COUNTY OF SAN MATEO
PLANNING AND BUILDING DEPARTMENT

DATE: May 14, 2014

TO: Planning Commission

FROM: Planning Staff

SUBJECT: Receive comments regarding a Draft Environmental Impact Report (DEIR), pursuant to the California Environmental Quality Act (CEQA), for the proposed Ascension Heights Subdivision located in the unincorporated San Mateo Highlands area of San Mateo County. The project includes the subdivision of the 13.32-acre subject site into 21 legal parcels for development of 19 single-family dwellings. The site is accessed from Bel Aire Road north of Ascension Drive.

County File Number: PLN 2002-00517 (O'Rourke/ San Mateo Real Estate and Construction)

PROPOSAL

The proposed project entails the subdivision of six parcels (totaling 13.32 acres) into 21 lots for development of 19 single-family residences and a new access roadway, with a development footprint of approximately 5.5 acres. The proposed new parcels' average size is 9,122 sq. ft. and would be orientated along a new private main access road in a "Y" configuration. The remaining two lots (approximately 7.8 acres) would be maintained as an open space conservation area and would include an undisturbed and protected area as well as common areas with foot trails. All development and structures would be designed to be consistent with surrounding neighborhoods and to utilize similar architectural themes as those of surrounding homes. Landscaping would be designed to be consistent with surrounding neighborhoods and to minimize erosion, maximize soil stability, and screen existing view sheds from the new development while still minimizing obstruction of solar access per each residence. Additional detailed information on the project description is included in Chapter 3 of the DEIR "Project Description" (Attachment D).

An environmental review of the project is required in accordance with the California Environmental Quality Act. Based on the nature of the project, it was determined that the proposed project would necessitate an Environmental Impact Report (EIR) to analyze the potential impacts of the project. A Draft EIR has been circulated for public review. The required public comment period commenced April 25, 2014 and ends on June 9, 2014. Following the close of the public review period, the County's environmental consultant, Analytical Environmental Services, in consultation with Planning

Department staff, will review and prepare responses to comments received during the public comment period, as well as those presented at the May 14, 2014 Planning Commission meeting. Comments and responses will be included in a Final EIR document, to be presented to the Planning Commission at the time the project is considered. Staff anticipates a hearing on the Final EIR and the project to be scheduled in late summer/early fall.

RECOMMENDATION

Open the public meeting and receive comments and testimony on the Draft EIR.

BACKGROUND

Report Prepared By: James A. Castañeda, AICP, Project Planner, Telephone 650/363-1853

Applicant: San Mateo Real Estate and Construction

Owner: John O'Rourke

Location: Six contiguous parcels of property (APN 041-111-130, 041-111-160, 041-111-270, 041-111-280, 041-111-320, and 041-111-360) consisting of a total of approximately 13.32 acres (gross), located in the unincorporated area of San Mateo County known as the San Mateo Highlands. The subject site is bordered to the west by Bel Aire Road, Ascension Drive to the south, and existing single-family development to the north and west.

Parcel Sizes:	041-111-130:	16,117 sq. ft.	(0.36 acres)
	041-111-160:	10,890 sq. ft.	(0.25 acres)
	041-111-270:	70,567 sq. ft.	(1.62 acres)
	041-111-280:	61,855 sq. ft.	(1.42 acres)
	041-111-320:	194,278 sq. ft.	(4.46 acres)
	041-111-360:	229,997 sq. ft.	(5.28 acres)

Existing Zoning: R-1/S-8 (Single-Family Residential/7,500 sq. ft. minimum lot size)

General Plan Designation: Medium Low Density Residential (2.4 – 6.0 dwelling units per acre)

Setting: The subject site is located at the northeast corner of the intersection of Bel Aire Road and Ascension Drive. It is situated on a hillside with average slopes of 40%. The subject site is surrounded by single-family dwellings, including the Baywood Park neighborhood to the northeast, the Enchanted Hills neighborhood to the southeast and southwest, and the Starlite Heights neighborhood to the northwest. The College of San Mateo campus is located less than 1/4 mile northeast of the subject site via Parrott Drive. At the center of the subject site is an existing potable water tank owned and

operated by the California Water Service Company located on a separate 22,500 sq. ft. parcel. The water tank is also used for mounting cellular communication facilities by various operators. This separate parcel is not part of the proposed project. The site was graded over 40 years ago, which consisted of excavating the sides of the hill for the construction of Ascension Drive and Bel Aire Road. Eight-foot (8') wide benches at 30-foot intervals were created along Ascension Drive as a result. Surface runoff from these benches has eroded the slope over the years. The site is predominately characterized by grassland, small brush and trees such as oak, pine and eucalyptus. A small grove of eucalyptus trees is located on the southeast side of the site and pine trees have been planted around the water tank facility.

Existing Land Use: The property is undeveloped.

Water Supply: Domestic water service would be provided to the project site by the California Water Service Company (Cal Water). The existing on-site water lines to the existing water tank would be relocated to accommodate the new proposed development. Upon approval of the project, the applicant would be responsible for the installation of the required infrastructure providing water service to each parcel, as well as securing permits with Cal Water to perform installation.

Sewage Disposal: Sanitary sewer service would be provided to the subject site by the Crystal Springs County Sanitation District (CSCSD), with sewage flowing through lines owned by the Town of Hillsborough and City of San Mateo before being treated at the Wastewater Treatment Plant owned and operated by the City of San Mateo. The proposed on-site sewer system would consist of the development of underground sanitary sewer pipelines, gravity lines, risers, clean-outs and manholes. All sewer lines leaving the site would be gravity fed, while the on-site lines would consist of a pressure system. Both of the proposed off-site sewer line extensions would connect into the existing CSCSD system. The sewer ejector pumps would be pre-manufactured, all-inclusive pumps with battery backup, high water alarm, and would have industry-standard holding capacities. The applicant will be required to offset the increase in sewer flow generated by the proposed project by reducing the amount of existing inflow and infiltration into the CSCSD sewer system. The offset amount shall achieve a zero net increase in flow during wet weather events with implementation of the proposed project.

Flood Zone: Zone C (Area of Minimal Flooding); Community Panel No. 060311-0165E, effective date October 14, 2012.

Prior Development Proposal:

In 2003, the applicant, San Mateo Real Estate and Construction, applied to subdivide the collection of six parcels on the subject site. The proposed subdivision would have created 25 parcels capable of being developed with single-family residences. Given the nature of the project's scope, an Environmental Impact Report (EIR) was prepared in accordance to the California Environmental Quality Act. In December 2009, the Planning Commission denied the proposal, and the EIR was not certified. The applicant

appealed the decision to the Board of Supervisors to allow consideration of an alternative design. In June 2010, the Board of Supervisors remanded the project to the Planning Commission to consider an alternative design to the project, subject to all processing requirements and necessary review.

Current Development Proposal Scoping:
From October 4, 2013 through November 4, 2013, the Planning Department conducted a scoping period to gather input on the scope and the content of the Draft EIR to be prepared for the current development proposal submitted. Staff conducted a Scoping Meeting in the neighborhood on October 9, 2013 to gather additional input by verbal testimony. At the meeting, the consultants retained by the County, Analytical Environmental Services, identified areas of controversy which are listed in the DEIR's Chapter 2, "Executive Summary" (Attachment E). Over 50 members of the community participated in the meeting to provide feedback, and several comments were received in writing during the scoping period, which are included within the DEIR's appendices.

DISCUSSION

The Draft EIR (DEIR) discusses a number of topics and potential impacts generated by the proposed project. Based on the feedback provided during the scoping period, the following potential environmental impacts were identified and fall into the following categories: aesthetics, air quality, biological resources, geology and soils, land use, hydrology and water quality, hazards and hazardous materials, noise and vibration, population and housing, public services, utilities, recreation, and transportation and circulation. Other considerations in the document include indirect and growth-inducing impacts, cumulative impact analysis, significant and unavoidable impacts, and irreversible changes.

As part of the Draft EIR, mitigation measures have been proposed to address the potential environmental impacts in order to reduce them to a less than significant level. These mitigation measures will be included in the project's final conditions of approval for the Planning Commission's consideration, and may be revised or supplemented as deemed necessary. These mitigation measures are summarized in Chapter 2, "Executive Summary" of the DEIR (Attachment E).

CONCLUSION

The purpose of this public hearing is to provide interested parties an opportunity to present comments to the Planning Commission regarding the Draft EIR for the proposed Ascension Heights Subdivision. No decision regarding the Draft EIR or the Ascension Heights project will be made at the May 14, 2014 meeting. Following the close of the public review period on June 9, 2014, Analytical Environmental Services, in consultation with Planning Department staff, will review and prepare responses to comments received at the May 14, 2014 meeting, as well as written comments received by Planning Department staff during the public commenting period. Comments and response to comments will be included in a Final EIR document. It is anticipated that

the Final EIR will be available in late summer/early fall of 2014. A Planning Commission meeting will be held at that time in order to consider a decision on the proposed project, and certification of the Final EIR.

REVIEWING AGENCIES

California Water Service Company
City of San Mateo
Crystal Springs County Sanitation District
Republic Waste Services
Rethink Waste/South Bayside Waste Management Authority
Highlands Recreation District
Local Agency Formation Commission (LAFCo)
SamTrans
Cal-Fire
Foster City-San Mateo-Belmont Fire Protection District
San Mateo County Building Inspection Section
San Mateo County Department of Parks
San Mateo County Department of Public Works
San Mateo County Environmental Health Division
San Mateo County Sheriff's Office
San Mateo Public Library
San Mateo-Foster City School District
San Mateo Union High School District

ATTACHMENTS

A. Vicinity Map for Ascension Heights Subdivision
B. Vesting Tentative Map on Aerial Photo
C. Proposed Vesting Tentative Map
D. DEIR Chapter 3, Project Description
E. DEIR Chapter 2, Executive Summary (includes Summary of Impacts and Mitigation Measures)

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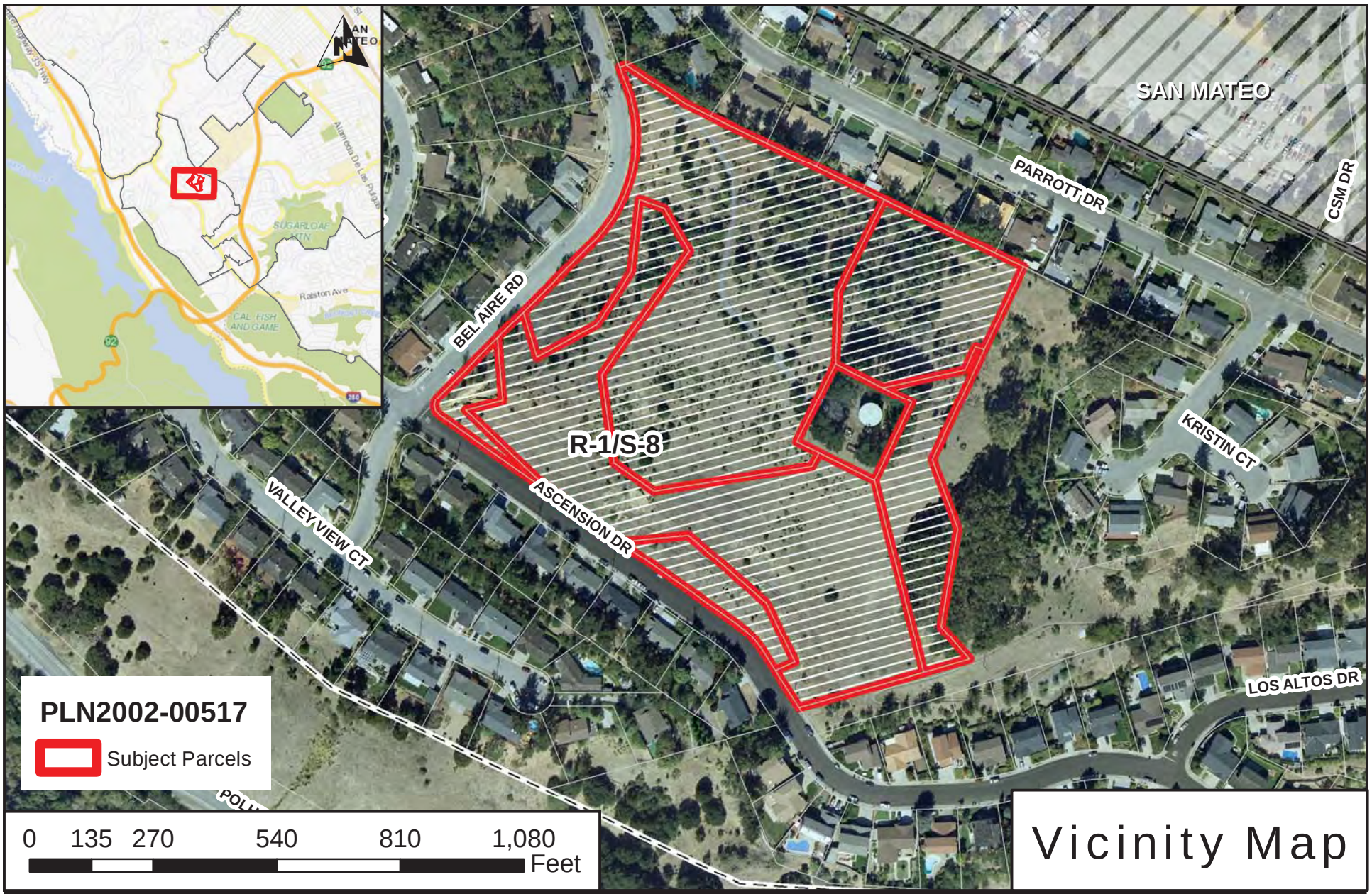

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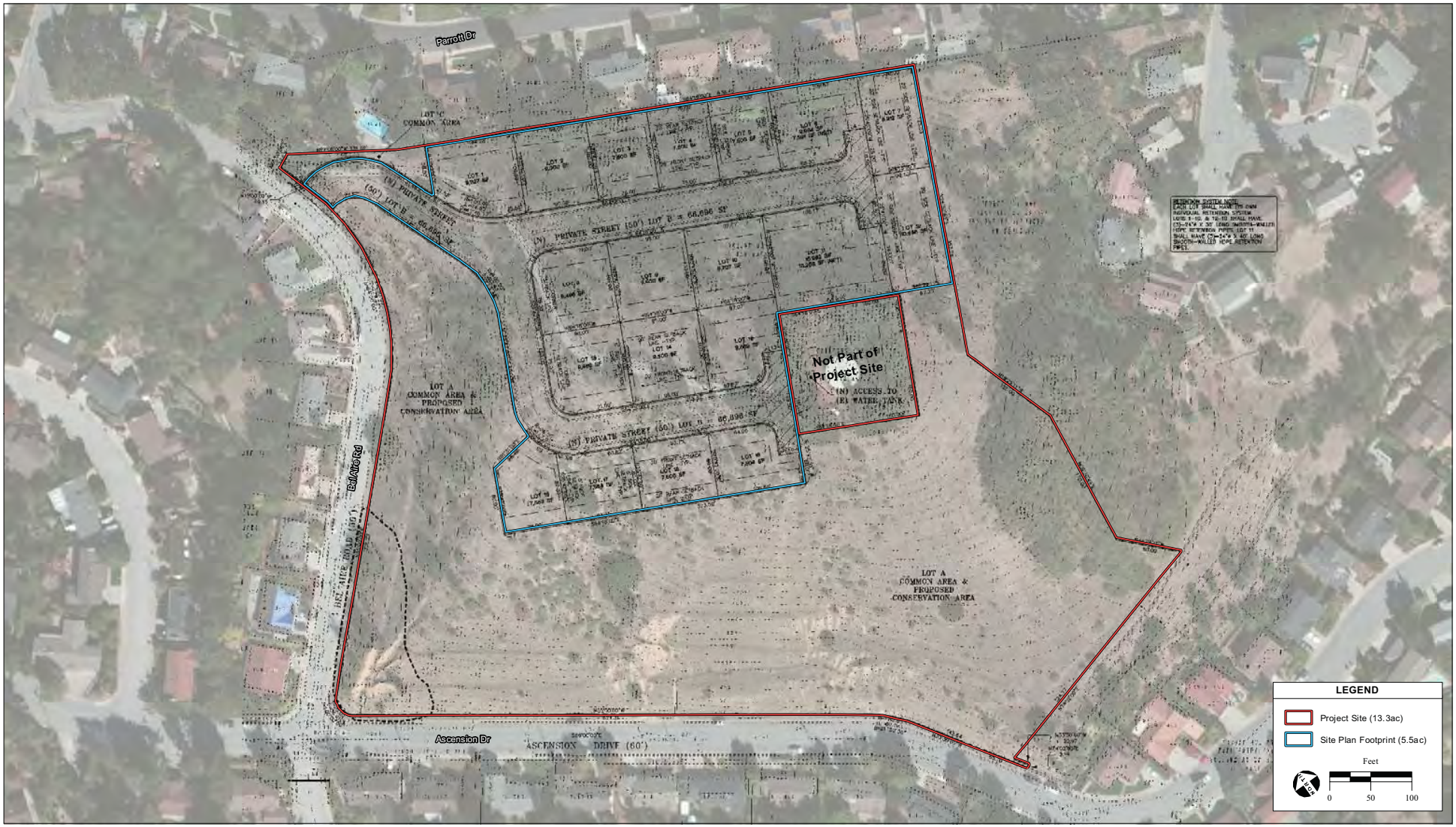
Vicinity Map

San Mateo County Planning Commission Meeting

Owner/Applicant: O'Rourke/San Mateo Real Estate and Construction

Attachment: A

File Numbers: PLN2002-00517



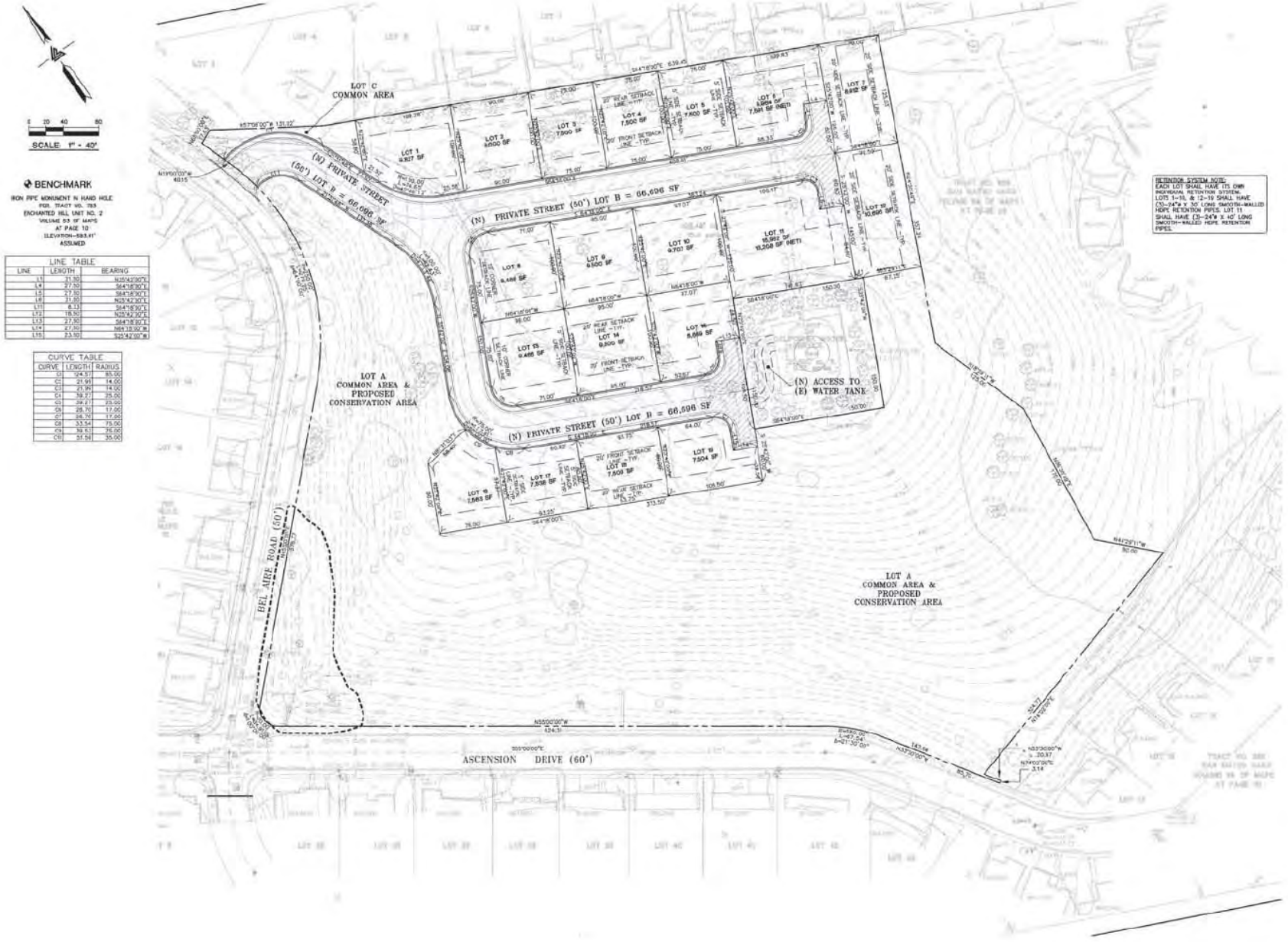
SOURCE: Lea & Braze Engineering, 7/1/13; AES, 2013

Figure 3-4
Site Plan

San Mateo County Planning Commission Meeting

Owner/Applicant: O'Rourke/San Mateo Real Estate and Construction Attachment: B

File Numbers: PLN2002-00517



San Mateo County Planning Commission Meeting

Owner/Applicant: O'Rourke/San Mateo Real Estate and Construction Attachment: C

File Numbers: PLN2002-00517

3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

The Ascension Heights Subdivision Project (Proposed Project) consists of the subdivision of 6 parcels on approximately 13.3 acres into 21 lots for the development of 19 single-family residences with the remaining 2 lots (approximately 7.8 acres) maintained as a conservation area. The project location, objectives, and components are described in more detail below.

3.2 PROJECT LOCATION

The project site consists of approximately 13.32 acres located within the unincorporated community of San Mateo Highlands within San Mateo County (County), at the northeast corner of Bel Aire Road and Ascension Drive, east of Interstate 280 (I-280) and northwest of State Route 92 (SR-92). The project site is composed of the following Assessor's Parcel Numbers (APNs):

- 041-111-130
- 041-111-280
- 041-111-160
- 041-111-320
- 041-111-270
- 041-111-360

The project site is located approximately 2.5 miles southwest of the City of San Mateo and approximately 17.5 miles south of the City of San Francisco. The regional location of the project site is shown in **Figures 3-1** and **3-2**. **Figure 3-3** provides an aerial photo of the project site.

Regional access to the project site is provided by I-280 and SR-92. Vehicular and pedestrian access points to the project site are provided via two local streets, one collector, and one arterial. Local streets include: Ascension Drive, which borders the western edge of the property; and Bel Aire Road, which borders the northern edge of the property. Parrot Drive is a collector street which borders the eastern edge of the property, and Polhemus Road is an arterial street that runs parallel to Parrot Drive and connects to Ascension Drive, west of the property.

3.2.1 EXISTING SETTING

The project site is largely undeveloped, with the single exception of a paved access roadway that bisects the project site from the north corner to the southeastern edge. The roadway connects Bel Aire Drive with APN 041-111-020, upon which a potable water tank owned by the California Water Service Company (Cal Water) and a cellular transmitter tower are located. The water tank/cell transmitter parcel is surrounded by but is not part of the project site (refer to **Figure 3-3**). Fencing encloses the tank/cell transmitter parcel and Monterey pine trees visually shield the structures. The access roadway currently serves as the only vehicular and primary pedestrian access point to the project site.

The project site is situated on a hillside with slopes averaging 40 percent. Surface elevation ranges from approximately 410 to 610 feet above mean sea level (amsl). Existing natural slopes range from nearly flat at the top of the project site's ridge to 1.5 to 1 percent (horizontal to vertical) on the flanks. The site was graded over 40 years ago, which consisted of excavating the sides of the hill for construction of Ascension Drive and Bel Aire Road. The cut slopes were made at 1.5 to 1 percent with 8-foot wide benches spaced at 30-foot vertical intervals. The site consists of Franciscan Complex bedrock, including hard sandstone with occasional claystone interbeds. Colluvium and artificial fill overlay the bedrock, with the colluvium consisting of a brown sand, silt, and clay mixture containing scattered angular gravel fragments of sandstone. A small abandoned quarry pit is located on the northeast side of the project site and is characterized by a crescent shaped, near vertical cut slope up to approximately five to six feet in height, with a mound of debris (tailings) located just down-slope. The quarry cuts expose sandstone bedrock beneath a thin veneer of soil. A few yards of rock were removed from this location at some time in the past.

Surface runoff water from the benches has eroded deeply (locally 10 feet plus) into the unconsolidated colluvial materials exposed on the cut slopes and benches. Drainage flows down the slopes in a southwesterly direction towards Polhemus Creek. On-site vegetation includes grassland, small brush and trees such as oak, pine, and eucalyptus trees. A small eucalyptus grove is located on the southeast edge of the project site, and pine trees have been planted around the existing water tank/cell site parcel.

The County General Plan land use designation for the project site is Medium Low Density Residential (2.4 to 6.0 dwelling units [du]/acre). The project site is zoned R-1/S-8 (single-family residential/7,500 square foot [sf] minimum lot size). This zoning establishes a limit of lot coverage of 40 percent and requires setbacks of 20 feet (front and back yards) and 5 feet (side yards). The maximum height limit for buildings on the project site is 3 stories or 36 feet.

3.2.2 Adjacent Land Uses

Land uses adjacent to the project site consist of single-family residential housing to the northeast and southeast, Ascension Drive to the southwest, and Bel Aire Road to the northwest. Single-family residential houses are located across the street from the project site on the opposite sides of Ascension Drive and Bel Aire Road. Single-family residential neighborhoods are the primary land use in the vicinity of the project site, including the Baywood Park neighborhood located to the northeast, the Enchanted Hills neighborhood to the southeast and southwest, and the Starlite Heights neighborhood to the northwest. The College of San Mateo is located approximately 0.25 mile northeast of the project site. The Crystal Springs Reservoir is located approximately one mile east of the project site on the opposite side of I-280.

3.2.3 Environmental Setting

The project site is located in the central/eastern "Bayside" area of the County. The rural area of the County, which extends along the Pacific coast from the City of Pacifica in the north to the County border in the south and east (inland) to approximately I-280, is characterized by natural and diverse landscapes including beaches, bluffs, and the Santa Cruz Mountains. In contrast, the area within the County east of I-280, which includes the project site, is primarily urbanized and natural landscapes have been significantly altered or entirely removed to accommodate intense development. Bayside foothills have been reshaped, native ground cover and extensive wooded areas have been eliminated, and portions of the San Francisco

Bay have been filled (San Mateo County (SMC), 1986a). The urbanized area of the County east of I-280 consists of 18 suburban cities and towns along with several other unincorporated areas running continuously from the City of Brisbane in the north to the City of Menlo Park in the south (SMC, 1986a). This area contains more than 95 percent of the urbanized land in the County and is developed with a mix of principal urban land uses, including industrial, commercial, and residential (SMC, 1986a).

A network of major transportation networks connects the urbanized areas. Principal highways include I-380, I-280, U.S. Route 101, SR-92, SR-84, SR-82, and SR-35. Other major transit systems include the Bay Area Rapid Transit (BART) and Caltrain commuter rail lines. Two airports are located within the urbanized area: the San Francisco International Airport, located approximately 6 miles north of the project site, and the San Carlos Airport, located approximately 5 miles southeast of the project site. The port of Redwood City is one of the six major sea ports in the San Francisco Bay and is located approximately 5 miles southeast of the project site.

The County is characterized by a Mediterranean climate with warm, dry summers and mild, damp winters. The project site is shielded from the Pacific Ocean by the Santa Cruz Mountains; although, a gap in the mountains near the intersection of SR-92 and SR-35 allows fog to encroach on the area in the late afternoon through early morning and can result in gusty afternoon winds. The County is located at the southwestern end of the San Francisco Bay Air Basin, which is bounded by the Pacific Coast on the west and the Central Valley on the east.

3.3 Project Background

The Proposed Project is a re-design of a previous project, which proposed a subdivision of the project site into 27 parcels, of which 25 would have been developed. A Draft Environmental Impact Report (Draft EIR) and Final Environmental Impact Report (Final EIR) were prepared for the previously proposed project. In 2009, the San Mateo County Planning Commission (Planning Commission) denied the applications for a Major Subdivision and Grading Permit and declined to certify the Final EIR. Based on an appeal and subsequent submission by the applicant of an alternative concept design plan to address the Planning Commission's concerns raised about the project, the County Board of Supervisors remanded the project back to the Planning Commission.

The applicant and County engaged the community in a discussion of the project and the revised project for reconsideration. County planning staff hosted a series of dialogs between the applicant and members of the community to discuss the topics of concern raised during the environmental review process of the previous project. The project as currently proposed was redesigned as a reduced intensity project limiting residential development to the northwestern portion of the project site, thereby reducing the subdivision request and associated number of proposed residential units.

3.4 Description of Proposed Project

3.4.1 Project Objectives

The objectives of the Proposed Project are as follows:

- Provide sufficient housing supply jointly with the cities located in the County that meets San Mateo County's projected housing needs;
- Provide residential development consistent with economic and social needs and environmental constraints;
- Enhance and preserve the environmental quality of residential areas in the County through appropriate mitigation programs;
- Work with all affected local jurisdictions and agencies to develop appropriate impact mitigation and fee structure programs to greatly reduce or eliminate the project's impacts on the community's existing residents;
- Provide development of open space and trails in the County's residential areas;
- Provide a well-designed development that is compatible and complementary with surrounding land uses; and
- Blend the building types and densities with surrounding residential developments to provide orderly visual and land use transitions.

The alternatives analysis in **Section 6.0** of this EIR utilizes the Project Objectives as criteria for selecting potential alternatives. Only alternative projects or alternative sites that fulfill the majority of the Project Objectives were considered for analysis.

3.4.2 PROJECT COMPONENTS

Development

The Proposed Project entails the subdivision of 6 parcels into 21 lots, 19 of which would be developed as single-family residences. The subdivision would also require development of a new roadway that provides access to every residence and the existing water tank/cell transmitter parcel. All development and structures would be designed to be consistent with surrounding neighborhoods and to utilize similar architectural themes as those of surrounding houses. Landscaping would be designed to be consistent with surrounding neighborhoods and to minimize erosion, maximize soil stability, and screen existing viewsheds from the new development while still minimizing obstruction of solar access per each residence. The development footprint of the residences and roadway is approximately 5.5 acres (**Figure 3-4**).

Utilities and services for the Proposed Project are discussed in detail in the following sections. APNs 041-111-280 and 041-111-320 of the project site are not within the boundaries of the San Mateo County Service Areas (CSA), specifically CSA #1 (**Figure 3-5**) (SMC LAFCO, 2013). These parcels would need to be annexed into this CSA in order to receive the same level of public services as the remaining project site. Additionally, the project site is not currently within the boundaries of the County-governed Bel Aire Lighting District that provides street lighting in the vicinity of the project site and would require annexation. The applicant will follow the Application Process as stipulated according to the San Mateo County Local Agency Formation Commission (LAFCO) for annexation procedures. The applicant will work with LAFCO to complete the annexation process.

Construction of the Proposed Project would require the removal of approximately 43 of the 78 trees (approximately 55 percent) on site and the demolition of the existing access road for the water tank site.

Residential

Approximately 4.0 acres of the development footprint would be developed as 19 single-family residences. The lots would be arranged in three blocks with the front and back of the houses generally along a northeast and southwest axis.

The residences would be constructed in accordance with all County zoning guidelines and regulations. Lot sizes range from a minimum of 7,500 sf to a maximum of approximately 16,000 sf. One single-family house would be developed per each lot. House development footprints are no more than 40 percent of the square footage of each lot, leaving at least 60 percent for yard coverage. Setbacks for houses are 20 feet for front and back yards and 5 feet for side yards. Houses do not exceed 36 feet in height or 3 stories. As discussed above, all residential structures would be designed to be consistent with surrounding neighborhoods, to minimize erosion, to maximize soil stability, and to screen existing viewsheds from the new development while still minimizing obstruction of solar access per each residence.

Access Roadway and Parking

Approximately 1.5 acres of the development footprint would be utilized to construct a new, private access street. The private street would connect with Bel Aire Road at the northern corner of the project site and would fork into two roadways that provide access to all proposed residences. Each roadway would have a hammerhead cul-de-sac with enough space to accommodate turnaround of emergency vehicles and single unit delivery trucks (20 feet wide by 85 feet long).

The right-of-way for the roadway would be approximately 50 feet wide at all points. This would allow for an approximate 1-foot offset from the residential property line and an approximate 5.5-foot wide sidewalk with curbs and gutters where appropriate along either side of the roadway. The paved area of the street would be approximately 36 feet wide, providing 22 feet for two travel lanes (11 feet per lane) and 14 feet for parallel parking spaces (7 feet per side). All roadways would be designed to include a cross section surface slope of approximately two percent to facilitate stormwater drainage; a storm drainage gutter would be installed along the downward sloped edge of each roadway. Street grades would range from 11 to 19 percent; any street with a slope greater than 15 percent would be constructed of concrete whereas all other streets would be asphalt. **Figure 3-6** (Private Street Cross Sections) provides a diagram. The private street systems would be owned by the private homeowners and maintained by the proposed Home Owners Association (HOA).

In addition to street parking, parking on residential lots would be provided and would follow County guidelines for on-site parking requirements. No parking specifics are provided at this time; however, they will be part of the final layout for each lot.

Water Tank/Cell Transmitter Parcel

The proposed roadway would replace the existing access road as the access point to the water tank/cell transmitter parcel. The roadway is designed to accommodate maintenance vehicles that would require access to this parcel. The proposed new roadway would terminate at the northwestern boundary of the water tank/cell transmitter parcel. Additionally, as a part of the Proposed Project, an 18-foot wide, approximately 120-foot long connecting road would be constructed on the water tank/cell transmitter parcel to connect the proposed new access road with the structures on the parcel. The connecting road would be

flanked by approximately 3-foot tall keystone block retaining walls on either side. Cal Water would maintain the access road within its dedicated parcel. The street would have an average 19 percent grade and cross sectional slope of the surface street of approximately 2 percent, with 1.5:1 graded earth above and below the roadway (**Figure 3-6** [Water Access Road Section]).

In addition, 2,821 square feet of land east of the water tank/cell transmitter site would be dedicated to Cal Water, the owner of the water tank. A new fence surrounding the water tank would be provided as a project-sponsored improvement, as well as a new water main which would run through the property (refer to **Section 4.10** for further discussion).

Open Space

As discussed, approximately 7.8 acres of the project site would be preserved as open space, which would include an undisturbed and protected area as well as common areas with foot trails. The conservation area, common areas, and trails would be owned and maintained by the proposed HOA.

Full build-out of proposed residential development is estimated to generate approximately 55 new residents (SMC, 2012a; refer to **Section 4.11** for further discussion), which equates to 0.14 acres of open space per each resident.

Common Areas (Proposed Conservation Area)

Of the dedicated open space, 7.35 acres would be on-site common areas or conservation areas and would represent approximately 55 percent of the project site. The common areas would be located primarily in the southern and western portions of the project site (referred to as "Lot A" in **Figure 3-4**). The landscaping of the conservation areas is not determined at this time; however, the intent is to utilize drought-tolerant native vegetation in order to restore the area to a natural habitat, including a provision for a nature trail. The trail would be a five-foot wide path with a three-foot high retaining wall on the upslope and three-foot high fence on the down slope (**Figure 3-6** [Conceptual Trail Cross Section]). The fence would be designed to accent the natural habitat. The common area and trails would be open to the subdivision residents and the general public.

Undisturbed and Protected Area

A 0.45-acre undisturbed and protected area would be included within the southwest corner of the dedicated open space of the project site. This area would be maintained through the implementation of a conservation easement. As part of the Proposed Project, the existing on-site drainage improvements within this area will be removed. A responsibility agreement shall be developed between the County and the HOA or equivalent entity requiring the HOA or equivalent entity to manage maintenance of the area.

Water Supply

Potable water for residential and fire emergency services of the Proposed Project would be supplied by the Bayshore District (BSD) of Cal Water, the local municipal water supplier. The existing, on-site Cal Water water tank located within the project site (APN 041-111-020) would provide water to the Proposed Project. Existing, on-site water lines would be relocated to accommodate the proposed residential development. This includes an existing water line and easement that currently transverses Lots 6 and 11 (**Figure 3-4**)

that serves the subdivision located north of the project site and an existing water line and easement that currently transverses Lots 1, 8, 13, 14, and 15 (**Figure 3-4**) that serves the subdivision located west of the project site. Access to the water tank would be established at the discretion of Cal Water and could be obtained via a connection to the water main in the private street with a saddle "T" connection. Booster facilities at the tank site would be required to be installed in order to provide adequate water pressure to serve the domestic and fire protection water needs of the project site, and the developer of the Proposed Project would be responsible for financing these upgrades. The proposed on-site water supply system would include additional underground water pipelines, which would loop around the proposed private roadway, and water mains, which would be located within each individual lot. The on-site water pipeline segments would be connected to existing off-site water pipelines in two locations: 1) near the intersection of Bel Aire Road and the proposed private roadway, and 2) an extension from the north at the northeastern edge of the project site where other off-site single-family homes currently receive water service.

No future water usage estimates are currently available as no house plans have been completed. Normal water usage is anticipated for single-family houses of the size typical for this neighborhood. There are also no specific landscaping plans proposed at this time, other than to be consistent with landscaping of surrounding properties and provide screening for adjacent residences. The intent is to utilize drought-tolerant, native vegetation in the landscaping in order to restore areas within the project site to a natural habitat and minimize water needs. Fire hydrants will also be installed on the project site per the State and County fire codes.

Sewer Service and Wastewater Treatment

The Crystal Springs County Sanitation District (CSCSD) owns and maintains the sewer system in the vicinity of the project site. Wastewater flows from the CSCSD system to sewer infrastructure owned and maintained by the Town of Hillsborough and finally to sewer infrastructure owned and maintained by the City of San Mateo. Treatment of wastewater occurs at the treatment plant owned and operated by the City of San Mateo.

The proposed on-site sewer system would consist of underground sanitary sewer pipelines, risers, clean-outs, and manholes. New sewer pipelines would connect the project site with the existing CSCSD sewer line in Bel Aire Road. The new sewer pipelines would be installed within the right-of-way of the proposed private roadway and would follow the path of the private roadway, thus splitting to two sewer pipelines at the roadway fork to provide a connection to all residential lots. All sewer lines leaving the site would be gravity fed, while the on-site lines would consist of a pressure system. The sewer ejector pumps would be pre-manufactured, all-inclusive pumps with battery back-up, high water alarm and would have industry-standard holding capacities.

Utilities

Pacific Gas & Electric (PG&E) would provide electrical and natural gas services to the Proposed Project via an underground distribution system. As previously discussed, street lighting in the project area is provided by the County-governed Bel Aire Lighting District. The project site is not currently within the boundaries of this District and would require annexation.

AT&T would provide telephone and cable services to the project via an underground distribution system.

Emergency Services

Fire protection and emergency medical services are provided in the vicinity of the project site via a public and private partnership among the County Health Services Department's Emergency Medical System (EMS) office; the private emergency response company American Medical Response (AMR); and the fire service agencies in the County. The County EMS office provides operational and medical oversight of the system. The San Mateo County Fire Department (County Fire), which contracts with the California Department of Forestry and Fire Protection (CAL FIRE) through CAL FIRE's Cooperative Fire Protection program, provides fire protection and emergency medical services to the County. The County Fire/CAL FIRE is an all-risk department and responds to wildland fires, structure fires, medical emergencies, motor vehicle accidents, hazardous material spills, swift water rescues, cliff rescues, floods, civil disturbances, and earthquakes. In addition, the San Mateo City Fire Department participates in a Joint Powers Agreement providing automatic aid response in the County (City of San Mateo Fire Department, 2013). The project site would primarily be served by San Mateo City Fire Department's Station 27, with County Fire/CAL FIRE Station 17 as the secondary responder. As previously discussed, a portion of the project site is located outside of the CSA #1 (**Figure 3-5**) (SMC LAFCO, 2013) and would need to be annexed into this CSA in order to receive the same level of public services as the remaining project site. The developer would then work with LAFCO to complete the annexation process.

Grading and Drainage

Development of the 19 single-family residential lots would require approximately 46,480 cubic yards of grading, of which 19,970 cubic yards would be used for engineered fill and 26,510 cubic yards would require exportation from the project site; associated transport is discussed in **Section 3.4.3**. Grading activities include cut (earth removal) and fill of earthwork, creation of engineered slopes and stepped foundations, and installation of retaining walls. Accordingly, the project applicant also requires a grading permit from the County. Details of grading activities to be carried out on the project site are provided in **Figure 3-7**.

The Proposed Project would include an on-site stormwater drainage system designed and sized such that runoff from the Proposed Project will be released at pre-development rates. Each individual lot will have its own separate stormwater retention system that will meter discharge from each individual lot. The retention system will be comprised of large underground pipes and will be oversized to compensate for the runoff from the on-site private roadway and to accommodate potential, intermittent blockage. This system will retain stormwater runoff underneath each lot and will release runoff through a metered pipe to restrict runoff prior to entering the collective on-site storm drainage system proposed for the project site.

The on-site storm drainage system of the Proposed Project consists of underground pipes, inlets, drainage structures and retention systems, and concrete valley gutters. Stormwater would drain to underground pipelines, consisting mainly of smooth-walled high density polyethylene (HDPE) plastic, and would exit the project site at two points. Two storm drain pipelines would run in the right-of-ways of the new private roadway and would connect at the fork in the road. A third storm drain pipeline would run along the northeastern boundary of the project site and would connect to the storm drain pipeline in the right-of-way of the private roadway at the northern edge of the project site. Stormwater in this pipeline would be conveyed to the northern treatment system (described in the following paragraph) before exiting the site via a new underground storm drain pipeline along Bel Aire Road. Additionally, a forth on-site storm drain

pipeline would run along the northwestern edge of Lots 16, 17, 18, and 19 (refer to **Figure 3-4**), would turn west at the northwest edge of Lot 17, and would exit the project site to connect with a new pipeline that would underground along Ascension Drive. The new off-site storm drain lines will connect into a common manhole at the intersection of Bel Aire Road and Ascension Drive. The system would then connect into the existing County storm drain system, following Ascension Drive down to Polhemus Road, with the treated runoff ultimately released into Polhemus Creek.

The Proposed Project will include an on-site stormwater bioretention treatment system as part of the drainage system located along the new private roadway near its intersection with Bel Aire Road in the northern corner of the project site. The bioretention treatment system is a continuous deflective separation (CDS) hydrodynamic separator runoff treatment device and contains chambers designed to remove as many pollutants as possible. The CDS is specifically designed to remove large trash, oil, and small sedimentation particles. However, the CDS requires a regular maintenance schedule to perform properly; it is anticipated that any Covenants, Conditions, and Restrictions for the development will require a CDS maintenance agreement.

Additionally, the Proposed Project includes several permanent Best Management Practices (BMPs) to address drainage from the property during construction and long-term operation. BMPs related to stormwater drainage during construction are guided by the California C.3 storm water quality program. A Storm Water Pollution Prevention Program (SWPPP) will be developed and would mitigate the amount of erosion that could occur during and after construction. In addition, other BMPs, such as grassy-lined swales and smart landscaping, will address stormwater drainage in the long term. BMPs related to construction and operation stormwater drainage are included as mitigation measures in **Section 4.6**.

Green Building

The Proposed Project is designed and would be constructed utilizing green building and performance measures per the applicable County ordinances and guidelines. Sustainable building strategies would be integrated into the project to the greatest extent feasible. Finishing materials (adhesives, sealants, paints, coatings, composite wood, and carpet systems) would comply with the California Green Building Standards Code (CALGreen) provisions for low emitting materials, and heating, ventilation, and air conditioning (HVAC) systems; refrigeration; and fire suppression systems would be free of chlorofluorocarbons (CFCs).

3.4.3 CONSTRUCTION

Construction Schedule

Due to the scope and complexity of the grading and utility installation, all work is proposed to be complete in one phase. Grading and lot subdivision would occur first on the project site, with the appropriate utility infrastructure added after this phase. The construction of the new private roadway would also occur during this phase. All utility stub-outs would be completed as part of the one phase tract improvements. The first phase is anticipated to occur over a nine month period.

The second phase would include construction of all residential structures. This is anticipated to occur over an 18 month period. Home construction may be intermittent and may not occur immediately following the

completion of the grading/utility installation phase. The total construction time for the Proposed Project is therefore 27 months but may not be continuous.

Construction Activities and Equipment

Construction activities would be limited to daytime hours between 7:00 a.m. and 7:00 p.m. The following types of construction activities would occur at different intervals throughout construction:

- Roadway and utility demolition;
- Earthwork – grading, excavation, backfill;
- Concrete – forming, rebar placement, concrete delivery and placement;
- Structural steel work – assembly, welding;
- Masonry construction;
- Electrical/instrumentation work; and
- Installation of mechanical equipment and piping.

Equipment used during construction may include, but is not limited to, the following:

- Track mounted excavators
- Backhoes
- Cranes
- Compactors
- Paving equipment
- Flat-bed delivery trucks
- Scrapers
- Graders
- End and bottom dump trucks
- Front-end loaders
- Ten-wheel dump trucks
- Water trucks
- Forklifts
- Concrete trucks
- Compressors/jack hammers
- Dozers

Construction of the Proposed Project would require an average of 20 workers per day; however, this number would vary depending on time of year and construction phase. Staging areas for the proposed development would be located within the project site. Construction vehicles could also park along the east side of Bel Aire Road without interfering with adjacent residential parking. Construction traffic would access the project site via Polhemus Road, Ascension Drive, and Bel Aire Road.

As discussed in **Section 3.4.2**, on-site grading for the Proposed Project would require exportation of 26,510 cubic yards from the project site. The off haul equates to about 40,000 bulk cubic yards. An 18 wheel end-dump truck can carry 15 bulk cubic yards, a single or double bottom dump semi-truck can carry 20-23 bulk cubic yards, and a 10 wheel dump truck can carry 10-13 bulk cubic yards. Assuming 30 working days for off haul and an average of 17 bulk cubic yards per truck, the number of truck trips per day into and out of the site will be on the order of 156.

3.5 Regulatory Requirements

Permits and approvals that may be necessary for implementation of the Proposed Project are identified below. This Draft EIR may be used for evaluation of each action described below.

County of San Mateo

- Approval of phased final maps upon a single approved Vesting Tentative Map to subdivide the project site into 19 single-family lots and open space parcels; and
- Other discretionary approvals and requirements, including compliance with applicable ordinances and policies (e.g., Subdivision Ordinance, Green Building Ordinance, zoning regulations, and General Plan) and various permits (e.g., building permits, grading permit, tree removal permit, etc.).

County of San Mateo LAFCO

As stated previously, a portion of the project site is not located within the boundaries of the following County-governed Districts:

- CSA #1, which provides enhanced police and fire protection services (funded by both a share of the 1 percent property tax and a special parcel tax); and
- Bel Aire Lighting District, which receives a share of the 1 percent property tax for street lighting.

A condition of approval of the project would include annexation to these Districts. Annexation would require:

- Application by property owner to the San Mateo LAFCO, including a map and legal description and LAFCO and State Board of Equalization Fees;
- Adoption of a property tax exchange resolution by the Board regarding amount of property tax to be transferred between the County General Property Tax and County governed districts;
- Special parcel tax for CSA #1 for enhanced police and fire; and
- Approval by LAFCO and recordation of certificate of completion.

California Water Service Company

- Upon approval of the project, permits would be secured from Cal Water to extend the on-site water lines.

San Francisco Bay Area Regional Water Quality Control Board (SFBRWQCB)

- Approval of the project's coverage under the General Construction Storm Water NPDES Permit for Discharges of Storm Water Runoff Associated with Construction Activity because project construction results in one (1) acre or more of ground disturbance.
- Approval of a SWPPP for construction activities.

California Department of Fish and Wildlife (CDFW)

- Consultation with CDFW as well as permitting and/or monitoring and reporting programs may be required by project impacts. If necessary, the applicant shall obtain all necessary permits from CDFW and develop all necessary monitoring and reporting programs in order to mitigate for potential on-site impacts to special-status or endangered species.

United States Fish and Wildlife Services (USFWS)

- Consultation or incidental take permitting may be required by project impacts, as well as Mitigation Programs. The applicant shall obtain all legally-required permits from the USFWS for the "take" of protected species under the Endangered Species Act (ESA).

2.0 EXECUTIVE SUMMARY

2.1 INTRODUCTION

This chapter provides a summary of the Ascension Heights Subdivision Project (Proposed Project), environmental impacts that would result from project implementation, a summary of project alternatives, and the potential areas of controversy. This chapter also includes a table summarizing the impacts of the Proposed Project and mitigation measures that have been identified to reduce potentially significant environmental impacts to less than significant levels.

2.2 PROJECT LOCATION

The project site consists of approximately 13.32 acres located within the unincorporated community of San Mateo Highlands within San Mateo County (County), at the northeast corner of Bel Aire Road and Ascension Drive, east of Interstate 280 and northwest of State Route 92. The project site is located approximately 2.5 miles southwest of the City of San Mateo and approximately 17.5 miles south of the City of San Francisco. The project site is largely undeveloped, with the single exception of a paved access roadway that bisects the project site from the north corner to the southeastern edge, connecting Bel Aire Drive to a potable water tank owned by the California Water Service Company (Cal Water) and a cellular transmitter that are surrounded by but are not part of the project site. Single-family residential neighborhoods are the primary land use in the vicinity of the project site. Land uses adjacent to the project site consist of single-family residential housing to the northeast and southeast, Ascension Drive to the southwest with single family residences across the street, and Bel Aire Road to the northwest with single family residences across the street.

2.3 PROJECT UNDER REVIEW

The Proposed Project entails the subdivision of six parcels into 21 lots for development of 19 single-family residences and a new access roadway, with a development footprint of approximately 5.5 acres. The remaining 2 lots (approximately 7.8-acres) would be maintained as open space and would include an undisturbed and protected area as well as common areas with foot trails. All development and structures would be designed to be consistent with surrounding neighborhoods and to utilize similar architectural themes as those of surrounding houses. Landscaping would be designed to be consistent with surrounding neighborhoods and to minimize erosion, maximize soil stability, and screen existing viewsheds from the new development while still minimizing obstruction of solar access per each residence. Potable water would be provided by connection to the Bayshore District of Cal Water, and wastewater collection would be provided by the Crystal Springs Sanitation District with treatment at the City of San Mateo Wastewater Treatment Plant.

The Proposed Project is a re-design of a previous project which proposed a subdivision of the project site into 27 parcels, of which 25 would have been developed. The San Mateo County Planning Commission

denied the applications for a Major Subdivision and Grading Permit and declined to certify the Final EIR in 2009. The applicant and County have since engaged the community in a discussion of the project and the revised reduced intensity Proposed Project.

2.4 ISSUES TO BE RESOLVED AND AREAS OF CONTROVERSY

Notice of Preparation and Scoping

In accordance with CEQA *Guidelines* Section 15082, the County (Lead Agency) circulated a Notice of Preparation (NOP) for this EIR on October 4, 2013. Presented in **Appendix A**, the NOP established a 30-day review period that ended on November 4, 2013. The NOP was circulated through the State Clearinghouse, to the public, local, State and federal agencies, and other known interested parties in an effort to disclose that the Proposed Project could have significant effects on the environment and to solicit written comments concerning the Proposed Project. A noticed public scoping meeting was held on September 25, 2013 to allow a public presentation of the project and provide an opportunity for oral comments to be submitted. The scoping meeting was held in the College of San Mateo Theatre to offer a convenient location for the surrounding neighbors. Over 50 members of the public attended the meeting. The County received three comment letters from State and local agencies as well as letters from the general public. These letters are included in **Appendix A**.

Areas of Controversy

The environmental issues below were identified during the scoping process and are discussed in more detail in **Section 1.0**:

- Aesthetics
- Air Quality
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Land Use
- Noise
- Public Services, Utility Systems, and Recreation
- Transportation/ Circulation
- Cumulatively Considerable Impacts
- Alternatives
- Project Description/Project Objectives
- Fiscal Responsibilities

Scope of the EIR

In accordance with CEQA *Guidelines* Section 15063, an Initial Study (**Appendix B**) was prepared and used in conjunction with comments received during scoping to focus the EIR on effects determined to be potentially significant. The following environmental resources were determined to have the potential to be significantly affected by the Proposed Project, and have therefore been addressed in detail in this Draft EIR:

- Aesthetics
- Air Quality and Greenhouse Gas Emissions
- Biological Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use

- Noise and Vibration
- Population and Housing
- Public Services, Utilities, and Recreation; and
- Transportation and Circulation

2.5 SUMMARY TABLE

Table 2-1 presents a summary of project impacts and proposed mitigation measures that would further avoid or minimize potential impacts. In the table, the level of significance of each environmental impact is indicated both before and after the application of the recommended mitigation measure(s).

Acronyms used within **Table 2-1** to describe levels of significance are explained below:

- NA – Not applicable
- NI – No impact
- LTS – Less than significant
- PS – Potentially significant

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
4.1 Aesthetics			
4.1-1: The Proposed Project could have a substantial adverse effect on a scenic vista; could substantially damage scenic resources, including trees; and could substantially degrade the existing visual character or quality of the site and its surroundings.	PS	**4.1-1a**: Prior to recordation of the Final Map, the project applicant shall submit a landscape plan for review and approval by the San Mateo County Planning Department (County Planning Department). The landscape plan shall include the location, size, and species of any proposed landscaping and shall include, but not be limited to, hedges or other appropriate vegetation that will provide opaque screening between the northeastern edge of the project site and the residences along the southern side of Parrott Drive. In addition, all proposed landscaping shall be of native, non-invasive species. Areas used for the storage of landscape maintenance or other equipment, supplies, or debris shall be shielded from view by fencing, landscaping or other means. Prior to final approval of the Final Map, a site inspection shall be required by the County Planning Department to verify that all approved landscaping has been implemented or bonds posted for performance and maintenance. All perimeter landscaping shall serve to screen and/or enhance views of the project site from surrounding roadways and neighborhoods. **4.1-1b**: The project applicant shall submit an application for a permit to remove trees consistent with Section 12,000 of the County Ordinance Code. The application shall include a tree replacement plan that shall not exceed the following specifications: ▪ For each loss of a significant indigenous tree, there shall be a replacement with three or more trees, as determined by the Planning Director, of the same species using at least five gallon size stock. ▪ For each loss of a significant exotic tree there shall be a replacement with three or more trees, as determined by the Planning Director that the substitute tree can survive and flourish in the regional climatic conditions. ▪ Replacement trees for trees shall require a surety deposit for both performance (installation of tree, staking, and providing an irrigation system) and maintenance. Maintenance shall be required for no less than two and no more than five years as determined by the Planning	LTS

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		Director.	
4.1-2: The Proposed Project would not create a significant new source of substantial light or glare which could adversely affect day or nighttime views.	LTS	No mitigation is required.	NA
4.1-3: The Proposed Project in combination with cumulative development surrounding the project site would not significantly impact visual resources nor create new sources of light and glare.	LTS	No mitigation is required.	NA
4.2 Air Quality and Greenhouse Gas Emissions			
4.2-1: Construction of the Proposed Project has the potential to generate emissions of ROG, NOx, PM_{10}, and $PM_{2.5}$.	PS	**4.2-1a**: The Applicant shall ensure through the enforcement of contractual obligations that construction contractors implement a fugitive dust abatement program during construction, which shall include the following elements consistent with the Basic Construction Mitigation Measures recommended by the BAAQMD: ▪ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard. ▪ Cover all exposed stockpiles. ▪ Water all exposed roadway and construction areas two times a day. ▪ Sweep paved streets three times daily (with water sweepers) if visible soil material is carried onto adjacent streets. ▪ Limit traffic speeds on unpaved roads to 15 miles per hour (mph). ▪ After grading is complete, construction of paved surfaces (e.g. roadways, driveways, sidewalks, building pads) should be completed as soon as possible unless protected by seeding, soil binders, or other similar measures. ▪ Limit idling time to a maximum of five minutes and turn off equipment when not in use; clear signage indicating this shall be displayed at the project site access point. ▪ All construction equipment shall be maintained and properly tuned in accordance with manufacturer‘s specifications and shall be checked by a certified visible emissions evaluator. ▪ Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.	LTS

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		▪ Any burning of cleared vegetation shall be conducted according to the rules and regulations of the BAAQMD's Regulation 5 (BAAQMD, 2008). Prior notification to BAAQMD shall be made by submitting an Open Burning Prior Notification Form to BAAQMD's office in San Francisco. ▪ A publicly visible sign shall be posted with the telephone number and person to contact at the County regarding dust complaints. A response and corrective action shall occur within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations. **4.2-1b**: The applicant shall ensure through contractual obligations with construction contractors that the following Best Management Practices (BMPs) shall be implemented during all stages of construction: ▪ All heavy duty construction equipment be equipped with a diesel particulate matter filters. ▪ Only low ROG coatings shall be utilized. ▪ The applicant shall use only Tier 2 or better heavy duty construction equipment.	
4.2-2: Construction of the Proposed Project has the potential to generate TACs from construction equipment exhaust.	PS	**4.2-2:** Implement **Mitigation Measure 4.2-1b**.	LTS
4.2-3: Construction of the Proposed Project would not generate objectionable odors perceptible to nearby receptors.	LTS	No mitigation is required.	NA
4.2-4: Operation of the Proposed Project would not generate emissions of ROG, NOx, PM_{10}, and $PM_{2.5}$ in exceedance of applicable standards.	LTS	No mitigation is required.	NA
4.2-5: Operation of the Proposed Project would not generate major emissions of TACs and would not be located near major TAC sources.	LTS	No mitigation is required.	NA
4.2-6: Operation of the Proposed Project would not generate significant odors as defined by the BAAQMD or place sensitive receptors in an area subject to objectionable odors.	LTS	No mitigation is required.	NA

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
4.2-7: Operation of the Proposed Project has the potential to generate emissions of ROG, NOx, PM_{10}, and $PM_{2.5}$, which, in combination with past, present, and future criteria emissions, has the potential to cause an exceedance of the NAAQS and/or the CAAQS.	LTS	No mitigation is required.	NA
4.2-8: Construction and operation of the Proposed Project has the potential to result in cumulatively considerable emissions of GHGs.	PS	**4.2-8**: The applicant shall purchase CO_{2e} emissions reduction credits in the amount of 249 MT prior to the start of construction. GHG CO_{2e} emissions reduction credits are generated by projects that reduce their GHG emissions by the use of technology or a reduction in business over business as usual. The CO_{2e} emission reduction credits must be permanently retired by the project applicant, thereby reducing annual emissions for the lifetime of the Proposed Project.	LTS
4.3 Biology			
4.3-1: The Proposed Project has the potential to have a substantial adverse impact, either directly or through habitat modifications, on special-status plants.	PS	**4.3-1**: To address potential impacts associated with special status plant species, the following measures will be implemented prior to construction of the Proposed Project: ▪ A qualified biologist/botanist shall conduct a focused botanical survey during the month of May, which corresponds to the overlapping evident and identifiable bloom periods for the remaining seven species, and prior to commencement of construction. Should no special status plant species be observed, then no additional mitigation is required. ▪ Should one or more of these special status plants be found during the focused botanical survey on the project site, the qualified biologist/botanist shall contact CDFW within one day following the focused botanical survey to report the findings. If feasible, a 10-foot buffer shall be established around the species using construction flagging prior to commencement of construction activities. ▪ Should avoidance of special status plant species be infeasible, the qualified botanist would salvage and relocate the individuals in an area comprised of suitable habitat in the vicinity of the project site that would not be impacted by the Proposed Project. Prior to the attempted relocation, seeds shall be gathered from the identified plants for use in the area identified for relocation.	LTS

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
4.3-2: The Proposed Project has the potential to have a substantial adverse impact, either directly or through habitat modifications, on one special-status invertebrate.	PS	**4.3-2**: To address potential impacts associated with the Mission blue butterfly, the following measures will be implemented prior to construction of the Proposed Project: ▪ A qualified biologist shall conduct a focused survey within the nonnative grassland on the project site for the Mission blue butterfly during the appropriate identification periods for adults (March-July) or juveniles (wet season) prior to commencement of construction activities. Should no species be observed, then no additional mitigation is required. ▪ Should the Mission blue butterfly be observed during the focused survey on the project site, the qualified biologist shall contact CDFW within one day following the focused botanical survey to report the findings. If feasible, a 10-foot buffer shall be established around the species' host plants using construction flagging prior to commencement of construction activities. ▪ Should avoidance of the Mission blue butterfly be infeasible, the qualified biologist would allow the butterfly to exit the property on its own, or will establish an alternately approved appropriate action following contact with CDFW.	LTS
4.3-3: Construction activities have the potential to result in the disturbance of nesting or foraging habitat for northern harrier, burrowing owl, and white-tailed kite.	PS	**4.3-3a**: Prior to the commencement of construction activities on the project site during the nesting season, a qualified biologist shall conduct a minimum of two protocol level preconstruction surveys for listed bird species during the recommended survey periods for the nesting season that coincides with the commencement of construction activities: ▪ Northern harrier: Present year-round, breeds March through August; ▪ Burrowing owl: Present year-round breeds primarily March through August, but can be February-December; and ▪ White-tailed kite: Present year-round, breeding occurs in autumn. Nesting season begins in February and ends in August. These surveys will occur in accordance with the USFWS Division of Migratory Bird Management *Guidelines for Raptor Conservation in the United States* (2008). The qualified biologist shall conduct surveys within 14 days of commencement for Northern harrier, burrowing owl, and white-tailed kite in the project site and within	LTS

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		0.25 miles of construction activities where legally permitted. The biologist will use binoculars to visually determine whether nests occur beyond the 0.25-mile survey area if access is denied on adjacent properties. If no active nests are identified on or within 0.25 miles of construction activities within the recommended survey periods, a letter report summarizing the survey results shall be submitted to the County and the CDFW within 30 days following the survey, and no further mitigation for nesting habitat is required. Evidence, in the form of a letter report documenting the results of the survey, shall be submitted to the County prior to the issuance of any grading or building permits within the project site. **4.3-3b**: If active listed bird nests are found within 0.25 mile of construction activities, the biologist shall contact the County and CDFW within one day following the pre-construction survey to report the findings. For purposes of this mitigation requirement, construction activities are defined to include heavy equipment operation associated with construction (use of cranes or draglines, new rock crushing activities) or other project-related activities that could cause nest abandonment or forced fledging within 0.25 mile of a nest site during the identified nesting period. Should an active nest be present within 0.25 mile of construction areas, then CDFW shall be consulted to establish an appropriate noise buffer, develop take avoidance measures, and implement a monitoring and reporting program prior to any construction activities occurring within 0.25 mile of the nest/burrow. The monitoring program would require that a qualified biologist shall monitor all activities that occur within the established buffer zone to ensure that disruption of the nest/burrow or forced fledging does not occur. Should the biologist determine that the construction activities are disturbing the nest/burrow, the biologist shall halt construction activities until CDFW is consulted. The construction activities shall not commence until the CDFW determines that construction activities would not result in abandonment of the nest/burrow site. If the CDFW determines that take may occur, the applicant would be required to obtain a CESA take permit. Should the biologist determine that the nest/burrow has not been disturbed during construction activities within the buffer zone, then a letter report summarizing the survey results will be submitted to the County and CDFW and no further mitigation for nesting habitat is required.	

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
4.3-4: Grading and construction activities have the potential to result in the disturbance of nesting habitat for migratory birds and other birds of prey.	PS	**4.3-4a**: A qualified biologist shall conduct a pre-construction bird survey for nesting within 14 days prior to commencement of construction activities if anticipated to commence during the appropriate nesting season (between February 1 and August 31). The qualified biologist shall document and submit the results of the pre-construction survey in a letter to CDFW and the County within 30 days following the survey. The letter shall include: a description of the methodology including dates of field visits, the names of survey personnel, a list of references cited and persons contacted, and a map showing the location(s) of any bird nests observed on the project site. If no active nests are identified during the pre-construction survey, then no further mitigation is required. Evidence, in the form of a letter report documenting the results of the survey, shall be submitted to the County Planning Department prior to the issuance of any grading or building permits within the project site. **4.3-4b**: If any active nests are identified during the pre-construction survey within the project site, a buffer zone will be established around the nests. A qualified biologist will monitor nests weekly during construction to evaluate potential nesting disturbance by construction activities. The biologist will delimit the buffer zone with construction tape or pin flags within 250 feet of the active nest and maintain the buffer zone until the end of the breeding season or until the young have fledged. Guidance from CDFW will be requested if establishing a 250-foot buffer zone is impractical. Guidance from CDFW will be requested if the nestlings within the active nest appear disturbed. **4.3-4c**: Trees anticipated for removal should be removed outside of the nesting season (February 1 and August 31). If trees are anticipated to be removed during the nesting season, a pre-construction survey shall be conducted by a qualified biologist. If the survey shows that there is no evidence of active nests, then the tree shall be removed within ten days following the survey. If active nests are located within trees identified for removal, a 250-foot buffer shall be installed around the tree. Guidance from CDFW will be requested if the 250-foot buffer is infeasible.	LTS
4.3-5: The Proposed Project would not interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory	LTS	No mitigation is required.	NA

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
wildlife corridors, or impede the use of native wildlife nursery sites			
4.3-6: Construction of the Proposed Project has the potential to remove trees protected within the tree preservation ordinance specified in the San Mateo County Significant Tree Ordinance.	PS	**4.3-6**: Prior to the issuance of grading permits and removal of any trees, a certified arborist or registered professional forester shall conduct an arborist survey documenting all trees with trunk circumferences of 38 inches or greater and their location, as well as any Tree Communities or Indigenous Trees regardless of size. The report shall be submitted to the County Planning Department. The applicant shall not remove any trees without prior approval from the County Planning Department. All recommendations of the arborist report shall be implemented prior to the issuance of building permits for development on the project site. The arborist report shall specify measures including, but not limited to the following: ▪ To the extent feasible, trees anticipated for removal shall be removed outside of the nesting season for birds. Taking into account the nesting season for the white tailed kite, the nesting season shall be defined as February 1 to August 31. ▪ The project proponent shall plant replacement tree species recommended by the County at a 1:1 ratio within the project site.	LTS
4.3-7: Development of the Proposed Project has the potential to contribute to the cumulative loss of special-status wildlife species or their habitat in the region.	PS	**4.3-7:** Implement **Mitigation Measures 4.3-1** through **4.3-6**.	LTS
4.4 Geology and Soils			
4.4-1: Earth-moving activities associated with construction of the Proposed Project have the potential to result in soil erosion or the loss of topsoil.	PS	**4.4-1a**: Implement **Mitigation Measure 4.6-1** (Section 4.6; Hydrology and Water Quality) to identify and implement erosion control BMPs within the SWPPP prepared for construction activities in accordance with the State's Clean Water Act Nation Pollutant Discharge Elimination System (NPDES) general permit for construction activities. Implementation of these BMPs would ensure that temporary and short-term construction-related erosion impacts under the Proposed Project would be reduced to a less-than-significant level. **4.4-1b**: The applicant shall obtain a San Mateo County Grading Permit which includes the requirement of an Erosion and Sediment Control Plan. This Erosion and Sediment Control Plan shall be prepared by a licensed civil engineer or certified	LTS

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		professional soil erosion and sediment control specialist. The plan shall show the location of proposed vegetative erosion control measures, including landscaping and hydroseeding, and the location and details of all proposed drainage systems. The plan shall include sufficient engineering analysis to show that the proposed erosion and sediment control measures during preconstruction, construction, and post-construction are capable of controlling surface runoff and erosion, retaining sediment on the project site, and preventing pollution of site runoff in compliance with the Clean Water Act.	
4.4-2: The Proposed Project has the potential to result in structural damage and injury from seismic activity and related geologic hazards.	PS	**4.4-2a**: Grading and building designs, including foundation requirements, shall be consistent with the findings of the geotechnical investigation, the California Code of Regulations, and the California Building Code. **4.4-2b**: The project applicant shall comply with all recommendations contained within the site-specific Geotechnical Investigation conducted by Michelucci & Associates (2013) and attached here as Appendix E. **4.4-2c**: The applicant shall retain a qualified engineering geologist. All grading and installation of fill shall be performed under the observation of the qualified engineering geologist.	LTS
4.4-3: The Proposed Project could potentially result in shallow landslides due to the depth of unconsolidated colluvium on the project site.	PS	**4.4-3a**: Implement **Mitigation Measure 4.6-2** (**Section 4.6**; Hydrology and Water Quality) to ensure that the site storm water drainage system (including individual systems for each residence) shall not allow discharge of uncontrolled runoff onto the site slopes. Concentrated runoff shall not be allowed to flow over graded slopes or areas of thick soil, colluviums, or fill. **4.4-3b**: Implement **Mitigation Measure 4.4-2c** to ensure the recommendations of the Geotechnical Investigation regarding subdrains and surface drainage are included in the project design.	LTS
4.4-4: Development of the Proposed Project in combination with future projects in the region could result in cumulative effects associated with geology and soils.	PS	**4.4-4**: Implement **Mitigation Measures 4.4-1** through **4.4-3**.	LTS
4.5 Land Use			
4.5-1: The Proposed Project would not result in a substantial inconsistency with any applicable land use	LTS	No mitigation is required.	NA

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plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.			
4.5-2: The Proposed Project would not contribute to adverse cumulative impacts associated with land use.	LTS	No mitigation is required.	NA
4.6 Hydrology and Water Quality			
4.6-1: Construction activities could substantially degrade surface water and/or groundwater quality, which could violate water quality standards.	PS	**4.6-1:** The applicant shall comply with the SWRCB NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit). The SWRCB requires that all construction sites have adequate control measures to reduce the discharge of sediment and other pollutants to streams to ensure compliance with Section 303 of the Clean Water Act. To comply with the NPDES permit, the applicant will file a Notice of Intent with the SWRCB and prepare a SWPPP prior to construction, which includes a detailed, site-specific listing of the potential sources of stormwater pollution; pollution prevention measures (erosion and sediment control measures and measures to control non-stormwater discharges and hazardous spills) to include a description of the type and location of erosion and sediment control BMPs to be implemented at the project site, and a BMP monitoring and maintenance schedule to determine the amount of pollutants leaving the Proposed Project site. A copy of the SWPPP must be current and remain on the project site. Control measures are required prior to and throughout the rainy season. Water quality BMPs identified in the SWPPP shall include, but are not limited to, the following: ▪ Temporary erosion control measures (such as silt fences, staked straw bales, and temporary revegetation) shall be employed for disturbed areas. No disturbed surfaces will be left without erosion control measures in place during the winter and spring months. ▪ Sediment shall be retained onsite by detention basins, onsite sediment traps, or other appropriate measures. ▪ A spill prevention and countermeasure plan shall be developed which would identify proper storage, collection, and disposal measures for potential pollutants (such as fuel, fertilizers, pesticides, etc.) used onsite. The plan would also require the proper storage, handling, use, and disposal of petroleum products.	LTS

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		▪ Construction activities shall be scheduled to minimize land disturbance during peak runoff periods and to the immediate area required for construction. Soil conservation practices shall be completed during the fall or late winter to reduce erosion during spring runoff. Existing vegetation will be retained where possible. To the extent feasible, grading activities shall be limited to the immediate area required for construction. ▪ Surface water runoff shall be controlled by directing flowing water away from critical areas and by reducing runoff velocity. Diversion structures such as terraces, dikes, and ditches shall collect and direct runoff water around vulnerable areas to prepared drainage outlets. Surface roughening, berms, check dams, hay bales, or similar devices shall be used to reduce runoff velocity and erosion. ▪ Sediment shall be contained when conditions are too extreme for treatment by surface protection. Temporary sediment traps, filter fabric fences, inlet protectors, vegetative filters and buffers, or settling basins shall be used to detain runoff water long enough for sediment particles to settle out. ▪ Construction materials, including topsoil and chemicals, shall be stored, covered, and isolated to prevent runoff losses and contamination of groundwater. ▪ Topsoil removed during construction shall be carefully stored and treated as an important resource. Berms shall be placed around topsoil stockpiles to prevent runoff during storm events. ▪ Establish fuel and vehicle maintenance areas away from all drainage courses and design these areas to control runoff. ▪ Disturbed areas shall be revegetated after completion of construction activities. ▪ All necessary permits and approvals shall be obtained. ▪ Provide sanitary facilities for construction workers.	
4.6-2: Urban runoff resulting from the development of impervious surfaces and urban land uses on the project site has the potential to degrade water quality and violate water quality standards or waste discharge requirements.	PS	**4.6-2a**: Upon acceptance of the design concept, a maintenance agreement shall be developed between the County and the Homeowners Association (HOA) or equivalent entity requiring the HOA or equivalent entity to complete the following tasks and provide the following information on a routine basis. These requirements apply only to the bioretention treatment system area	LTS

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation

		of the project site and are as follows:
		▪ Maintenance of soils and plantings, including routine pruning, mowing, irrigation, replenishment of mulch, weeding, and fertilizing with a slow-release fertilizer with trace elements;
		▪ Removal of obstructions and trash from bioretention areas;
		▪ Use of only pesticides and fertilizers that are accepted within the integrated pest management approach for use in the bioretention areas;
		▪ Repair of erosion at inflow points;
		▪ Monthly review and inspection of bioretention areas for the following:
		  ▪ Obstruction of trash,
		  ▪ If ponded water is observed, the surface soils shall be removed and replaced and subdrain systems inspected, and
		▪ Condition of grasses;
		▪ Distribution of the following:
		  ▪ A copy of the storm water management plans shall be made available to personnel in charge of facility maintenance and shall be distributed to the subcontractor representative engaged in the maintenance or installation of the bioretention system, and
		▪ Material presented in the integrated pest management program will be made available to personnel in charge of facility maintenance and shall be distributed to the subcontractor representative engaged in the maintenance or installation of the bioretention system.
		
		4.6-2b: Upon acceptance of the design concept, a maintenance agreement shall be developed between the County and the HOA or equivalent entity requiring the HOA or equivalent entity to complete the following tasks and provide the following information on a routine basis. These requirements apply to all common areas of the project site and are as follows:
		▪ Drainage inlets shall be inspected monthly and kept clean of any trash that may have accumulated. It is the responsibility of the property manager/owner to have those inspections performed, documented, and any repairs made.
		▪ Landscape areas shall be covered with plants or some type	

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		of ground cover to minimize erosion. No areas are to be left as bare dirt that could erode. Mounding slopes shall not exceed two horizontal to one vertical. ▪ Pesticides and fertilizers shall be stored as hazardous materials and in appropriate packaging, over spraying onto paved areas shall be avoided when applying fertilizers and pesticides. Pesticides and fertilizers shall be prohibited from storage outside. ▪ Landscape areas shall be inspected and all trash picked up and obstruction to the drainage flow removed on a monthly basis minimum. The project site shall be designed with efficient irrigation and drainage to reduce pesticide use. Plants shall be selected based on size and situation to reduce maintenance and routine pruning. ▪ Integrated pest management information shall be provided to the building management. **4.6-2c**. Infiltration systems shall be designed in accordance with the following procedures outlined in the California Storm Water Best Management Practice Handbooks to reduce runoff and restore natural flows to groundwater: ▪ Biofilters and/or vegetative swale drainage systems will be installed at roof downspouts for all buildings on the project site, allowing sediments and particulates to filter and degrade biologically. ▪ Structural source controls, such as covers, impermeable surfaces, secondary containment facilities, runoff diversion berms, sediment, and grease traps in parking areas will be installed. ▪ Designated trash storage areas will be covered to protect bins from rainfall.	
4.6-3: Development of the Proposed Project would substantially alter the existing drainage patterns and may cause flows to exceed the capacity of existing stormwater drainage systems, result in substantial pollution on or off site, or result in flooding on or off site.	PS	**4.6-3a**: Upon acceptance of the design concept, a maintenance agreement shall be developed between the County and the HOA or equivalent entity requiring the HOA or equivalent entity to complete and provide the documentation of annual inspection and cleaning of each of the 19 individual lot storm drainage systems. The inspection shall be performed during the dry season and shall include removal of all trash and obstructions from area drains, cleanouts, and catch basins. **4.6-3b**: The 15-inch diameter stormwater drain pipe flowing at 2	LTS

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		percent that crosses Ascension Drive at Enchanted Way shall be replaced with a 21-inch diameter pipe. The 30-inch diameter stormwater drain pipe flowing at 1.3 percent shall be replaced with a 36-inch diameter pipe sloped at 2 percent. Stormwater drain pipe infrastructure improvements shall adhere to all applicable regulations and ordinances.	
4.6-4: Development of the Proposed Project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; place within a 100-year flood hazard area structures that would impede or redirect flood flows; or expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam or inundation by seiche, tsunami, or mudflow.	NI	No mitigation is required.	NA
4.6-5: Implementation of the Proposed Project would neither degrade groundwater quality nor substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table.	PS	**4.6-5**: Implement **Mitigation Measures 4.6-1**, **4.6-2a**, and **4.6-2b**.	LTS
4.6-6: The Proposed Project in combination with future growth and development within the County and project vicinity could result in cumulative impacts to hydrology and water quality.	LTS	No mitigation is required.	NA
4.7 Hazards and Hazardous Materials			
4.7-1: Construction of the Proposed Project would include the routine transport, storage, and handling of hazardous materials, which has the potential to result in a public health or safety hazard from the accidental release of hazardous materials into the environment.	PS	**4.7-1**: The project applicant shall ensure through the enforcement of contractual obligations that all contractors transport, store, and handle construction-required hazardous materials in a manner consistent with relevant regulations and guidelines, including those recommended and enforced by the San Mateo County Planning and Building Department, Office of Environmental Health Services Division, and Office of Emergency Services. Recommendations may include, but are not limited to, transporting and storing materials in appropriate and approved containers, maintaining required clearances, and handling materials using approved protocols.	LTS

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4.7-2: Construction of the Proposed Project has the potential to release hazardous materials into the environment through reasonably foreseeable upset or accident conditions, which may create a significant hazard.	PS	**4.7-2**: The project applicant shall require through contractual obligations that the construction contractor(s) marks the areas planned to be disturbed in white paint and notify Underground Service Alert (USA) one week prior to the beginning of excavation activities. This will be completed so the entire construction area is properly surveyed in order to minimize the risk of exposing or damaging underground utilities. USA provides a free "Dig Alert" service to all excavators (contractors, homeowners and others), in northern California, and will automatically notify all USA Members (utility service providers) who may have underground facilities at their work site. In response, the USA Members will mark or stake the horizontal path of their underground facilities, provide information about, or give clearance to dig. This service protects excavators from personal injury and underground facilities from being damaged. The utility companies will be responsible for the timely removal or protection of any existing utility facilities located within construction areas.	LTS
4.7-3: The Proposed Project has the potential to expose people or structures to a significant risk of loss, injury, or death involving wildland fires.	PS	**4.7-3a**: The applicant shall ensure through the enforcement of contractual obligations that the following measures are implemented by contractors during project construction: ▪ Staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could serve as fire fuel. To the extent feasible, the contractor shall keep these areas clear of combustible materials in order to maintain a fire break. ▪ Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order. This includes, but is not limited to, vehicles, heavy equipment, and chainsaws. **4.7-3b**: The building plans of the Proposed Project shall be reviewed by a representative from County Fire/CAL FIRE to ensure that regulations in the County's Fire Ordinance are met and the project complies with County Fire/CAL FIRE requirements. The development of the Proposed Project shall be in compliance with Chapter 15 of the County General Plan with respect to residential uses adjacent to open space areas where wildfire is a threat.	LTS
4.7-4: The Proposed Project is located outside the	LTS	No mitigation is required.	NA

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
Airport Influence Area for the San Carlos Airport and would not result in potential safety hazards for people residing or working in the project area.			
4.7-5: The Proposed Project in combination with future growth and development in the project vicinity would result in cumulative effects associated with hazards and hazardous materials.	PS	**4.7-5:** Implement **Mitigation Measures 4.7-1** through **4.7-3.**	LTS
4.8 Noise and Vibration			
4.8-1: Construction of the Proposed Project has the potential to generate a substantial temporary or periodic noise level greater than existing ambient levels in the project vicinity.	PS	**4.8-1**: The project applicant shall ensure through contractual agreements that the following measures are implemented during construction: ▪ Construction activities shall be limited to occur between the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 9:00 A.M. to 5:00 P.M. on Saturdays. Construction activities shall not occur on Sundays, Thanksgiving, or Christmas. The intent of this measure is to prevent construction activities during the more sensitive time period and minimize the potential for effects. ▪ Stationary equipment and staging areas shall be located as far as practical from noise-sensitive receptors. ▪ All construction vehicles or equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and acoustical shields or shrouds, in accordance with manufacturers' recommendations. ▪ Construction activities shall conform to the following standards: (a) there shall be no start-up of machines or equipment, no delivery of materials or equipment, no cleaning of machines or equipment and no servicing of equipment except during the permitted hours of construction; (b) radios played at high volume, loud talking and other forms of communication constituting a nuisance shall not be permitted. ▪ The general contractors for all construction activities shall provide a contact number for citizen complaints and a methodology for dealing with such complaints such as designating a noise disturbance coordinator. This noise disturbance coordinator shall receive all public complaints about construction-related noise and vibration, shall be responsible for determining the cause of the complaint, and	LTS

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		shall implement any feasible measures to be taken to alleviate the problem. All complaints and resolution of complaints shall be reported to the County weekly.	
4.8-2: Construction of the Proposed Project has the potential to expose existing sensitive noise receptors to construction traffic noise in excess of the County's noise standards.	PS	**4.8-2**: Implement **Mitigation Measure 4.8-1**.	LTS
4.8-3: Construction of the Proposed Project would not expose existing sensitive receptors to groundborne vibration or groundborne noise levels in excess of the State's vibration standard.	LTS	No mitigation is required.	NA
4.8-4: Operation of the Proposed Project would not expose newly placed sensitive receptors to traffic noise in excess of the County's noise thresholds.	LTS	No mitigation is required.	NA
4.8-5: Operation of the Proposed Project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above existing levels.	LTS	No mitigation is required.	NA
4.8-6: Traffic resulting from the Proposed Project in combination with cumulative development would not increase cumulative ambient and traffic noise levels at new and existing residences in excess of the County's noise thresholds.	LTS	No mitigation is required.	NA
4.9 Population and Housing			
4.9-1: Construction of the Proposed Project would induce population growth in the area; however, this growth would not be substantial and would not result in adverse environmental consequences.	LTS	No mitigation is required.	NA
4.9-2: Development of the Proposed Project would induce population growth in the area; however, this growth would not be substantial and would not result in adverse environmental consequences.	LTS	No mitigation is required.	NA
4.9-3: Development of the Proposed Project would not displace substantial numbers of existing housing or people and therefore would not necessitate the construction of replacement housing elsewhere.	LTS	No mitigation is required.	NA
4.9-4: The Proposed Project could contribute to adverse	LTS	No mitigation is required.	NA

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
cumulative impacts associated with population and housing.			
4.10 Public Services, Utilities, and Recreation			
4.10-1: The Proposed Project would not result in an exceedance of wastewater discharge limits of the San Francisco Bay Regional Water Quality Control Board.	LTS	No mitigation is required.	NA
4.10-2: The Proposed Project would require the construction of new and relocation of existing water supply facilities, the construction of which could cause significant environmental effects.	PS	**4.10-2a**: Residents of the Proposed Project shall comply with all requirements of Cal Water's Water Shortage Contingency Plan as mandated by Cal Water and BSD. These requirements may include, but are not limited to the following: ▪ Voluntarily reduce water consumption at single-family residences; ▪ Adhere to the minimum allocation given to single-family residential customers or pay penalty rate applied to service bill for use that is in excess of costumer's allocation; and/or ▪ Comply with orders prohibiting the use of water for specific activities, such as a prohibition of potable water use for landscape irrigation. **4.10-2b**: Pumping facilities shall be installed at the existing water tank owned by Cal Water to provide adequate water pressure for residential and fire protection uses. Cal Water shall be contacted to review pumping facilities design and ensure compliance with applicable standards. The project applicant shall fund the development of these facilities. **4.10-2c**: Two existing water mains shall be relocated such that they are within the right-of-way of the proposed private street or at the property boundary so as to allow ease of maintenance of the water mains. New Cal Water easements shall be established on the project site to replace the existing Cal Water easements. The two water mains include an 8-inch diameter water main connecting the water tank to the water main located on Parrot Drive and a 10-inch diameter water main connecting the water tank to the water main located on Bel Aire Drive.	LTS
4.10-3: The Proposed Project would exceed the wet weather capacity of the wastewater conveyance system and would require upgrades to existing wastewater treatment facilities, the construction of which could cause significant environmental effects.	PS	**4.10-3**: The applicant shall offset the increase in sewer flow generated by the Proposed Project by reducing the amount of existing Inflow and Infiltration (I&I) into the CSCSD sewer system. The offset amount shall achieve a zero net increase in flow during wet weather events with implementation of the Proposed Project.	LTS

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		This shall be achieved through the construction of improvements to impacted areas of the sewer system, with construction plans subject to CSCSD approval and required to be in compliance with applicable regulatory requirements. Construction of improvements, as approved by the CSCSD, shall be completed prior to the start of the construction of the residences.	
4.10-4: The Proposed Project would require the expansion of existing stormwater drainage facilities, the construction of which would cause significant environmental effects.	PS	**4.10-4**: Implement **Mitigation Measures 4.6-3a** and**4.6-3b**.	LTS
4.10-5: The Proposed Project would generate a demand for fire protection services, which could require the construction of new or expanded facilities that may cause significant environmental impacts.	PS	**4.10-5**: The applicant shall ensure that fire sprinklers with appropriate flow rates are installed for all structures that would be developed as a part of the Proposed Project, per County Fire/CAL FIRE's alternate materials and methods request.	LTS
4.10-6: The Proposed Project would not generate a demand for law enforcement services that would require the construction of new or expanded facilities to maintain service level standards.	LTS	No mitigation is required.	NA
4.10-7: The Proposed Project would neither require additional capacity nor substantially increase demand for electrical, natural gas, and/or telecommunication services that would require the development of new infrastructure, the construction of which would result in adverse environmental effects.	LTS	No mitigation is required.	NA
4.10-8: The Proposed Project would comply with federal, State, and local statutes and regulations related to solid waste and would not generate solid waste beyond the capacity of the solid waste collectors, transfer station, and/or landfill serving the project area requiring development of new or expanded solid waste management facilities, the construction of which would result in adverse environmental effects.	LTS	No mitigation is required.	NA
4.10-9: The Proposed Project would not generate a demand for educational services that would require the construction of new or expanded school facilities to maintain service level standards.	LTS	No mitigation is required.	NA
4.10-10: The Proposed Project would not generate a	LTS	No mitigation is required.	NA

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
demand for library services that would require the construction of new or expanded library facilities to maintain service level standards.			
4.10-11: The Proposed Project may increase the use of local and regional parks and recreational facilities; however, physical deterioration of such facilities would be minimal.	LTS	No mitigation is required.	NA
4.10-12: The Proposed Project includes passive recreational facilities, the development of which would not have an adverse physical effect on the environment.	LTS	No mitigation is required.	NA
4.11 Transportation and Circulation			
4.11-1: Construction of the Proposed Project would not increase traffic on roadways in the vicinity of the project site beyond acceptable capacities and therefore would not conflict with any applicable plan, ordinance, or policy establishing measures of effectiveness and would not conflict with an applicable congestion management program.	LTS	No mitigation is required.	NA
4.11-2: Operation of the Proposed Project would not increase traffic on roadway segments in the vicinity of the project site beyond acceptable capacities and therefore would not conflict with any applicable plan, ordinance, or policy establishing measures of effectiveness and would not conflict with an applicable congestion management program.	LTS	No mitigation is required.	
4.11-3: Implementation of the Proposed Project would not conflict with adopted policies, plans, or programs, including those related to safety and performance, regarding public transit, bicycle, and pedestrian facilities but does have the potential develop unsafe pedestrian and bicycle facilities.	PS	**4.11-3**: Either provide street lighting on the private streets to a level of 0.4 minimum maintained average foot-candles with a uniformity ratio of 6:1, average to minimum or ensure street lighting is consistent with safety standards of the County-governed Bel Aire Lighting District.	LTS
4.11-4: Implementation of the Proposed Project has the potential to substantially increase hazards due to the design of the new private street and proposed intersection with Bel Aire Drive.	PS	**4.11-4**: Within the corner sight triangles at the new street intersection there should be no walls, fencing, or signs that would obstruct visibility. Trees should be planted so as to not create a "wall" effect when viewed at a shallow angle. The type of shrubbery planted within the triangles should be such that it will grow no higher than three feet above the adjacent roadway	LTS

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		surface. Trees planted within the sight triangle areas should be large enough that the lowest limbs are at least seven feet above the surface of the adjacent roadway. Street parking should be prohibited within the bounds of the sight triangle.	
4.11-5: Implementation of the Proposed Project would not result in inadequate emergency access.	LTS	No mitigation is required.	NA
4.11-6: Implementation of the Proposed Project would not increase traffic on local roadways beyond acceptable capacities in the cumulative year 2030.	LTS	No mitigation is required.	NA