 feet of an existing or planned public facility?			X			A

	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	SOURCE
i. Create significant amounts of solid waste or litter?	X					I
j. Substantially increase fossil fuel consumption (electricity, oil, natural gas, coal, etc.)?	X					I
k. Require an amendment to or exception from adopted general plans, specific plans, or community policies or goals?	X					B
l. Involve a change of zoning?	X					C
m. Require the relocation of people or businesses?	X					I
n. Reduce the supply of low-income housing?	X					I
o. Result in possible interference with an emergency response plan or emergency evacuation plan?		X				S
p. Result in creation of or exposure to a potential health hazard?			X			S
7. <u>AESTHETIC, CULTURAL AND HISTORIC</u> Will (or could) this project:						
a. Be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?		X				A,Bb
b. Obstruct scenic views from existing residential areas, public lands, public water body, or roads?		X				A,I
c. Involve the construction of buildings or structures in excess of three stories or 36 feet in height?	X					I

	IMPACT					
		YES				
	NO	Not Significant	Significant Unless Mitigated	Significant	Cumulative	SOURCE
d. Directly or indirectly affect historical or archaeological resources on or near the site?			X			H
e. Visually intrude into an area having natural scenic qualities?		X				A,I

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

AGENCY	YES	NO	TYPE OF APPROVAL
U.S. Army Corps of Engineers (CE)		X	
State Water Resources Control Board		X	
Regional Water Quality Control Board	X		NPDES Stormwater Permit
State Department of Public Health		X	
San Francisco Bay Conservation and Development Commission (BCDC)		X	
U.S. Environmental Protection Agency (EPA)		X	
County Airport Land Use Commission (ALUC)		X	
CalTrans	X		Encroachment Permit
Bay Area Air Quality Management District		X	
U.S. Fish and Wildlife Service		X	
Coastal Commission	X		Appeals Board
City		X	
Sewer/Water District:		X	
Other: San Mateo County	X		Coastal Development Permit and Encroachment Permit

IV. MITIGATION MEASURES

	Yes	No
Mitigation measures have been proposed in project application.	X	
Other mitigation measures are needed.		X

The following measures are included in the project plans or proposals pursuant to Section 15070(b)(1) of the State CEQA Guidelines:

Mitigation Measure 1: All project structures shall meet the requirements and recommendations of the Uniform Building Code, Structural Engineers Association of California, the County Geologist, and the soil and foundation investigation report submitted for the project site. Assumptions and design parameters are subject to approval by the County Geologist.

Mitigation Measure 2: Prior to the issuance of a building permit, the applicant shall submit to the Planning Division for review and approval, an erosion and drainage control plan which demonstrates how the transport and discharge of soil and pollutants from the project site will be minimized, consistent with the recommendations as outlined in the submitted "Geotechnical Recommendations, Pigeon Point Parking Improvements, San Mateo County, California, prepared by Haro, Kasunich and Associates, 2005." This plan shall also include a Storm Water Pollution Prevention Plan (SWPPP) which shall adhere to the San Mateo County Wide Storm Water Pollution Prevention Program "General Construction and Site Supervision Guidelines. The goal of this plan is to prevent sediment and other pollutants from leaving the project site and to protect all exposed earth surfaces from erosive forces including:

(1) Stabilizing all denuded areas and maintaining erosion control measures continuously between October 15 and April 15.

(2) Removing spoils promptly, and avoiding stockpiling of fill materials when rain is forecast. If rain threatens, stockpiled soils and other materials shall be covered with a tarp or other waterproof material

(3) Storing, handling, and disposing of construction materials and wastes so as to avoid their entry to a local storm drain system or water body.

(4) Avoiding cleaning, fueling or maintaining vehicles on-site, except in an area designated to contain and treat runoff.

(5) When cleaning sediments from streets, driveways and paved areas on construction sites, the applicant shall use dry sweeping methods where possible. If water must be used to flush pavement, collect runoff to settle out sediments and protect any storm drain inlets.

(6) Storm drain inlets shall be protected from sediment-laden runoff to the greatest extent feasible. Storm drain inlet protection devices include sand bag barriers, filter fabric fences, block and gravel filters, and burlap bags filled with drain rock.

(7) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

(8) Replant vegetation in disturbed areas as quickly as possible.

(9) Stockpiles and excavated soils shall be covered with secured tarps or plastic sheeting.

The approved erosion and drainage control plan shall be implemented prior to the commencement of construction.

Former Mitigation Measure 3 removed.

Mitigation Measure 3: The applicant shall submit a dust control plan to the Planning Division for review and approval prior to the issuance of a building permit. The plan shall include the following control measures:

(1) Water all active construction areas at least twice daily.

(2) Water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.

(3) Cover all trucks hauling soil, sand and other loose materials or require all trucks to maintain at least two (2) feet of freeboard.

(4) Apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking and staging areas at construction sites. Also, hydroseed or apply non-toxic soil stabilizers to inactive construction areas.

(5) Sweep daily (preferably with water sweepers) all paved access roads, parking and staging areas at construction sites.

(6) Sweep adjacent public streets daily (preferably with water sweepers) if visible soil material is carried onto them.

(7) Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).

(8) Limit traffic speeds on unpaved roads within the project parcel to 15 mph.

The approved plan shall be implemented for the duration of any grading and construction activities that generate dust and other airborne particles.

Mitigation Measure 4: The applicant shall post signs at the parking area and at other appropriate locations that inform facility users of the adjacent agricultural operations and to indicate that the surrounding agricultural lands are not part of the public recreation area. Signs will warn users that pesticides may be used on the properties, users may get wet from agricultural irrigation, and there may be periodic closures to accommodate specific agricultural operations. The applicant shall enter into an agreement with the owners of the surrounding agricultural lands that will specify when and how the parking area will be closed to allow for pesticide applications and other agricultural operations. Parking may be prohibited at potentially affected parking areas during periods of pesticide application, if needed. The applicant shall be responsible for posting any parking prohibitions or closures in accordance with applicable standards, and for notifying the Department of Public Works, Sheriff's Office and California Highway Patrol of any such temporary restrictions. The applicant shall submit a copy of this written agreement to the Planning Department prior to finalizing of any associated permit by the Building Department.

Mitigation Measure 5: The applicant and construction contractor(s) shall comply with the following noise abatement measures during project construction:

(1) Contractors shall comply with all relevant provisions of applicable noise policies and ordinances, including Title 4, Chapter 4.88 Noise Control of he San Mateo County Ordinance Code;

(2) Noise levels produced by construction activities shall not exceed 80-dBA level at any one moment. Construction activities shall be limited to the hours of 7:00 AM to 6:00 PM on Monday through Friday and 9:00 AM to 5:00 PM on Saturdays. Construction activities shall be prohibited on Sunday and any national holiday.

(3) "Quieter" models of equipment, (such as gas or electric equipment as opposed to diesel-powered equipment) shall be used where technology exists or all construction equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have unmuffled exhaust.

(4) Loud equipment shall not be staged within 200 feet of noise-sensitive receptors to the greatest extent feasible.

(5) The applicant shall designate a "noise disturbance coordinator" who is responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the source of noise complaints (e.g. starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. A telephone number for the noise disturbance coordinator and approved construction hours shall be posted at the site on conspicuous signage. The noise disturbance coordinator shall contact and advise adjacent noise-sensitive receptors of the construction schedule.

(6) The use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel;

(7) Following the commencement of construction and as directed by the County of San Mateo, the contractor shall implement appropriate noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, re-routing heavy truck traffic, or installing acoustic barriers around stationary construction noise sources or construction sites.

Mitigation Measure 6: Any repair to the existing septic system leach lines as a result of the construction of Parking Area A, shall be replaced with schedule 40 or 80 PVC pipe with a verification letter from the project geotechnical engineer stating that the pipes will be adequately protected given the pipe material, the depth of cover, pavement surface, etc. Should this approach be determined infeasible, new septic leach lines would be constructed in the vicinity of the older drain lines, based on new percolation testing adhering to the existing County requirements for percolation testing.

Mitigation Measure 7: Initial grading shall be monitored by a qualified archaeologist in Parking Area A. Archaeological monitoring for the Pigeon Point Public Access Improvement Project Area shall be conducted under a written Archaeological Monitoring Agreement. Such an Agreement shall provide for, at a minimum:

(1) Timely notification prior to any excavations in the zones specified above.

(2) Monitoring during all earth-moving or soil disturbing activities in the project zones specified above, however minor, until and unless the monitor determines that no impacts to potentially significant archaeological materials will occur.

(3) Specific requirements that archaeological monitors be notified immediately if potentially significant archaeological resources are encountered outside the specified monitoring zones or anywhere in the absence of an onsite monitor.

(4) Authority of the onsite archaeological monitor to halt and/or relocate excavations if potentially significant archaeological materials or human remains are encountered.

(5) Time and space to record, photograph and map, recover, retrieve, and/or remove any mm archaeological materials and data during the construction process.

(6) Time and funding for laboratory cleaning, cataloging, analysis, and preparation for permanent curation of any and all recovered data and materials after onsite monitoring ends.

(7) Time and funding for a Final Report of findings, to incorporate data developed for this report as appropriate and data developed by monitoring and analysis; additional historical and/or archival research may also be warranted. In addition to reporting to the applicant, copies of the Final Report must be submitted the Northwest Information Center of the California Historical Resources Information System for inclusion in the permanent archives, and another copy shall accompany any curated archaeological materials and data. Archaeological data and recovered materials are and will remain the property of the property owners.

Archaeological identification, inventory, evaluation, research and mitigation under provisions of CEQA, if any, shall be completely reported in a comprehensive manner, incorporating all methods used and data gained, thorough contemporary scientific analysis of all data, and interpretation of any archaeological resources within a regional archaeological framework. Qualified professional archaeologists shall complete the report to best contemporary standards, and the data shall be made available to other qualified researchers following completion of the Final Report. Appropriate specialized, focused scientific analytic techniques shall be applied (e.g., radiocarbon dating, obsidian sourcing and hydration, typological studies, geomorphological studies, faunal analysis, etc.). Obtaining, analyzing, interpreting, and reporting archaeological data from the project area would serve as mitigative compensation for any project-related impacts to resources.

Mitigation Measure 8: The applicant and construction contractors shall be prepared to respond appropriately if heretofore undetected archaeological resources are encountered anywhere in the project area.

To set up and facilitate both the recommended monitoring and the response procedure required under CEQA, a pre-construction meeting shall be arranged involving responsible project personnel, both onsite and managerial supervisory construction personnel, and the archaeological monitors. The purpose of this meeting will be to familiarize all involved parties with the provisions of this plan. Construction contractors shall be prepared to halt and/or relocate work while finds are identified, recorded, evaluated, and if warranted, mitigative activities carried out. In virtually all reasonably foreseeable circumstances, the appropriate mitigation action will be recording and removal of archaeological data from the project area.

Supervisory and construction personnel shall therefore be made aware of the possibility of encountering archaeological materials in this sensitive zone. In this area, the most common and recognizable evidence of prehistoric archaeological resources are deposits of marine shell, usually in fragments (mussels, oysters, clams, abalone, crabs, etc.), and/or faunal bone (deer, marine mammals, etc.), usually in a dark fine-grained soil (midden); stone flakes left from manufacturing stone tools, or the tools themselves (mortars, pestles, arrowheads and spear points); and human burials, often as dislocated bones. Historic materials older than 45 years (bottles, artifacts, trash pits, structural remains, etc.) may also have scientific and cultural significance and should be more readily identified. If during the proposed construction project any such evidence is uncovered or encountered, all excavations within 10 meters/30 feet shall be halted long enough to call in the monitoring archaeologists to assess the situation and propose appropriate measures.

Mitigation Measure 9: The applicant and contractors must be prepared to carry out the requirements of California State law with regards 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. If the coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. A qualified archaeologist, in consultation with the Native American Heritage Commission, shall recommend subsequent measures for disposition of the remains.

Mitigation Measure 10: At the time of application submittal for either Proposed Parking Areas B or C, the applicant shall submit documentation meeting the five criteria for determination of Prime Agricultural Lands, as defined by Section 6351 of Chapter 21A of the San Mateo County Zoning Code and Policy 5.1 of the Agriculture Component of the Local Coastal Program, to the satisfaction of the Community Development Director. Should these documents determine that any land defined as Prime Agricultural Land is proposed to be used for any other land use than allowed by Policy 5.5a of the Local Coastal Program or conditionally allowed by Policy 5.5b of the Local Coastal Program, the applicant shall revise the project scope to remove these components of the project from the defined boundaries of the Prime Agricultural Land.

V. MANDATORY FINDINGS OF SIGNIFICANCE

	Yes	No
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of the major periods of California history or prehistory?		X
2. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?		X
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable?	X**	
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?		X
**Yes, significant unless mitigated.		

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 Division.

X 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 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.

November 11, 1006
Date

Neal Martin and Associates

VI. SOURCE LIST

A. Field Inspection

B. County General Plan 1986

a. General Plan Chapters 1-16
b. Local Coastal Program (LCP) (Area Plan)
c. Skyline Area General Plan Amendment
d. Montara-Moss Beach-El Granada Community Plan
e. Emerald Lake Hills Community Plan

C. County Ordinance Code

D. Geotechnical Maps

1. USGS Basic Data Contributions

a. #43 Landslide Susceptibility
b. #44 Active Faults
c. #45 High Water Table

2. Geotechnical Hazards Synthesis Maps

E. USGS Quadrangle Maps, San Mateo County 1970 Series (See F. and H.)

F. San Mateo County Rare and Endangered Species Maps, or Sensitive Habitats Maps

G. Flood Insurance Rate Map – National Flood Insurance Program

H. County Archaeologic Resource Inventory (Prepared by S. Dietz, A.C.R.S.) Procedures for Protection of Historic and Cultural Properties – 36 CFR 800 (See R.)

I. Project Plans or EIF

J. Airport Land Use Committee Plans, San Mateo County Airports Plan

K. Aerial Photography or Real Estate Atlas – REDI

1. Aerial Photographs, 1941, 1953, 1956, 1960, 1963, 1970
2. Aerial Photographs, 1981
3. Coast Aerial Photos/Slides, San Francisco County Line to Año Nuevo Point, 1971
4. Historic Photos, 1928-1937

L. Williamson Act Maps

M. Soil Survey, San Mateo Area, U.S. Department of Agriculture, May 1961

N. Air Pollution Isopleth Maps – Bay Area Air Pollution Control District

O. California Natural Areas Coordinating Council Maps (See F. and H.)

P. Forest Resources Study (1971)

Q. Experience with Other Projects of this Size and Nature

R. Environmental Regulations and Standards:

Federal	–	Review Procedures for CDBG Programs	24 CFR Part 58
	–	NEPA 24 CFR 1500-1508	
	–	Protection of Historic and Cultural Properties	36 CFR Part 800
	–	National Register of Historic Places	
	–	Floodplain Management	Executive Order 11988
	–	Protection of Wetlands	Executive Order 11990
	–	Endangered and Threatened Species	
	–	Noise Abatement and Control	24 CFR Part 51B
	–	Explosive and Flammable Operations	24 CFR 51C
	–	Toxic Chemicals/Radioactive Materials	HUD 79-33
	–	Airport Clear Zones and APZ	24 CFR 51D
State	–	Ambient Air Quality Standards	Article 4, Section 1092
	–	Noise Insulation Standards	

S. Consultation with Departments and Agencies:

a. County Health Department
b. City Fire Department
c. California Department of Forestry
d. Department of Public Works
e. Disaster Preparedness Office
f. Other

NMA/LAA:cdn/kcd – NMAQ1357_rev_WCH.DOC
(12-29-06)

COUNTY OF SAN MATEO
Environmental Services Agency
Planning and Building Division

Initial Study Pursuant to CEQA
Project Narrative and Answers to Questions for the Negative Declaration
File Number: PLN 2005-00533
Pigeon Point Public Access Improvement Project

PROJECT DESCRIPTION

The proposed public improvement project includes a new 28-space parking area (titled Parking Area A) and would occupy the area between Pigeon Point Road and the Light Station on land owned by the State Department of Parks and Recreation (DPR). The site is a gently-sloping area of coastal bluff that is currently occupied primarily by an expanse of non-native ice plant, some native coastal plants, and a dirt parking lot. The new Parking Area A would allow for elimination of the existing parking currently located directly in front of the Light Station complex, and informal roadside parking on either side of the road. The existing parking area would become an entrance/exit point for the new parking lot and would serve as the gateway for pedestrian access to the Light Station and hostel.

Parking Area A would be set back a minimum of 50 feet from the edge of the coastal bluff. A berm, landscaped with native plants, would help screen the parking from Pigeon Point Road. The existing picket fence around the hostel and a row of mature Monterey cypress trees beyond the fence line would be preserved, but one smaller "volunteer" cypress (approximately eight-inch diameter) outside the fence would be removed. No other trees would be removed. The non-native Monterey Cypress species is not defined as a Heritage Tree by the San Mateo County Heritage Tree Ordinance, nor is it a Significant Tree as it does not have a circumference of 38 inches or more. The proposed Parking Area A, with the exception of the parking stalls, would be surfaced with compacted base rock. This permeable material would enhance groundwater percolation and reduce stormwater runoff, while providing a stable all-weather surface for parking and a rustic appearance consistent with the setting. Parking stalls would feature asphaltic concrete (a.c.) or conventional concrete curbs, and decomposed granite paths would connect the parking area to the public facilities. Driveway aprons onto Pigeon Point Road would be paved with a.c. The parking and pathways would meet all applicable handicap access standards.

In addition to constructing the parking and connecting pathways, the project would include restoration of the native coastal scrub landscape in areas currently occupied by non-native ice plant or denuded by informal parking to the west of the Light Station. Curbs and barriers would be installed to prevent vehicle access into these areas and a decomposed granite-surfaced pedestrian overlook area would be developed within the restored habitat area. Drainage from the proposed parking area site naturally flows to the northwest. To improve management of surface/stormwater runoff, rainwater is proposed to be collected in a catch basin located at the

northwest corner of the lot, conducted to a small settling basin, then directed through a culvert and onto rocks above the beach.

The existing portable restrooms and fence enclosure near the Light Station would be removed and a new two unit restroom with a pump-out waste vault would be constructed. (Installation of a restroom with flush toilets is infeasible due to severe limitations on the water supply serving the hostel.) The restroom would be a prefabricated concrete masonry unit (concrete block) structure with applied wood siding to match the existing hostel buildings and small storage shed located in front of the hostel (see photos 3: Proposed Restroom, and 4: Proposed Restroom Site Behind Existing Shed). The restroom would have an asphaltic shingle roof in a barn red color to match the existing asphaltic shingles on the hostel buildings.

Parking Area A is the location of the septic system leach lines for the Light Station hostel, which were installed in 1992 to replace older lines that are located in the yard west of the hostel buildings. Constructing a parking area over a septic leach field is inconsistent with San Mateo County Environmental Health Code: the primary concern is that the lines could be crushed and fail to function. To address this issue, as part of the project, the lines would be replaced with schedule 40 or 80 PVC pipe, and the project geotechnical engineer would provide a letter verifying that the pipes will be adequately protected given the pipe material, the depth of cover, pavement surface, etc. As a State agency, DPR is exempt from the jurisdiction of San Mateo County, and therefore is not required to obtain the environmental health permit and exception to standards that otherwise would be required for construction of Parking Area A over the existing septic system leach lines.

In the event that the approach described above is infeasible, new septic leach lines would be constructed in the vicinity of the older drain lines, based on new percolation testing. At Parking Area A, stop signs would be placed at each exit, pedestrian crossing signs would be placed ahead of each crosswalk for vehicles traveling in either direction on Pigeon Point Road, and any applicable limitations on parking would be noted in the parking areas (e.g., Two-Hour Parking, No Overnight Parking, No Bus Parking, etc.). All signs would conform to County of San Mateo Standards, including those that currently need replacing at the Pigeon Point Road/Highway 1 intersections due to age or vandalism.

SITE DESCRIPTION

The project site is located at the Pigeon Point Light Station State Historic Park along the San Mateo County coast, approximately half way between Half Moon Bay and Santa Cruz, California, southwest of the town of Pescadero. The proposed Parking Area A and associated improvements are located adjacent to Pigeon Point Road and the Pigeon Point Light Station.

ANSWERS TO QUESTIONS

1. LAND SUITABILITY AND GEOLOGY

a. **Will (or could) this project involve a unique landform or biological area, such as beaches, sand dunes, marshes, tidelands, or San Francisco Bay?**

Yes, Not Significant. The project would be located at Pigeon Point, near coastal bluffs, beaches, and the Pacific Ocean. The project site itself is located on a gently sloping area above coastal bluffs. The Project-related construction would occur at least 50 feet from the coastal bluffs, creating a distance buffer that would not significantly affect these landforms and biological resources. Portions of the restoration of degraded habitats near Parking Area A would occur within 50 feet of the coastal bluff, but this restoration would not adversely affect the unique landform of the coastal bluffs and beaches, as the restoration activity proposed is limited to the removal of non-native, and the replanting of native vegetation.

d. **Will (or could) this project be located on, or adjacent to a known earthquake fault?**

Yes, Significant Unless Mitigated. There are no known faults on or near the project site, and the site is not located within a State-designated Alquist-Priolo Earthquake Fault Zone. However, the site would be subject to strong ground motion in a moderate to large earthquake on regional faults including the San Andreas and San Gregorio Faults located 20 miles northeast and 2 miles east, respectively. The project would not involve new activities or substantially intensify land use within the Project site. The proposed project does not increase the exposure of people to these events since they already exist. The project involves minimal new structure construction, including a restroom. All development associated with the project would be required to comply with construction standards and seismic design criteria adopted by the County of San Mateo and contained within the Uniform Building Code. Implementation of these standard engineering and construction techniques, as outlined in Mitigation Measure 1 would minimize the risk of hazards from seismic events to a level of insignificance.

Mitigation Measure 1: All project structures shall meet the requirements and recommendations of the Uniform Building Code, Structural Engineers Association of California, the County Geologist, and the soil and foundation investigation report submitted for the project site. Assumptions and design parameters are subject to approval by the County Geologist.

e. **Will (or could) this project involve Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or Brussels sprouts?**

Yes, Not Significant. Both Section 6351 of Chapter 21A of the San Mateo County Zoning Code, and Policy 5.1 of the Agriculture Component of the Local Coastal Program contain five (5) criteria to be considered in the determination of Prime Agricultural Land. In the majority of the cases the determination can be made from the Soil Survey, San Mateo Area, issued by the USDA Soil Conservation Service in May 1961. The agricultural land use map of the General Plan designates soils at the project site as "Other Lands", or lands other than Prime Agricultural Lands and/or Lands Suitable for Agriculture. Further, the Soil Survey Map submitted by the applicant defines the soils type of the project site as Watsonville sandy loam, sloping, eroded (WsC2). This is designated as Class III soil, which is rated poor for Brussels sprouts and fair for artichokes in Table 6 on page 35 of the Survey. It follows that Proposed Parking Area A and its associated improvements are not located on Prime Agricultural lands.

f. **Will (or could) this project cause erosion or siltation?**

Yes, Significant Unless Mitigated. Grading and construction activities are associated with the proposed Parking Area A. If proper measures are not taken to stabilize and protect disturbed soils during the grading and construction phases and/or if rain occurs during these operations or before groundcover is implemented, then the potential for erosion or siltation exists. The applicant will be responsible for implementing the erosion control measures as required by Mitigation Measure 2 to avoid erosion and siltation.

Mitigation Measure 2: Prior to the issuance of a building permit, the applicant shall submit to the Planning Division for review and approval, an erosion and drainage control plan which demonstrates how the transport and discharge of soil and pollutants from the project site will be minimized, consistent with the recommendations as outlined in the submitted "Geotechnical Recommendations, Pigeon Point Parking Improvements, San Mateo County, California, prepared by Haro, Kasunich and Associates, 2005." This plan shall also include a Storm Water Pollution Prevention Plan (SWPPP) which shall adhere to the San Mateo County Wide Storm Water Pollution Prevention Program "General Construction and Site Supervision Guidelines. The goal of this plan is to prevent sediment and other pollutants from leaving the project site and to protect all exposed earth surfaces from erosive forces including:

(1) Stabilizing all denuded areas and maintaining erosion control measures continuously between October 15 and April 15.

(2) Removing spoils promptly, and avoiding stockpiling of fill materials when rain is forecast. If rain threatens, stockpiled soils and other materials shall be covered with a tarp or other waterproof material

(3) Storing, handling, and disposing of construction materials and wastes so as to avoid their entry to a local storm drain system or water body.

(4) Avoiding cleaning, fueling or maintaining vehicles on-site, except in an area designated to contain and treat runoff.

(5) When cleaning sediments from streets, driveways and paved areas on construction sites, the applicant shall use dry sweeping methods where possible. If water must be used to flush pavement, collect runoff to settle out sediments and protect any storm drain inlets.

(6) Storm drain inlets shall be protected from sediment-laden runoff to the greatest extent feasible. Storm drain inlet protection devices include sand bag barriers, filter fabric fences, block and gravel filters, and burlap bags filled with drain rock.

(7) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

(8) Replant vegetation in disturbed areas as quickly as possible.

(9) Stockpiles and excavated soils shall be covered with secured tarps or plastic sheeting.

The approved erosion and drainage control plan shall be implemented prior to the commencement of construction.

g. **Will (or could) this project result in damage to soil capability or loss of agricultural land?**

Yes, Not Significant. See response to 1.e., above. In addition, the site for proposed Parking Area A is not currently farmed, so no conversion or loss of agricultural land will occur. The subject site is currently occupied primarily by non-native ice plant and a dirt parking lot in close proximity to the Light Station and hostel. Further, as discussed in response 3.d. and Mitigation Measure 3, below, measures are incorporated in the project to reduce potential conflicts between parking at the proposed project site (including overnight parking), and agricultural use of the adjacent land including agricultural spraying.

2. **VEGETATION AND WILDLIFE**

d. **Will (or could) this project significantly affect fish, wildlife, reptiles, or plant life?**

Yes, Not Significant. The project area supports landscaped areas that are adjacent to the existing lighthouse building, youth hostel and the existing parking lot (the site of Parking Area A). These areas are dominated by planted iceplant (*Carpobrotus edulis)* and Monterey cypress (*Cupressus macrocarpa).* Other species intermixed with the iceplant include scattered occurrences of ripgut brome (*Bromus diandrus),* coyote brush (*Baccharis pilularis),* lizard tail (*Eriophyllum staechadifolium)* and Bermuda buttercup. Wildlife use of the landscaping plants is expected to be low because many are non-native plants not frequented by native wildlife species, and the trees are adjacent to the existing developed areas of the Light station. Wildlife that are tolerant of the human presence such as house finch (*Carpodacus mexicanus*) and Brewer's blackbird *(Euphagus cyanocephallus*) were observed in these areas, as outlined in the submitted Biologic Assessment report.

Special status wildlife species that may occur in the general vicinity of the project site are the California red-legged frog (*Rana aurora draytonii*), San Francisco garter snake (*Thamnophis sirtalis tetrataenia*) and the Tricolored blackbird. The California red-legged frog species is found in quiet pools along streams, in marshes, and ponds. Redlegged frogs are closely tied to aquatic environments, and when using streams, favor areas with water at least 0.7 meters deep, a largely intact emergent or shoreline vegetation, and a lack of introduced bullfrogs and nonnative fishes. This species breeding season spans January to April on the central coast. Females deposit large egg masses on submerged vegetation at or near the surface. Embryonic stages require a salinity of at least 4.5 parts per thousand. Recent studies have shown that although only a small percentage of red-legged frogs from a pond population disperse, they are capable of moving distances of up to two miles. Factors contributing to its decline include past habitat alteration, former exploitation as food, water pollution, and predation and competition by the introduced bullfrog and green sunfish. The CNDDB lists a sighting of California red-legged frogs in a pond less than 0.5 mile south of the Light Station on the inland side of Highway 1. In addition, there are two other farm ponds less than 0.25 mile east of the proposed parking area on the inland side of the highway that may provide suitable habitat for this frog. Highway 1 presents a significant barrier to frog movement between the parking area on the west side of the Highway and the stock ponds on the east side, and the parking lot site lacks adequate cover and moisture for frogs during the dry season. The parking lot site does not provide suitable habitat for the California red-legged frog (e.g. freshwater ponds or estuaries) that would be attractive to the California red-legged frog dispersing from other suitable habitat on the east side of Highway 1. As documented in the submitted Biological Assessment and for the reasons as outlined above, the California red-legged frog is not expected to occur in the habitat observed in Parking Area A. It follows that any impact to the California redlegged frog as a result of the proposed project would

less than significant.

The San Francisco garter snake inhabits coastal scrub, grasslands and coastal prairie, usually within 500 feet of marshes, ponds, streams and drainage canals. They are capable of long-distance dispersal between ponds. San Francisco garter snakes hibernate in burrows in upland habitat during the winter months, and prefer a mix of coyote brush, blackberry, and grasses. During the summer active season, this snake utilizes permanent water sources (usually ponds) typically with emergent vegetation such as cattail and bulrush. They also utilize burrows in upland habitat during the summer for cover and escape. The primary prey of adult snakes is California red-legged frog, and juvenile snakes feed primarily on Pacific treefrogs. Although surveys for San Francisco garter snake have not been conducted at the ponds on the inland side of the highway, they may occur at these ponds. Further, the small wetland observed near the intersection of Pigeon Point Road and Highway 1 is located 600 feet from the proposed parking area. In addition, Highway 1 presents a significant barrier to movement of snakes between potential habitat ponds on the east side of Highway 1 and this site. Parking Area A does not provide suitable habitat for the San Francisco garter snake as it separated by over 0.25 miles from suitable habitat areas on the east side of the freeway; this separation area contains significant barriers to dispersal (e.g., Highway 1 and disking of agricultural fields). Further, Parking Area A lacks freshwater habitat required by this species for foraging and cover, there are no freshwater areas to the west of the project area where the San Francisco garter snake may disperse to and the project area lacks shrubs and other tall dense vegetation required by this species for thermal regulating and cover. It follows that any impact to the San Francisco garter snake as a result of the proposed project would less than significant.

Tricolored blackbird is an uncommon local permanent resident along the central coast. They inhabit freshwater marshes, stock ponds, and willow thickets. They prefer dense cattails, tules and rushes where they build deep cup nests. They breed in large colonies of 50 to 100 or more pairs, from April to mid-May. During fall and winter, tricolored blackbirds are nomadic and may be observed in pastures, grasslands, cattle pens and marshes throughout the county. Drainage of marshes for agriculture and urban development are the main threats to this species. Tricolored blackbirds may occasionally forage in the ruderal grasslands in the project area, but the site lacks suitable breeding habitat for this species. Due to the presence of available foraging habitat for tricolored blackbirds elsewhere within the general project vicinity, the loss of this small amount of potential foraging habitat is not considered significant.

The project area provides limited habitat for plant species of concern, including those listed by the USFWS, CDFG and/or CNPS as rare, threatened or endangered. This is due to the ruderal condition of much of the site, previous agricultural activities and lack of suitable habitat. The special status plant species with potential to occur within the area are listed in Table 1. In addition to special status plant species that are listed

on CNPS List 1B, there are species that local botanists, including the local chapters of the California Native Plant Society, consider to be specialty plants of the region. Such species may have limited occurrences within the region (locally rare), or may be endemic to the area. These plants are typically on CNPS List 4, a watch list. Spring surveys were conducted on May 5, 2003 and May 19, 2005 for the project area. No federal or state listed rare or endangered plant species occur in the project area.

No special status plant species were observed within the proposed Parking Area A during the surveys conducted. It follows that the no potentially significant impact to fish, wildlife, reptiles, or plant life anticipated from development of the project would occur.

f. **Will (or could) this project infringe on any sensitive habitats?**

Yes, Not Significant. See response to 2.d., above.

g. **Will (or could) this project involve clearing land that is 5,000 sq. ft. or greater (1,000 sq. ft. within the County Scenic Corridor), that has slopes greater than 20% or that is in a sensitive habitat or buffer zone?**

Yes, Not Significant. The proposed project would involve clearing of land more than 1,000 sq. ft. in area near Highway 1/"Cabrillo Highway", which is a State-designated scenic route adjacent to the project site. The project would include habitat restoration in the vicinity of Parking Area A. Visual impacts, as discussed in response 7.a., below, would also be less than significant.

3. **PHYSICAL RESOURCES**

b. **Will (or could) this project involve grading in excess of 150 cubic yards?**

Yes, Significant Unless Mitigated. Construction of the proposed Parking Area A is anticipated to involve more than 150 cubic yards of cut and fill. Please refer to the discussion of potential erosion and stormwater runoff impacts in response 1.f. and impacts on agricultural land in response 1.g. above. Temporary air quality impacts may result from the grading activities, such as dust or odors on and around the site. Additionally, these impacts are temporary during grading and construction activities only. Fine particulate matter (PM) is the pollutant of greatest concern with respect to grading and construction activities, but these emissions would be less than significant due to the minimum amount of activity proposed and the temporary duration of time. Implementation of Mitigation Measure 3, in combination with implementation of Mitigation Measures 1 and 2 as discussed would reduce potential impacts on erosion and water quality due to grading and construction activities to a less-than significant level.

Former Mitigation Measure 3 deleted.

Mitigation Measure 3: The applicant shall submit a dust control plan to the Planning Division for review and approval prior to the issuance of a building permit. The plan shall include the following control measures:

(1) Water all active construction areas at least twice daily.

(2) Water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.

(3) Cover all trucks hauling soil, sand and other loose materials or require all trucks to maintain at least two (2) feet of freeboard.

(4) Apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking and staging areas at construction sites. Also, hydroseed or apply non-toxic soil stabilizers to inactive construction areas.

(5) Sweep daily (preferably with water sweepers) all paved access roads, parking and staging areas at construction sites.

(6) Sweep adjacent public streets daily (preferably with water sweepers) if visible soil material is carried onto them.

(7) Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).

(8) Limit traffic speeds on unpaved roads within the project parcel to 15 mph.

The approved plan shall be implemented for the duration of any grading and construction activities that generate dust and other airborne particles.

c. **Will (or could) this project involve lands currently protected under the Williamson Act (agricultural preserve) or an Open Space Easement?**

Yes, Not Significant. The subject property is currently not protected under the Williamson Act. As discussed in response 1.e., above, the impact of the proposed project on agricultural land would be less than significant. Potential impacts on agriculture and agricultural land are discussed in responses 1.e., 1.g., and 3.d. Implementation of Mitigation Measure 3 would reduce potential impacts on agricultural land to a less-than significant level. Potential impacts on scenic views are discussed in response 7.a. The proposed project would enhance public access to the Light Station complex, and would not have any adverse impacts on public access or recreation.

d. **Will (or could) this project affect any existing or potential agricultural uses?**

Yes, Significant Unless Mitigated. As discussed in response 1.e., above, the impact of the proposed project on agricultural land would be less than significant. However, construction and use of the proposed parking area could affect the existing use of the agricultural field located to the northeast of Pigeon Point Road. The proposed Parking Area A would be no closer to agricultural operations than existing informal parking, and would not have a substantial effect on agricultural uses. While there are no substantial conflicts between the existing informal parking and the current farm and crops being cultivated, possible future changes to crops, chemicals, and/or regulations could generate conflicts between parking at the proposed project site (especially any future overnight parking) and agricultural spraying. Implementation of Mitigation Measure 4 would reduce this impact to a less than significant level.

Mitigation Measure 4: The applicant shall post signs at the parking area and at other appropriate locations that inform facility users of the adjacent agricultural operations and to indicate that the surrounding agricultural lands are not part of the public recreation area. Signs will warn users that pesticides may be used on the properties, users may get wet from agricultural irrigation, and there may be periodic closures to accommodate specific agricultural operations. The applicant shall enter into an agreement with the owners of the surrounding agricultural lands that will specify when and how the parking area will be closed to allow for pesticide applications and other agricultural operations. Parking may be prohibited at potentially affected parking areas during periods of pesticide application, if needed. The applicant shall be responsible for posting any parking prohibitions or closures in accordance with applicable standards, and for notifying the Department of Public Works, Sheriff's Office and California Highway Patrol of any such temporary restrictions. The applicant shall submit a copy of this written agreement to the Planning Department prior to finalizing of any associated permit by the Building Department.

4. **AIR QUALITY, WATER QUALITY, SONIC**

The project site is located within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which is the primary agency responsible for comprehensive air pollution control in the entire San Francisco Bay Area. The BAAQMD develops and enforces air quality regulations for non-vehicular sources, issues permits and operates a regional air quality-monitoring network. In addition, the Federal Clean Air Act and the California Clean Air Act mandate the control and reduction of certain air pollutants. Projects with operational emissions that exceed 80 pounds per day of reactive organic gases (ROG), nitrogen oxides (NOx) or fine particulate matter (PM10) are considered to cause a significant air quality impact (BAAQMD CEQA Guidelines, 1999). Vehicle-related emissions from the project (i.e., construction vehicles and visitors utilizing the Light Station area) are not expected to approach these thresholds as project traffic would be substantially less than 2,000 vehicles per day (the criterion used by the BAAQMD to determine whether

a detailed air quality analysis is required). The level of service at nearby intersections is not anticipated to decline, and project traffic would not increase traffic volumes on nearby roadways by 10 percent or more; therefore, carbon monoxide (CO) concentrations are not expected to change substantially (BAAQMD CEQA Guidelines, 1999). As discussed in 3.b., particulate matter emissions would occur primarily during the grading and construction periods.

c. **Will (or could) this project be expected to result in the generation of noise levels in excess of those currently existing in the area, after construction?**

Yes, Not Significant. The main potential noise source of the proposed project would be vehicles. Major sources of noise in the project area are the cars, trucks and motorcycles that travel Highway 1 and Pigeon Point Road, and farm equipment (i.e., tractors, trucks, etc.). Traffic noise levels are highest during weekend days when vehicle use along Highway 1 and Pigeon Point Road is highest. Vehicle-generated noise along Pigeon Point Road, closer to the project site than Highway 1, is less than along the Highway due to slower speeds and lower traffic volumes. The project is not anticipated to substantially increase traffic beyond current levels, as intensification of the land use (i.e. as a State Park) is not proposed as part of the project scope. While the proposed project would locate more parking spaces in the immediate vicinity of the Light Station complex, this is not anticipated to substantially affect the existing level of vehicle generated noise at the Light Station or hostel. No other project-related activities are expected to generate substantial noise impacts, thus this impact would be less than significant.

d. **Will (or could) this project involve the application, use or disposal of potentially hazardous materials, including pesticides, herbicides, other toxic substances, or radioactive material?**

Yes, Significant Unless Mitigated. Small amounts of hazardous materials (oil, gasoline, etc.) may be temporarily located onsite during the new project construction activities. This routine occurrence would be subject to existing local, state, and federal regulations and controls, and thus would not be expected to create a significant hazard to the public or the environment. The operation and use of the proposed project would not involve the transport, use, or disposal of hazardous materials, other than small quantities of hazardous materials, such as paints, cleaners, and disinfectants, normally used in routine maintenance and cleaning functions. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling and disposal procedures. Most of the materials are consumed through use, resulting in relatively little waste. For these reasons, hazardous materials used by the project would not pose any substantial public health or safety hazards related to hazardous materials. The adjacent agricultural operations store pesticides and other chemicals within their barns and other facilities, which are not located in close proximity to the proposed project. As discussed in response 3.d., above, agricultural chemicals applied

to the adjacent agricultural field could adversely affect users of the proposed parking areas, restroom, and overlook. Implementation of Mitigation Measure 4 would reduce this impact to a less than significant level.

f. **Will (or could) this project generate noise levels in excess of levels determined appropriate according to the County Noise Ordinance standard?**

Yes, Significant Unless Mitigated. As discussed in response 4.c., above, operation of the proposed project would not generate substantial long term noise impacts following the completion of construction. Construction activities would generate noise through use of mechanized equipment, which would temporarily generate noise at the site during the construction period. Sensitive receptors are defined as any place or living thing whose comfort, health, or well-being may be impaired by pollution. Sensitive receptors may include schools, residences, churches, hospitals and other public spaces. The sensitive receptors in the project area would include the Light Station/youth hostel complex, located adjacent to Parking Area A and near the other components of the project, and the future Mel's Lane/Whaler's Cove trails and overlook along the bluffs to the east of the Light Station. These nearby noise-sensitive land uses could be disturbed by project construction noise during the construction period. Construction noise would occur in phases that would include excavation and grading of the parking sites, erection of the new restroom building, and paving and finishing. Construction equipment used for these types of construction activities generates maximum noise levels ranging from 80-89 dBA at a distance of 50 feet from the equipment. At a distance of 100 feet from the construction site, typical hourly average construction noise levels during busy construction periods are 75 dBA to 80 dBA. Such noise levels typically drop off at a rate of about 6 dBA per doubling of distance.

Based on these factors, construction period noise levels at the Light Station/hostel buildings and the Mel's Lane/Whaler's Cove area would at times exceed existing ambient levels, as well as the interior and exterior noise levels set forth in the San Mateo County Code. Noise during busy construction periods produced by heavy equipment may affect daytime visitors to the State Park, hostel, and the Mel's Lane/Whaler's Cove area. Although nighttime construction is not anticipated to occur, construction during the early morning hours could affect guests at the hostel. These noise effects represent a potentially significant impact during the construction period. Implementation of the following mitigation measure would reduce construction noise impact to a less-than-significant level.

Mitigation Measure 5: The applicant and construction contractor(s) shall comply with the following noise abatement measures during project construction:

(1) Contractors shall comply with all relevant provisions of applicable noise policies and ordinances, including Title 4, Chapter 4.88 Noise Control of he San Mateo County Ordinance Code;

(2) Noise levels produced by construction activities shall not exceed 80-dBA level at any one moment. Construction activities shall be limited to the hours of 7:00 AM to 6:00 PM on Monday through Friday and 9:00 AM to 5:00 PM on Saturdays. Construction activities shall be prohibited on Sunday and any national holiday.

(3) "Quieter" models of equipment, (such as gas or electric equipment as opposed to diesel-powered equipment) shall be used where technology exists or all construction equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have unmuffled exhaust.

(4) Loud equipment shall not be staged within 200 feet of noise-sensitive receptors to the greatest extent feasible.

(5) The applicant shall designate a "noise disturbance coordinator" who is responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the source of noise complaints (e.g. starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. A telephone number for the noise disturbance coordinator and approved construction hours shall be posted at the site on conspicuous signage. The noise disturbance coordinator shall contact and advise adjacent noise-sensitive receptors of the construction schedule.

(6) The use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel;

(7) Following the commencement of construction and as directed by the County of San Mateo, the contractor shall implement appropriate noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, re-routing heavy truck traffic, or installing acoustic barriers around stationary construction noise sources or construction sites.

g. **Will (or could) this project generate polluted or increased surface water runoff or affect groundwater resources?**

Yes, Significant Unless Mitigated. Surface water through the project area includes surface runoff from Highway 1, sheet flow from the agricultural lands to the east and across the project area, and a man-made ditch along the east side of Pigeon Point Road. Runoff naturally flows to the northwest, ultimately entering the drainages or sheet flowing over the coastal bluff. With the exception of the man-made ditch along Pigeon Point Road, water resources on the site are limited to precipitation. Precipitation occurs primarily between November and April, with normal annual rainfall approximately 25-30 inches. The project site is not subject to flooding.

At Parking Area A, drainage from the proposed parking area site naturally flows to the northwest. As part of the project, this runoff would be collected in a catch basin located at the northwest corner of the lot and conducted to a small settling basin, then to a culvert discharging onto rocks above the beach.

During park operation, parking and use of motor vehicles is a source of non-point water contaminants such as grease and oil; however, the proposed project would not increase the level of parking activity or vehicle travel beyond current levels. Thus, the project scope at completion would not generate a substantial increase in contamination of polluted surface water runoff. The restoration area would not generate additional surface runoff, and the overlook would be surfaced with decomposed granite, a permeable material that would allow percolation of stormwater rather than generating additional runoff. Parking Area A would be paved primarily with permeable compacted base rock, which would not substantially decrease groundwater recharge. The driveway apron would be paved with asphaltic concrete, an impermeable material that would increase surface water runoff. The roof of the restroom also would constitute an impermeable surface. However, the total area of these additional impermeable surfaces would be relatively small, and all of these impermeable surfaces would be located adjacent to larger permeable areas. As a result, operation of the project would not generate substantial amounts or concentrations of surface runoff, or substantially affect groundwater recharge.

However, grading and other activities during construction could generate increased runoff that may be contaminated by sediment and other pollutants if proper erosion control measures are not implemented. As discussed in "3. Physical Resources," above, preparation of a Stormwater Pollution Prevention Plan (SWPPP) would be required. The SWPPP would include design features to control runoff from the project site during project construction. This would reduce effects on surface runoff and groundwater to a less than significant level during construction. Implementation of Mitigation Measures 1 and 2 as noted above would reduce these impacts to a level of less than significance.

h. **Will (or could) this project require installation of a septic tank/leachfield sewage disposal system or require hookup to an existing collection system which is at or over capacity?**

Yes, Not Significant. As discussed in the Project Description, above, Parking Area A would be located over the septic system leach lines for the Light Station hostel, which were installed in 1992 to replace older lines that are located in the yard west of the hostel buildings. Construction of the parking area over the septic leach field could damage the lines and impair their function, and is inconsistent with San Mateo County Environmental Health Code. As part of the project, the lines would be replaced with schedule 40 or 80 PVC pipe, and the project geotechnical engineer would provide a letter verifying that the pipes will be adequately protected given the pipe material, the depth of cover, pavement surface, etc. As a State agency, the Department of Parks and Recreation (DPR) is exempt from the jurisdiction of San Mateo County, and therefore is not required to obtain the environmental health permit and exception to standards that otherwise would be required for construction of Parking Area A over the existing septic system leach lines. However, DPR intends to comply with the requirements for a variance to the County Health Code. In the event that the approach described above is infeasible, new septic leach lines would be constructed in the vicinity of the older drain lines, based on new percolation testing. If a new set of septic leach lines were constructed, adherence to the existing County requirements for percolation testing would reduce potential impacts on water quality to a less than significant level, and construction of the new leachfield would have no other substantial environmental effects. These measures, included as Mitigation Measure 6 below, would address any potential impacts on the existing septic tank/leachfield system to a less than significant level.

Mitigation Measure 6: Any repair to the existing septic system leach lines as a result of the construction of Parking Area A, shall be replaced with schedule 40 or 80 PVC pipe with a verification letter from the project geotechnical engineer stating that the pipes will be adequately protected given the pipe material, the depth of cover, pavement surface, etc. Should this approach be determined infeasible, new septic leach lines would be constructed in the vicinity of the older drain lines, based on new percolation testing adhering to the existing County requirements for percolation testing.

5. TRANSPORTATION

a. **Will (or could) this project affect access to commercial establishments, schools, parks, etc.?**

Yes, Not Significant. The proposed project would enhance access to the Light Station complex and nearby open space. The project would not have adverse effects on access to any commercial establishments, schools, or other facilities.

b. **Will (or could) this project cause noticeable increase in pedestrian traffic or a change in pedestrian patterns?**

Yes, Not Significant. Because parking at the Light Station park is currently limited, on weekends many visitors park on Pigeon Point Road and walk to the Light Station area. There are no sidewalks or pedestrian safety amenities on Pigeon Point Road: thus, pedestrians are forced to walk alongside traffic until they reach the Light Station entrance. As the traffic volumes on Pigeon Point Road are generally light and spaced throughout the day, the safety risk is relatively low. Vehicular speeds along Highway 1 are often similar to those on interstate highways, and there is regular speed enforcement in the area of Pigeon Point Road. Speeds along Pigeon Point Road are considerably lower than on Highway 1, and as such, safety has not been a substantial problem. However, the pavement condition on Pigeon Point Road is often not consistent, with potholes and uneven surfaces along its entire length. The pavement condition on Pigeon Point Road is more of an issue for pedestrians than the speed or number of vehicles. The proposed public access improvements would result in safety enhancements for pedestrians. The organization of parking into a formalized parking area would reduce the potential for conflicts between pedestrians and vehicles. The improved access to the proposed Parking Area A would allow pedestrians to maneuver more easily on Pigeon Point Road and on their way to and from the Light Station. The proposed public access improvement is not anticipated to add additional visitor traffic and is therefore not anticipated to substantially increase pedestrian traffic. The project would not create any significant safety or accident hazards, and, while it could change pedestrian travel patterns, these changes are anticipated to enhance safety for pedestrians as described above. The impact on pedestrians would be less than significant.

c. **Will (or could) this project result in noticeable changes in vehicular traffic patterns or volumes (including bicycles)?**

Yes, Not Significant. Operating characteristics of signalized and unsignalized intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection level of service ranges from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. The San Mateo Congestion Management Program significance criteria for intersection service levels define LOS A through D as acceptable, while a deficient level of service at an intersection is defined as LOS E or LOS F. Although intersection service level criteria are usually related to signalized intersections, they can be used as a reference when analyzing unsignalized intersections.

The Light Station complex is the type of land use that attracts people throughout the day and week. As such, it does not generate heavy peak hour traffic that affects roadway or intersection operations. The intersections of Highway 1 with both Pigeon Point Road North and Pigeon Point Road South currently operate at Level of Service (LOS) B during the AM peak hour (11:00 AM to 12:00 PM on Sunday), and LOS C during the PM peak hour (1:00 PM to 2:00 PM on Sunday). These levels of service are considered acceptable. It would take hundreds of additional visitors during a peak hour to change the intersection level of service at the two access intersections along Highway 1.

In conclusion, the proposed public access improvement is not anticipated to add additional traffic, or to substantially change travel patterns.

e. **Will (or could) this project result in increase traffic hazards?**

Yes, Not Significant. As discussed in response 5.b., above, there are no sidewalks or pedestrian safety amenities on Pigeon Point Road, but, as the traffic volumes on Pigeon Point Road are generally light and spaced throughout the day, the safety risk is relatively low. Bicyclists access the Light Station via Highway 1 at one of the Pigeon Point Road intersections. There are currently no striped bicycle lanes or dedicated paths on Highway 1 or Pigeon Point Road. Bicyclists share the roadway with motorists on both of these facilities. Vehicular speeds along Highway 1 are often similar to those on interstate highways, and there is regular speed enforcement in the area of Pigeon Point Road. The posted speed limit in this segment of Highway 1 is 55 mph. Speeds along Pigeon Point Road are considerably lower than on Highway 1, and as such, safety is not as much of a problem. However, the pavement condition on Pigeon Point Road is often not consistent, with potholes and uneven surfaces along its entire length, and is more of an issue for both bicyclists and pedestrians than the speed or number of vehicles. The proposed public access improvements would result in safety enhancements for both pedestrians and bicyclists. The organization of parking into a formal parking area would reduce the potential for conflicts of pedestrians or bicyclists with vehicles. The project would not create any significant safety or accident hazards, and is anticipated to enhance safety for pedestrians and bicyclists as described above. The impact on safety hazards would be less than significant.

f. **Will (or could) this project provide for alternative transportation amenities such as bike racks?**

Yes, Not Significant. As discussed in responses 5.b. and 5.e., above, the proposed public access improvement would result in safety enhancements for pedestrians and bicyclists. This would be a beneficial impact.

g. **Will (or could) this project generate traffic which will adversely affect the traffic carrying capacity of any roadway?**

Yes, Not Significant. Please see response to 5.c., above.

6. **LAND USE AND GENERAL PLANS**

a. **Will (or could) this project result in the congregating of more than 50 people on a regular basis?**

Yes, Not Significant. The proposed project would enhance access to the existing Light Station complex, and could result in more than 50 people congregating during high-use periods. However, because the proposed project is not anticipated to result in a substantial change in number or timing of users and the underlying land use of a state park is not proposed to be changed, this impact would be less than significant.

c. **Will (or could) this project result in any changes in land use, either on or off the project site?**

Yes, Not Significant. The operational services offered by this State Park will remain the same as existing. The project would formalize the existing informal parking along Pigeon Point Road, replace the existing restroom, restore degraded habitat, and create an overlook. None of these changes would substantially change the existing recreational use of the project area. The project is not expected to increase demand for other regional facilities or other land uses in the region. This impact would be less than significant.

f. **Will (or could) this project adversely affect the capacity of any public facilities (streets, highways, freeways, public transit, schools, parks, police, fire, hospitals), public utilities (electrical, water and gas supply lines, sewage and storm drain discharge lines, sanitary landfills) or public works serving the site?**

Yes, Not Significant. As discussed in response 5.c., above, the proposed project would not substantially affect the capacity of Pigeon Point Road or Highway 1. The project would not affect public transit or schools. As the project is not anticipated to substantially change the existing volume or pattern of use at the site, there would be no substantial changes to demand for police, fire, water, gas, electrical, hospital, or solid waste disposal services. The project would enhance access to the Light Station complex, but this is not anticipated to substantially affect usage of this recreational facility. As discussed in response 4.h., the project, incorporating Mitigation Measure 6 would not substantially affect the existing septic system at the site. As discussed in response 1.j., the project would not substantially affect existing storm drainage at the site through implementation of Mitigation Measure 2.

h. **Will (or could) this project be adjacent to or within 500 feet of an existing or planned public facility?**

Yes, Significant Unless Mitigated. The proposed parking areas would be within 500 feet of the Pigeon Point Historic Light Station State Park; however, as discussed in this Initial Study, all potential impacts of the proposed project would be reduced to a less than significant level by mitigation measures identified in this Initial Study.

o. **Will (or could) this project result in possible interference with an emergency response plan or emergency evacuation plan?**

Yes, Not Significant. As discussed in response 5.c. and 5.e., above, the project will not increase traffic volumes or hazards. As such, adequate emergency access would be maintained and there would be no interference with emergency response plans or emergency evacuation plans.

p. **Will (or could) this project result in creation of or exposure to a potential health hazard?**

Yes, Significant Unless Mitigated. As discussed in response 3.d., above, the proposed project could expose the visitors to agricultural chemicals. Implementation of Mitigation Measure 4, above, would reduce this impact to a less than significant level.

7. **AESTHETIC, CULTURAL, AND HISTORIC**

a. **Will (or could) this project be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?**

Yes, Not Significant. The proposed project is located within approximately 1,200 feet of Highway 1/ "Cabrillo Highway", a State designated Scenic Route. Cited source L, Analysis of Visibility and Visual Impacts, evaluates the visual impacts of the proposed project, the results of which are presented below. Parking Area A would occupy the area between Pigeon Point Road and the fenced Light Station yard area, and would be almost entirely screened by the landscaped berm proposed between the parking and Pigeon Point Road, while avoiding any significant impacts to ocean views. Compared to existing conditions, parked vehicles would be less prominent, and the coast would be more visible. The new restroom would be located in front of an existing hostel building.

Parking Area A would also contribute to the elimination of the existing disorganized parking and/or camping at and near the entry to the Light Station and along Pigeon Point Road. As a result, the visual impact of Parking Area A would be less than significant.

b. **Will (or could) this project obstruct scenic views from existing residential areas, public lands, a public water body or roads?**

Yes, Not Significant. Please see response to 7.a., above.

d. **Will (or could) this project directly or indirectly affect historical or archeological resources on or near the site?**

Yes, Significant Unless Mitigated. The Native Americans who occupied the San Francisco Bay region, Santa Cruz Mountains, and the Monterey Bay area at the time of the 1769 Spanish invasion are now most commonly known as Ohlones, but are also known as Coastanoans. Along the ocean coast of San Mateo County, littoral (shoreline) and riparian environments were the most productive, and consequently were the most utilized, occupied, and defended.

The historic period began in the Pigeon Point vicinity with the arrival of Spanish expeditionary forces under Captain Gaspar de Portolá on 23 October 1769. By 1800, most of the ancient Ohlone lifeways had been swept away by the colonizing Spanish and introduced European diseases. The project vicinity was included in a Mexican Land Grant, "Rancho Punta del Año Nuevo," and used as cattle pasture and agricultural lands.

The project vicinity has been a focus of maritime activities since before the American era in California, and Whaler's Cove supported a small whaling station from the 1860s through the 1880s. When whaling declined, ocean fishermen operated from Pigeon Point. By the 1840s, Pigeon Point and nearby Franklin and Año Nuevo Points began to claim ships that passed too close to shore and ran aground on the rocks, and the toll of foundered shipping increased dramatically after the Gold Rush. Pigeon Point was chosen as the site for a lighthouse as early as 1855, and a lighthouse began functioning in 1872, by which time the Pigeon Point area was in use for agriculture, whaling, other maritime occupations, and commerce. The Pigeon Point Lighthouse has been in continuous operation since 1871 and is now listed on the National Register of Historic Places (NRHP), the California Register of Historic Places, the Historic American Building Survey, and is a state Historical Landmark and Coastside Cultural Resource Recognized by the County of San Mateo (1980).

During May 2003 and July 2005, Holman & Associates Archaeological Consultants (H&A) conducted a general surface reconnaissance for archaeological resources and historic properties for the project area. A field inspection of the proposed parking area did not reveal evidence of prehistoric cultural use, but the project environs did, as did the vicinity of the north end of Pigeon Point Road. Although the area is highly disturbed by the roads, erosion, and agriculture, prehistoric artifacts are still present. Evidence of historic archaeological deposits also was found in the vicinity of Parking Area A. Given this evidence of historic and prehistoric cultural resources at the project

site, grading for proposed Parking Area A would very likely encounter some historic materials, and possibly discrete archaeological deposits.

The significance of such hypothesized deposits cannot be addressed until the deposits, if any, are actually found. Scant prehistoric archaeological materials were found in and around the proposed parking area and the north end of Pigeon Point Road, but no indications of habitation deposits were found. Nevertheless, the project has the potential to impact prehistoric cultural resources, including human remains. Section 7050.5 of the California Health and Safety Code states that it is a misdemeanor to knowingly disturb a human grave. If human graves are encountered, work should halt in the vicinity and the County Coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. Implementation of Mitigation Measures 7, 8 and 9, below, would reduce potential impacts on cultural resources to a less-than-significant level.

Mitigation Measure 7: Initial grading shall be monitored by a qualified archaeologist in Parking Area A. Archaeological monitoring for the Pigeon Point Public Access Improvement Project Area shall be conducted under a written Archaeological Monitoring Agreement. Such an Agreement shall provide for, at a minimum:

(1) Timely notification prior to any excavations in the zones specified above.

(2) Monitoring during all earth-moving or soil disturbing activities in the project zones specified above, however minor, until and unless the monitor determines that no impacts to potentially significant archaeological materials will occur.

(3) Specific requirements that archaeological monitors be notified immediately if potentially significant archaeological resources are encountered outside the specified monitoring zones or anywhere in the absence of an onsite monitor.

(4) Authority of the onsite archaeological monitor to halt and/or relocate excavations if potentially significant archaeological materials or human remains are encountered.

(5) Time and space to record, photograph and map, recover, retrieve, and/or remove any mm archaeological materials and data during the construction process.

(6) Time and funding for laboratory cleaning, cataloging, analysis, and preparation for permanent curation of any and all recovered data and materials after onsite monitoring ends.

(7) Time and funding for a Final Report of findings, to incorporate data developed for this report as appropriate and data developed by monitoring and analysis; additional historical and/or archival research may also be warranted. In addition to reporting to the applicant, copies of the Final Report must be submitted the Northwest Information Center of the California Historical Resources Information System for inclusion in the permanent archives, and another copy shall accompany any curated archaeological materials and data. Archaeological data and recovered materials are and will remain the property of the property owners.

Archaeological identification, inventory, evaluation, research and mitigation under provisions of CEQA, if any, shall be completely reported in a comprehensive manner, incorporating all methods used and data gained, thorough contemporary scientific analysis of all data, and interpretation of any archaeological resources within a regional archaeological framework. Qualified professional archaeologists shall complete the report to best contemporary standards, and the data shall be made available to other qualified researchers following completion of the Final Report. Appropriate specialized, focused scientific analytic techniques shall be applied (e.g., radiocarbon dating, obsidian sourcing and hydration, typological studies, geomorphological studies, faunal analysis, etc.). Obtaining, analyzing, interpreting, and reporting archaeological data from the project area would serve as mitigative compensation for any project-related impacts to resources.

Mitigation Measure 8: The applicant and construction contractors shall be prepared to respond appropriately if heretofore undetected archaeological resources are encountered anywhere in the project area.

To set up and facilitate both the recommended monitoring and the response procedure required under CEQA, a pre-construction meeting shall be arranged involving responsible project personnel, both onsite and managerial supervisory construction personnel, and the archaeological monitors. The purpose of this meeting will be to familiarize all involved parties with the provisions of this plan. Construction contractors shall be prepared to halt and/or relocate work while finds are identified, recorded, evaluated, and if warranted, mitigative activities carried out. In virtually all reasonably foreseeable circumstances, the appropriate mitigation action will be recording and removal of archaeological data from the project area.

Supervisory and construction personnel shall therefore be made aware of the possibility of encountering archaeological materials in this sensitive zone. In this area, the most common and recognizable evidence of prehistoric archaeological resources are deposits of marine shell, usually in fragments (mussels, oysters, clams, abalone, crabs, etc.), and/or faunal bone (deer, marine mammals, etc.), usually in a dark fine-grained soil (midden); stone flakes left from manufacturing stone tools, or the tools themselves (mortars, pestles, arrowheads and spear points); and human burials, often as dislocated bones. Historic materials older than 45 years (bottles, artifacts, trash pits,

structural remains, etc.) may also have scientific and cultural significance and should be more readily identified. If during the proposed construction project any such evidence is uncovered or encountered, all excavations within 10 meters/30 feet shall be halted long enough to call in the monitoring archaeologists to assess the situation and propose appropriate measures.

Mitigation Measure 9: The applicant and contractors must be prepared to carry out the requirements of California State law with regards 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. If the coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. A qualified archaeologist, in consultation with the Native American Heritage Commission, shall recommend subsequent measures for disposition of the remains.

e. **Will (or could) this project visually intrude into an area having natural scenic qualities?**

Yes, Significant Unless Mitigated. See question 7.a., above.

V. **MANDATORY FINDINGS OF SIGNIFICANCE**

3. **Does the project have possible environmental effects which are individually limited, but cumulatively considerable?**

Yes, Significant Unless Mitigated. A cumulative impact is when two or more individual effects which, when considered together are considerable or which compound or increase other environmental effects, including those effects created by past, present and reasonably foreseeable future projects. The current project has been revised to remove potential future improvement components (additional parking areas B and C and the Pigeon Point Road closure) and it is stated that there is no intent to pursue these potential projects in the near future. The existing project, Parking Area A and these potential foreseeable future projects are located within a one mile radius of each other. Although speculative at this point, a cautious approach is to analyze these potentially foreseeable projects from a cumulative standpoint.

Quantification can be difficult for cumulative impacts, as it requires speculative estimates of impacts including, but not limited to variations in time of impacts and data for future development may change following subsequent approvals. However, every attempt has been made herein to make sound qualitative judgments of the combined effects of, and relationship between, land uses and potential impacts. In reviewing this information a cumulative analysis is necessary for land suitability and geology, physical resources, air/water/sonic quality and land use.

Answers to Questions – Cumulative

1. Land Suitability and Geology

e. **Will (or could) this project involve Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or Brussels sprouts?**

Yes, Significant Unless Mitigated. Please see response to 1.e., above for discussion as it relates to proposed Parking Area A. Conceptual information is known on potential future improvements of Parking Areas B and C (including location, size and purpose). Upon review of the resources available, which include the San Mateo County Agricultural Lands Map and a submitted Soils Survey Map by the applicant it appears that minor portions of proposed Parking Area B and portions of Parking Area C (primarily potential drainage easements) could encroach into Prime Agricultural Land. It follows that potential future implementation of Parking Areas B and C could involve Class II agricultural soils and defined prime agricultural land and result in a significant impact. However, through implementation of Mitigation Measure 3 noted above, as well as Mitigation Measure 10 noted below, these impacts could be reduced to a level of insignificance.

Mitigation Measure 10: At the time of application submittal for either Proposed Parking Areas B or C, the applicant shall submit documentation meeting the five criteria for determination of Prime Agricultural Lands, as defined by Section 6351 of Chapter 21A of the San Mateo County Zoning Code and Policy 5.1 of the Agriculture Component of the Local Coastal Program, to the satisfaction of the Community Development Director. Should these documents determine that any land defined as Prime Agricultural Land is proposed to be used for any other land use than allowed by Policy 5.5a of the Local Coastal Program or conditionally allowed by Policy 5.5b of the Local Coastal Program, the applicant shall revise the project scope to remove these components of the project from the defined boundaries of the Prime Agricultural Land.

g. **Will (or could) this project result in damage to soil capability or loss of agricultural land?**

Yes, Significant Unless Mitigated. See response to f. (Cumulative) above.

3. Physical Resources

b. **Will (or could) this project involve grading in excess of 150 cubic yards?**

Yes, Significant Unless Mitigated. Construction of proposed Parking Area A, in combination with the potential construction of Parking Areas B and C and their associated improvements would involve approximately 500 cubic yards of cut and fill. Please refer to the discussion of potential erosion and stormwater runoff impacts in response 1.f. (Cumulative), impacts on agricultural land in response 1.g., and impacts on sensitive species in response 2.a. (Cumulative), above. Temporary air quality impacts may result from these grading activities, such as dust or odors on and around the site. Fine particulate matter (PM) is the pollutant of greatest concern with respect to grading and construction activities, but these emissions would be less than significant due to the minimum amount of activity proposed, the temporary duration of time and the fact that all projects might not be conducted at the same time. However, Implementation of Mitigation Measure 3, in combination with implementation of Mitigation Measures 1 and 2 as discussed would reduce potential impacts on erosion and water quality due to grading and construction activities to a less-than significant level.

e. **Will (or could) this project affect any existing or potential agricultural uses?**

Yes, Significant Unless Mitigated. As discussed in response 1.e. (Cumulative), above, the impact of the proposed project on agricultural land would be less than significant through implementation of Mitigation Measure 10. The locations of all parking areas could affect the existing use of the agricultural field located to the northeast of Pigeon Point Road, as proposed Parking Area B, as well as potentially some portions of Parking Area C could be located closer to existing agricultural uses than existing conditions. Implementation of Mitigation Measure 4 would reduce this impact to a less than significant level.

4. Air Quality, Water Quality, Sonic

c. **Will (or could) this project be expected to result in the generation of noise levels in excess of those currently existing in the area, after construction?**

Yes, Not Significant. Please see response to 4.c. above as it relates to Parking Area A. The main potential noise source of the proposed project would be vehicles. Proposed future Parking Areas B and C could increase the amount of vehicles within the vicinity. From the information that is

known, the total amount of additional parking spaces that could accommodate additional vehicles as a result of Parking Areas B and C would be 80. However, as detailed in the response to 4c above, the major sources of noise in the project area would not change. As this total amount of vehicles is not anticipated to substantially increase traffic beyond current levels and as substantial intensification of the land use (i.e. as a State Park) is not known at this time, the combination of proposed Parking Area A and potential future Parking Areas B and C are not anticipated to substantially affect the existing level of vehicle generated noise at the Light Station or hostel.

d. **Will (or could) this project involve the application, use or disposal of potentially hazardous materials, including pesticides, herbicides, other toxic substances, or radioactive material?**

Yes, Significant Unless Mitigated. Please see response to 4.d. above as it relates to Parking Area A. An increase in the amount of hazardous materials (oil, gasoline, etc.) could be located onsite during the construction activities of the potential future projects. As with the proposed Parking Area A, occurrence for any potential future project(s) would be subject to existing local, state, and federal regulations and controls, and thus would not be expected to create a significant hazard to the public or the environment. The operation and use of the future projects would not involve the transport, use, or disposal of hazardous materials, other than small quantities of hazardous materials, such as paints, cleaners, and disinfectants, normally used in routine maintenance and cleaning functions. For these reasons, hazardous materials use by the proposed project and potential future projects would not pose any substantial public health or safety hazards related to hazardous materials. Further, it is unlikely that these projects would occur at the same time. The adjacent agricultural operations store pesticides and other chemicals within their barns and other facilities, which may be located in close proximity to the locations of the potential future parking areas. As discussed in response 3.d., above, agricultural chemicals applied to the adjacent agricultural field could adversely affect users of the proposed parking area, as well as users of the potential future parking areas. Implementation of Mitigation Measure 4 would reduce this impact to a less than significant level.

f. **Will (or could) this project generate noise levels in excess of levels determined appropriate according to the County Noise Ordinance standard?**

Yes, Significant Unless Mitigated. The construction activities as a combined result of proposed Parking Area A and potential future proposed Parking Areas B and C could temporarily generate noise levels that are greater than

the ambient, although it is unlikely that these activities would happen simultaneously. However, implementation of Mitigation Measure 5 would reduce this potential impact to a level of insignificance.

g. **Will (or could) this project generate polluted or increased surface water runoff or affect groundwater resources?**

Yes, Significant Unless Mitigated. Please see response to 4g about for discussion on surface water conditions at the greater project site. Additional stormwater runoff would occur with the combination of proposed Parking Area A, as well as potential future Parking Areas B and C. Implementation of Mitigation Measures 1 and 2 as noted above would reduce these impacts to a level of less than significance.

6. Land Use and General Plans

d. **Will (or could) this project result in any changes in land use, either on or off the project site?**

Yes, Significant Unless Mitigated. While the operational services offered by this State Park are anticipated to remain the substantially the same as existing use, potential future Parking Areas B and C could change existing land use (see response to f. (Cumulative), above). Implementation of Mitigation Measure 10 would reduce this potential impact to a level of insignificance.

Draft Mitigation Monitoring Program for Pigeon Point Public Access Improvement Project
December 13, 2006

Impact	Mitigation Measure	Responsibility	Implementation	Verification	Program Implementation and Milestones
The project is located adjacent to a known earthquake fault. The project is located 500 feet from an existing public facility.	Mitigation Measure 1: All project structures shall meet the requirements and recommendations of the Uniform Building Code, Structural Engineers Association of California, the County Geologist, and the soil and foundation investigation report submitted for the project site. Assumptions and design parameters are subject to approval by the County Geologist.	California State Department of Parks and Recreation	▪ Submit construction documents to County Geologist and Building Inspection Section for review.	Review of design of all structures by County Geologist and Building Inspection Section.	Prior to initiation of construction of each structure, project applicant shall obtain approval of County Geologist and Building Inspection Section.
The project could cause erosion or siltation. The project could generate polluted or increased surface water runoff.	Mitigation Measure 2: Prior to the issuance of a building permit, the applicant shall submit to the Planning Division for review and approval an erosion and drainage control plan which demonstrates how the transport and discharge of soil and pollutants from the project site will be minimized, consistent with the recommendations as outlined in the submitted "Geotechnical Recommendations, Pigeon Point Parking Improvements, San Mateo County, California, prepared by Haro, Kasunich and Associates, 2005." This plan shall also include a Stormwater Pollution Prevention Plan (SWPPP) which shall adhere to the San Mateo County-wide Stormwater Pollution Prevention Program "General Construction and Site Supervision Guidelines." The goal of this plan is to prevent sediment and other pollutants from the leaving the project site and to protect all exposed earth surfaces from erosive forces.	California State Department of Parks and Recreation	▪ Stabilize all denuded areas and maintain erosion control measures continuously between October 15 and April 15. ▪ Remove spoils promptly, and avoid stockpiling fill materials when rain is forecast. If rain threatens, stockpiled soils and other materials shall be covered with a tarp or other waterproof material. ▪ Store, handle, and dispose of construction materials and wastes so as to avoid their entry to a local storm drain system or water body. ▪ Avoid cleaning, fueling or maintaining vehicles on-site, except in an area designated to contain and treat runoff. ▪ When cleaning sediments from streets, driveways and paved areas on construction sites, the applicant shall use dry sweeping methods where possible. If water must be used to flush pavement, collect runoff to settle out sediments and protect any storm drain inlets. ▪ Storm drain inlets shall be protected from sediment-laden runoff to the greatest extent feasible. Storm drain inlet protection devices include sand bag barriers, filter fabric fences, block and gravel filters, and burlap bags filled with drain rock. ▪ Install sandbags or other erosion control measures to prevent silt runoff to public roadways. ▪ Replant vegetation in disturbed areas as quickly as possible.	Review of erosion and drainage control plan by County Planning Division. Periodic monitoring of the construction operations and compliance to mitigation measure; record findings in project file.	Project applicant shall include these measures in construction documents. The approved erosion and drainage control plan shall be implemented prior to the commencement of construction. California State Department of Parks and Recreation staff shall monitor construction activities by applicant's contractor. County inspectors shall verify implementation measures during project inspections.

Impact	Mitigation Measure	Responsibility	Implementation	Verification	Program Implementation and Milestones
			▪ Stockpiles and excavated soils shall be covered with secured tarps or plastic sheeting.		
The project will involve grading in excess of 150 cubic yards.	Mitigation Measure 3: The applicant shall submit a dust control plan to the Planning Division for review and approval prior to the issuance of a building permit. The plan shall include the control measures identified in the Implementation column.	California State Department of Parks and Recreation	▪ Water all active construction areas at least twice daily. ▪ Water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind. ▪ Cover all trucks hauling soil, sand and other loose materials or require all trucks to maintain at least two (2) feet of freeboard. ▪ Apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking and staging areas at construction sites. Also, hydroseed or apply non-toxic soil stabilizers to inactive construction areas. ▪ Sweep daily (preferably with water sweepers) all paved access roads, parking and staging areas at construction sites. ▪ Sweep adjacent public streets daily (preferably with water sweepers) if visible soil material is carried onto them. ▪ Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). ▪ Limit traffic speeds on unpaved roads within the project parcel to 15 mph.	Monitoring construction operations and applicant's compliance to mitigation measure; record finding in project file.	Prior to the issuance of a building permit associated with any phase of this proposed project, the dust control plan shall be approved by the Planning Division. The approved plan shall be implemented for the duration of any grading and construction activities that generate dust and other airborne particles. California State Department of Parks and Recreation staff shall monitor construction activities by applicant's contractor. County inspectors shall verify implementation measures during project inspections.
The project could affect existing agricultural uses. The project could involve the application, use or disposal of potentially hazardous materials. The project would result in the creation of or exposure to a potential health hazard.	Mitigation Measure 4: The applicant shall post signs at the parking area and at other appropriate locations that inform facility users of the adjacent agricultural operations and to indicate that the surrounding agricultural lands are not part of the public recreation area. Signs will warn users that pesticides may be used on the properties, users may get wet from agricultural irrigation, and there may be periodic closures to accommodate specific agricultural operations. The applicant shall enter into an agreement with the owners of the surrounding agricultural lands that will specify when and how the parking area will be closed to allow for pesticide applications and other agricultural operations. Parking may be prohibited at potentially affected parking	California State Department of Parks and Recreation	▪ Signs shall warn users that pesticides may be used on the properties, users may get wet from agricultural irrigation, and there may be periodic closures to accommodate specific agricultural operations. ▪ The applicant shall enter into an agreement with the owners of the surrounding agricultural lands that will specify when and how the parking areas will be closed to allow for pesticide applications and other agricultural operations. ▪ Parking may be prohibited at potentially affected parking areas during periods of pesticide application, if needed. ▪ The applicant shall be responsible for posting any parking prohibitions or closure.	Monitoring applicant's compliance to mitigation measure during project operation; record finding in project file.	<u>Agreement with Agricultural Operators</u>: The applicant shall submit a copy of this written agreement to the Planning Division prior to finalizing of any associated permit by the Building Inspection Section. <u>Posting of Parking Prohibitions</u>: California State Department of Parks and Recreation staff shall monitor signage and posting of any parking prohibitions by applicant on an ongoing basis during project operation.

Impact	Mitigation Measure	Responsibility	Implementation	Verification	Program Implementation and Milestones
	areas during periods of pesticide application, if needed. The applicant shall be responsible for posting any parking prohibitions or closures in accordance with applicable standards, and for notifying the Department of Public Works, Sheriff's Office and California Highway Patrol of any such temporary restrictions. The applicant shall submit a copy of this written agreement to the Planning Department prior to finalizing of any associated permit by the Building Department.				
The project could generate noise levels in excess of levels determined appropriate according to the County Noise Ordinance standard.	Mitigation Measure 5: During project construction, the applicant and construction contractor(s) shall comply with the noise abatement measures identified in the Implementation column.	California State Department of Parks and Recreation	▪ Contractors shall comply with all relevant provisions of applicable noise policies and ordinances, including Title 4, Chapter 4.88, Noise Control of the San Mateo County Ordinance Code. ▪ Noise levels produced by construction activities shall not exceed 80-dBA level at any one moment. Construction activities shall be limited to the hours of 7:00 a.m. to 6:00 p.m. on Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturdays. Construction activities shall be prohibited on Sunday and any national holiday. ▪ "Quieter" models of equipment (such as gas or electric equipment as opposed to diesel-powered equipment) shall be used where technology exists or all construction equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have unmuffled exhaust. ▪ Loud equipment shall not be staged within 200 feet of noise-sensitive receptors to the greatest extent feasible. ▪ The applicant shall designate a "noise disturbance coordinator" who is responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the source of noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. A telephone number for the noise disturbance coordinator	Monitoring construction operations and applicant's compliance to mitigation measure; record finding in project file.	California State Department of Parks and Recreation staff shall monitor construction activities by applicant's contractor. County Inspectors shall verify implementation measures during project inspections.

Impact	Mitigation Measure	Responsibility	Implementation	Verification	Program Implementation and Milestones
			and approved construction hours shall be posted at the site on conspicuous signage. The noise disturbance coordinator shall contact and advise adjacent noise-sensitive receptors of the construction schedule. ▪ The use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel. ▪ Following the commencement of construction and as directed by the County of San Mateo, the contractor shall implement appropriate noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, re-routing heavy truck traffic, or installing acoustic barriers around stationary construction noise sources or construction sites.		
The project could require installation of a septic tank/leachfield sewage disposal system or require hookup to an existing collection system.	Mitigation Measure 6: Any repair to the existing septic system leach lines, as a result of the construction of Parking Area A, shall be replaced with schedule 40 or 80 PVC pipe. Should this approach be determined infeasible, new septic leach lines would be constructed in the vicinity of the older drain lines.	California State Department of Parks and Recreation	▪ Any repair to the existing septic system leach lines, as a result of the construction of Parking Area A, shall be replaced with schedule 40 or 80 PVC pipe with a verification letter from the project geotechnical engineer stating that the pipes will be adequately protected given the pipe material, the depth of cover, pavement surface, etc. ▪ Should the approach described above be determined infeasible, new septic leach lines shall be constructed in the vicinity of the older drain lines, based on new percolation testing adhering to the existing County requirements for percolation testing.	Monitoring construction operations and applicant's compliance to mitigation measure; document approval by project geotechnical engineer or County Environmental Health Division, as appropriate, and record finding in project file.	Replacement of Existing Leach Lines: Verification letter from the project geotechnical engineer stating that the pipes will be adequately protected given the pipe material, the depth of cover, pavement surface, etc. New Leach Lines: The design and location of new leach lines shall be approved by San Mateo County Environmental Health Division, based on results of percolation testing. California State Department of Parks and Recreation staff shall monitor construction activities by applicant's contractor. County inspectors shall verify implementation measures during project inspections.

Impact	Mitigation Measure	Responsibility	Implementation	Verification	Program Implementation and Milestones
The project could directly or indirectly affect archaeological resources at or near the site.	Mitigation Measure 7: Initial grading for all phases of this project shall be monitored by a qualified archaeologist. Archaeological monitoring for the Pigeon Point Public Access Improvement Project Area shall be conducted under a written Archaeological Monitoring Agreement and shall be submitted to the Planning Division for review and approval. Such an Agreement shall provide for, at a minimum, the provisions identified in the Implementation column.	California State Department of Parks and Recreation	▪ Timely notification prior to any excavations in Parking Areas A, B, and C, and the planned closure/cul-de-sac at the north end of Pigeon Point Road. ▪ Monitoring during all earth-moving or soil disturbing activities in the project zones specified above, however minor, until and unless the monitor determines that no impacts to potentially significant archaeological materials will occur.	Monitoring construction operations and applicant's compliance to mitigation measure; record finding in project file.	The applicant shall submit a written Archaeological Monitoring Agreement for review and approval by the Planning Division during construction and/or grading activities. California State Department of Parks and Recreation staff shall monitor construction activities by applicant's contractor.
			▪ Specific requirements that archaeological monitors be notified immediately if potentially significant archaeological resources are encountered outside the specified monitoring zones or anywhere in the absence of an on-site monitor. ▪ Time and space to record, photograph and map, recover, retrieve, and/or remove any archaeological materials and data during the construction process. ▪ Time and funding for laboratory cleaning, cataloging, analysis, and preparation for permanent curation of any and all recovered data and materials after on-site monitoring ends. ▪ Time and funding for a Final Report of findings, to incorporate data developed for this report as appropriate and data developed by monitoring and analysis; additional historical and/or archival research may also be warranted. In addition to reporting to the applicant, copies of the Final Report must be submitted to the Northwest Information Center of the California Historical Resources Information System for inclusion in the permanent archives, and another copy shall accompany any curated archaeological materials and data. Archaeological data and recovered materials are and will remain the property of the property owners. ▪ Archaeological identification, inventory, evaluation, research and mitigation under provisions of CEQA, if any, shall be completely reported in a comprehensive		

Impact	Mitigation Measure	Responsibility	Implementation	Verification	Program Implementation and Milestones
			manner, incorporating all methods used and data gained, thorough contemporary scientific analysis of all data, and interpretation of any archaeological resources within a regional archaeological framework. Qualified professional archaeologists shall complete the report to best contemporary standards, and the data shall be made available to other qualified researchers following completion of the Final Report. Appropriate specialized, focused scientific analytic techniques shall be applied (e.g., radiocarbon dating, obsidian sourcing and hydration, typological studies, geomorphological studies, faunal analysis, etc.).		
The project could directly or indirectly affect archaeological resources at or near the site.	Mitigation Measure 8: The applicant and construction contractors shall be prepared to respond appropriately if heretofore undetected archaeological resources are encountered anywhere in the project area.	California State Department of Parks and Recreation	▪ To set up and facilitate both the recommended monitoring and the response procedure required under CEQA, a pre-construction meeting shall be arranged involving responsible project personnel, both on-site and managerial supervisory construction personnel, and the archaeological monitors. The purpose of this meeting will be to familiarize all involved parties with the provisions of this plan. ▪ Construction contractors shall be prepared to halt and/or relocate work while finds are identified, recorded, evaluated, and if warranted, mitigative activities carried out. In virtually all reasonably foreseeable circumstances, the appropriate mitigation action will be recording and removal of archaeological data from the project area.	Monitoring construction operations and applicant's compliance to mitigation measure; record finding in project file.	California State Department of Parks and Recreation staff shall monitor construction activities by applicant's contractor.

Impact	Mitigation Measure	Responsibility	Implementation	Verification	Program Implementation and Milestones
			▪ Supervisory and construction personnel shall therefore be made aware of the possibility of encountering archaeological materials in this sensitive zone. In this area, the most common and recognizable evidence of prehistoric archaeological resources is deposits of marine shell, usually in fragments (mussels, oysters, clams, abalone, crabs, etc.), and/or faunal bone (deer, marine mammals, etc.), usually in a dark fine-grained soil (midden); stone flakes left from manufacturing stone tools, or the tools themselves (mortars, pestles, arrowheads and spear points); and human burials, often as dislocated bones. Historic materials older than 45 years (bottles, artifacts, trash pits, structural remains, etc.) may also have scientific and cultural significance and should be more readily identified.		
			▪ If during the proposed construction project any such evidence is uncovered or encountered, all excavations within 10 meters/30 feet shall be halted long enough to call in the monitoring archaeologists to assess the situation and propose appropriate measures. ▪ The applicant is responsible for notifying and supplying the Planning Division appropriate documentation of recordation and removal of archaeological data from the project area.		
The project could directly or indirectly affect archaeological resources at or near the site.	Mitigation Measure 9: The applicant and contractors shall 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.	California State Department of Parks and Recreation	▪ 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. If the Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. A qualified archaeologist, in consultation with the Native American Heritage Commission, shall recommend subsequent measures for disposition of the remains.	Monitoring construction operations and applicant's compliance to mitigation measure; record finding in project file.	California State Department of Parks and Recreation staff shall monitor construction activities by applicant's contractor.

Impact	Mitigation Measure	Responsibility	Implementation	Verification	Program Implementation and Milestones
The project could affect existing agricultural uses. The project could involve the application, use or disposal of potentially hazardous materials. The project would result in the creation of or exposure to a potential health hazard.	Mitigation Measure 10: At the time of application submittal for either Proposed Parking Areas B or C, the applicant shall submit documentation meeting the five criteria for determination of Prime Agricultural Lands, as defined by Section 6351 of Chapter 21A of the San Mateo County Zoning Code and Policy 5.1 of the Agriculture Component of the Local Coastal Program, to the satisfaction of the Community Development Director. Should these documents determine that any land defined as Prime Agricultural Land is proposed to be used for any other land use than allowed by Policy 5.5a of the Local Coastal Program or conditionally allowed by Policy 5.5b of the Local Coastal Program, the applicant shall revise the project scope to remove these components of the project from the defined boundaries of the Prime Agricultural Land.	California State Department of Parks and Recreation and/or project applicant	▪ At the time of application submittal for either Proposed Parking Areas B or C, the applicant shall submit documentation meeting the five criteria for determination of Prime Agricultural Lands, as defined by Section 6351 of Chapter 21A of the San Mateo County Zoning Code and Policy 5.1 of the Agriculture Component of the Local Coastal Program, to the satisfaction of the Community Development Director. ▪ Should these documents determine that any land defined as Prime Agricultural Land is proposed to be used for any other land use than allowed by Policy 5.5a of the Local Coastal Program or conditionally allowed by Policy 5.5b of the Local Coastal Program, the applicant shall revise the project scope to remove these components of the project from the defined boundaries of the Prime Agricultural Land.	Review of initial application submittal materials by the Planning Division.	Prior to determination of a complete application by the Planning Division.

NMA:LAA:fc/kcd – NMAQ1359_rev_WFH. DOC
(12-29-06)