

County of San Mateo
Planning and Building Department

**INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION
ENVIRONMENTAL EVALUATION CHECKLIST**

1. **Project Title:** New Driveway for Undeveloped Property along La Honda Road
2. **County File Number:** PLN2020-00245/VIO2019-00206
3. **Lead Agency Name and Address:** San Mateo County Planning & Building Department; 455 County Center, 2nd Floor, Redwood City, CA
4. **Contact Person and Phone Number:** Sonal Aggarwal, Project Planner, Saggarwal@smcgov.org
5. **Project Location:** La Honda, Unincorporated County of San Mateo
6. **Assessor's Parcel Number and Size of Parcel:** 078-190-200; 98 Acres
7. **Project Sponsor's Name and Address:** Yinan Wang, 10270 Tula Lane, Cupertino, CA 95014
8. **Name of Person Undertaking the Project or Receiving the Project Approval (if different from Project Sponsor):** Same as Project Sponsor
9. **General Plan Designation:** Open Space
10. **Zoning:** RM (Resource Management District)
11. **Description of the Project:** Project requires a Grading Permit and Initial Study/Negative Declaration for an additional 3,185 cubic yards (c.y.) of cut (including 1,209 c.y. of cut in the Caltrans right-of-way) to complete the new driveway (200 c.y. of excavation was completed prior to permit application), involving cutting of ten (10) protected trees located within 100 feet of the scenic highway and grading on vacant land. There would be no fill and all spoils will be off hauled. The project involves installing a 10 feet wide driveway, which includes installing asphalt driveway apron in the Caltrans ROW, and an 8-inch gravel driveway on the site. The project would change the configuration and alignment of the driveway in order to improve sight lines and access to La Honda Road. The project will also need a Confined Animal Permit for keeping approximately five horses or donkeys on site. Per the applicant no animals are currently living on the site. The site is located in the 84 La Honda Road Scenic Corridor State Highway and is zoned as RM (Resource Management).
12. **Surrounding Land Uses and Setting:** The subject site is an undeveloped property located in the Unincorporated County of San Mateo abutting La Honda Road, located at Woodruff Creek and north of Hildebrand Road. The property is surrounded by private properties to the south, north and east and La Honda Road to the west. The front portion of the site is located in the State Highway 84 La Honda Road scenic corridor. The site is currently undeveloped and has a well, three water tanks, a horse pasture, one storage shed and a fenced orchard. Per the applicant, there are no animals living on the site currently.

13. **Other Public Agencies Whose Approval is Required:** Caltrans
14. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

This project is subject to Assembly Bill 52. The County of San Mateo has received a request for formal notification from the Tamien Nation of the greater Santa Clara County. Additionally, a list of local tribes was obtained from the Native American Heritage Commission (NAHC). A request for consultation was sent to Amah Mutsun Tribal Band of Mission San Juan Bautista, Castanoan Rumsen Carmel Tribe, Indian Canyon Mutsun Band of Castanoan, Muwekwa Ohlone Indian Tribe of the SF Bay Area, The Ohlone Indian Tribe, Waksache Indian Tribe/ Eshom Valley Band and Tamien Nation as per the list provided by NAHC on August 18, 2022. Amah Mutsun Tribal Band provided comments but did not request formal consultation. Staff shared the findings of the Archeological Study and mitigation measures with the cultural representative of the Amah Mutsun Tribal Band on October 13, 2023, and May 27, 2026, but received no further communication. As of date of this report, no other tribes have contacted the County requesting formal consultation on this project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as

general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

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

1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:					
		Potentially Significant Impacts	Significant Unless Mitigated	Less Than Significant Impact	No Impact
1.a.	Have a substantial adverse effect on a scenic vista, views from existing residential areas, public lands, water bodies, or roads?		X		
<p>Discussion: The site is located in the Highway 84 La Honda Road County Scenic Corridor. No new use is proposed on the property currently, and any proposed new use would be evaluated at the time of application for its effects on the environment or any scenic resources. The site currently has a well, three water tanks, a horse pasture, one storage shed and a fenced orchard, which will remain on the site.</p> <p>The project involves constructing a new asphalt/gravel driveway for the site which involves a total grading of 3,185 cubic yards (c.y.), including 1,209 c.y. of grading within the Caltrans right of way and 1,976 c.y. grading on the property. The width of proposed new driveway would be 10 feet, and the length of improved road in the Caltrans right-of-way will be 90 feet, with a 1,765 sq. ft. driveway area. The purpose of this new driveway is to provide a safe ingress-egress from site with improved sight lines. The proposed new driveway will be visible from the County Scenic Corridor. While this proposed driveway would be visible from public lands from the La Honda Creek Open Space located approximately 200 feet to the northwest and 600 feet to the west of the site, any visual impacts would be minimal as the driveway would not block views of open spaces and water bodies. The site is already served by a dirt road, and the project involves replacing the dirt road with a new gravel driveway on site and asphalt driveway in Caltrans ROW. Mitigation Measure 1, below, requires restoration of the area of the existing driveway, including blending the area in with surrounding grades and replanting with ground cover. Based on the foregoing, project impacts to scenic vista, views from existing residential areas, public lands, water bodies, and roads would be less than significant.</p> <p>Mitigation Measure 1: The owner shall restore the area of the existing driveway. Plans submitted for a building permit application for the new driveway shall include re-grading of the road to blend in with the surrounding grade contours and a planting plan to include groundcover from native and local seed mix, to be compatible with surrounding vegetation. Establishment of groundcover will be required for final approval of the building permit.</p> <p>Source: County GIS Maps, Project Plans and Site Visit.</p>					
1.b.	Substantially damage or destroy scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		X		
<p>Discussion: A total of ten (10) protected trees located within 100 feet of the scenic highway are proposed for removal. All the other trees are exempt from the permitting requirements as they are below the required threshold for an application. There are no historic buildings located on the site, and the site is not located in the State scenic highway but is located in County scenic corridor. The project will be required to comply with County's tree replacement requirements and replace all trees</p>					

in 1:1 ratio for all the significant trees removed. Hence, the proposed driveway would have less than significant impact.

Mitigation Measure 2: All protected trees that are removed shall be replaced as like-for-like using a minimum of 15-gallon tree size. Replacement trees shall be shown on a tree planting plan submitted at the time of building permit application for the driveway. Replacement trees shall be planted in areas such that they do not block lines of sight from the property onto La Honda Road.

Source: County GIS Maps and Project Plans.

1.c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings, such as significant change in topography or ground surface relief features, and/or development on a ridgeline? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
--	--	--	---	--

Discussion: The project site is located in a rural area, zoned Resource Management (RM) and involves creating a new driveway. While the project involves a total grading of 3,185 c.y. to create a new driveway, it would not significantly impact the topography and ground relief features as the driveway slope is within 14% to 20% and was reviewed by Caltrans and conditionally approved. It would not impact any ridgelines or degrade the existing visual character from public lands. The proposed driveway is located approximately at same location as the existing driveway Hence, the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.

Source: Project Plans and Caltrans (District 4 Review Letter).

1.d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?				X
--	--	--	--	---

Discussion: No new lighting is proposed with the driveway. Hence, there will be no impact.

Source: Project Plans.

1.e. Be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?		X		
--	--	---	--	--

Discussion: The site is located in the County Scenic Corridor- Highway 84 La Honda Road. Please see discussion under 1.a to 1.d. above.

Source: County GIS Maps and Project Plans.

1.f. If within a Design Review District, conflict with applicable General Plan or Zoning Ordinance provisions?				X
--	--	--	--	---

Discussion: The site is not located in a Design Review District and will not conflict with the applicable Zoning Ordinance or General Plan.

Source: County GIS Maps and Project Plans.

1.g. Visually intrude into an area having natural scenic qualities?				X
---	--	--	--	---

Discussion: The scope of work involves installing a new functional driveway. The site currently has a well, three water tanks, a horse pasture, a storage shed and a fenced orchard that will remain on the site. No other development is currently proposed. Any future development would need to go through a separate environmental analysis. The current project would not have any impact on the natural scenic qualities. Therefore, the project would not visually intrude into an area having natural scenic qualities.

Source: County GIS Maps and Project Plans.

2. AGRICULTURAL AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
2.a. For lands outside the Coastal Zone, convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X

Discussion: The project site is not located in the coastal zone. The parcel is also not within an area that is mapped or designated as Prime or Unique Farmland or Farmland of Statewide importance. The site is not currently farmed. The project would not hinder farming of the property, nor will it convert farmland.

Source: Project location, County GIS Maps, California Department of Conservation Farmland and Monitoring Program.

2.b. Conflict with existing zoning for agricultural use, an existing Open Space Easement, or a Williamson Act contract?				X
<p>Discussion: The project site is zoned Resource Management (RM). The zoning allows for both agricultural and residential uses. The site is not a Williamson Act contracted site and the proposed driveway is allowed per the zoning.</p> <p>Source: Project Location, County Zoning Regulations, County GIS Maps, County Williamson Act Contracts.</p>				
2.c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?			X	
<p>Discussion: The proposed project would not convert any farmland to non-agricultural use or conversion of forestland to non-forestland use; hence the impact is less than significant. See discussion under Section 2.a.</p> <p>Source: Project Location, County GIS Maps, California Department of Conservation Farmland Mapping and Monitoring Program.</p>				
2.d. For lands within the Coastal Zone, convert or divide lands identified as Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or Brussels sprouts?				X
<p>Discussion: The site contains no prime soils, and it is not located in the coastal zone. Project proposes no impact.</p> <p>Source: Project Location, County GIS Maps, Natural Resources Conservation Service Web Soil Survey – California Revised Storie Index, County Zoning Regulations.</p>				
2.e. Result in damage to soil capability or loss of agricultural land?				X
<p>Discussion: Please see discussion in 2 a. c. and d. above. Project proposes no impact.</p> <p>Source: Project Location, County GIS Maps, Natural Resources Conservation Service Web Soil Survey – California Revised Storie Index, County Zoning Regulations.</p>				
2.f. Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X

<i>Note to reader: This question seeks to address the economic impact of converting forestland to a non-timber harvesting use.</i>				
<p>Discussion: Please see discussion in 2 a. c. and d. above. Project proposes no impact.</p> <p>Source: Project Location, County GIS Maps, Natural Resources Conservation Service Web Soil Survey – California Revised Storie Index, County Zoning Regulations.</p>				

<p>3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</p>					
		Potentially Significant Impacts	Significant Unless Mitigated	Less Than Significant Impact	No Impact
3.a.	Conflict with or obstruct implementation of the applicable air quality plan?		X		
<p>Discussion: A grading permit is required for additional 3,185 c.y. of cut (including 1,209 c.y. of cut in Caltrans right-of-way) to finish the work for driveway, which also involves cutting of trees and grading on a vacant land. There will be no fill, and all spoils will be off hauled to involving approximately 300 truckloads of off-haul.</p> <p>During 200 c.y. of grading work performed in 2019, the project likely resulted in temporary air quality impacts to sensitive receptors on the surrounding properties associated with dust from earthmoving activities.</p> <p>The project will not conflict with or obstruct the implementation of the Bay Area Air Quality Management District (BAAQMD) 2017 Clean Air Plan (CAP), which is the regulating air quality plan for San Mateo County. During project implementation, air emissions would be generated from site grading, equipment, and work vehicles; however, such grading related emissions would be temporary and localized. Furthermore, the project would not generate any long-term operational air quality emissions as the project proposes no new development or change in land use.</p> <p>The BAAQMD provided preliminary screening criteria in their 2017 BAAQMD CEQA Guidelines to indicate whether a project would result in the generation of construction-related criteria air-pollutants and/or precursors that exceed defined thresholds of significance. The proposed project, with the basic construction mitigation control measures below, meets the screening criteria indicating a less than significant impact for construction-related activities as the project does not propose any applicable land use or development exceeding such criteria.</p> <p>Mitigation Measure 3: The applicant shall submit a plan to the Planning and Building Department prior to the issuance of any grading “hard card” that, at a minimum, includes the “Basic Construction Mitigation Measures” as listed in Table 8-2 of the BAAQMD CEQA Guidelines (May 2017). These measures shall be implemented prior to beginning any ground disturbance and shall be maintained for the duration of the project activities:</p> <ol style="list-style-type: none"> a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 					

<p>c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</p> <p>d. All vehicle speeds on unpaved roads shall be limited to 15 mph.</p> <p>e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</p> <p>f. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <p>g. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control.</p> <p>Source: BAAQMD CEQA Guidelines, May 2017; BAAQMD 2017 Clean Air Plan, Project Plans.</p>				
3.b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?		X		
<p>Discussion: The San Francisco Bay Area is in non-attainment for ozone and particulate matter (PM), including PM 10 (state status) and PM 2.5 (state status), including the 24-hour PM 2.5 national standard. Therefore, any increase in these criteria pollutants is significant. Implementation of the project will generate temporary increases in these criteria pollutants due to construction vehicle emissions and dust generated from earthwork activities. <u>Mitigation Measure 3</u> above will minimize increases in non-attainment criteria pollutants generated from project (CARB) provides regulation over vehicles of residents in the State of California, including the operation of any vehicles that would be associated with the future development of single-family residences, to ensure vehicle operating emissions are minimized in the effort towards reaching attainment for ozone, among other goals. The current project is not expected to generate a significant change.</p> <p>Source: BAAQMD CEQA Guidelines, May 2017; BAAQMD 2017 Clean Air Plan, Project Plans.</p>				
3.c. Expose sensitive receptors to substantial pollutant concentrations, as defined by the Bay Area Air Quality Management District?				X
<p>Discussion: There are no sensitive receptors located in close proximity of the project site nor is the project expected to result in the release of substantial pollutants. The nearest home is located approximately 500 feet north of the area of disturbance.</p> <p>Source: BAAQMD CEQA Guidelines (May 2017), Project Plans, Project Location.</p>				
3.d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				X

Discussion: The project would result in short-term grading related emissions, such as fugitive dust and exhaust from construction vehicles. No other development is proposed, and future development would be subject to a separate environmental analysis.

Source: Project Plans, Project Location.

4. BIOLOGICAL RESOURCES. Would the project:

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

Discussion: A Biological Assessment was completed for this project by Biological Resources Report by Sol Ecology, dated December 10, 2020, and a subsequent analysis was submitted on July 23, 2025, conforming no new impacts since the last completed study in 2020. Seventy special status plant species were documented within 9-quad search of the study area, which included a 5-mile radius around the project site. The study concluded that the site has low potential to support five special species plants: *Arctostaphylos Andersonii* (Anderson's Manzanita), *Dirca Occidentalis* (Western Leatherwood), *Malacothamnus Arcuatus* (Arcuate Bush-Mallow), *Plagiobothrys Chorisianus* Var. *Chorisianus* (Choris' Popcornflower), *Trifolium Buckwestiorum* (Santa Cruz Clover).

Other special status plant species documented within the 9-quad search are unlikely or have no potential to occur in the study area for one or more of the following reasons:

- Hydrologic conditions (e.g. marsh habitat, seeps, pond habitat) necessary to support the special status plants do not exist on site;
- Edaphic (soil) conditions (e.g. rocky soils) necessary to support the special status plants do not exist on site;
- Topographic conditions (e.g. slopes) necessary to support the special status plants do not exist on site;
- Unique pH conditions (e.g. serpentine) necessary to support the special status plant species are not present on site; and
- Associated vegetation communities (e.g. redwood forest, chaparral) necessary to support the special status plants do not exist on site.

Twelve special status wildlife species have been documented within 5 miles of the study Area (Attachment F). The Project Study Area has the potential to support three of these species; none of which are federal and/or state listed species.

Birds:

- a. *Picoides Nuttallii* (Nuttall's Woodpecker) – Birds of Conservation Concern (BCC) – Moderate Potential
- b. *Baeolophus Inornatus* (Oak Titmouse) – Birds of Conservation Concern (BCC) – Moderate Potential

Mammals:

- a. *Neotoma Fuscipes Annectens* (San Francisco Duskyfooted Woodrat) – Species of Special Concern (SCC) – Present

Habitat elements that were evaluated but found to be absent from the immediate area of the study area or surrounding habitats subject to potential indirect impacts include the following:

- Absence of friable soils and/or suitably sized burrows or evidence of potential dens on or immediately adjacent to the study area (e.g., for burrowing owl, Santa Cruz kangaroo rat, or American badger); note that while there is suitable habitat adjacent to the project site, proximity to woodland habitats and steep slopes likely preclude both species; American badger may opportunistically forage in the area but is not likely to be impacted.
- No streams or ponds on or adjacent to the study area (e.g., California freshwater shrimp,
- California giant salamander, Santa Cruz black salamander, California red-legged frog, foothill yellow-legged frog, western pond turtle, San Francisco garter snake, etc.).
- No suitable roosting habitats such as barns, old buildings, rock outcrops, or large snags (e.g., for Townsend's big-eared bat).
- No suitable forested habitat (e.g., marbled murrelet, long-eared owl, or hoary bat); note, that oak woodland habitat is too thin and lacking nesting platforms for long-eared owl).
- No open grassland habitat (e.g., burrowing owl, bay checkerspot butterfly, San Bruno elfin butterfly, western bumble bee).
- No rock outcrops or cliff wall habitat (e.g., American peregrine falcon).

The study concluded that there are no sensitive natural communities within the Project Study Area; a roadside drainage ditch was observed but determined unlikely to be jurisdictional under federal or state law due to the absence of hydrologic indicators. As such, no impacts to sensitive natural communities are anticipated.

Five special status plants have low potential to occur within the Project Study Area (Table 1, Attachment F). None of the species were observed at the time of the site visit on October 6, 2020. Anderson's manzanita (*Arctostaphylos andersonii*), arcuate bush-mallow (*Malacothamnus arcuatus*), and western leatherwood (*Dirca occidentalis*) are shrub like species that are observable year-round. Since these species or others in their genus were not observed within the Project Study Area at the time of the site visit, it is unlikely that they occur. As such, no impacts to Anderson's manzanita, arcuate bush-mallow, and western leatherwood are anticipated. Choris' popcornflower (*Plagiobothrys chorisianus* var. *chorisianus*) and Santa Cruz clover (*Trifolium buckwestiorum*) are annual herbs with low potential to occur within the Project Study Area due to the disturbed nature of the site as evidenced by many non-native and invasive species. No federal or state-listed species are likely to be present.

Three special status species have potential to occur on or adjacent to the site including Nuttall's woodpecker, oak titmouse, and San Francisco dusky-footed woodrat (SFDW). There is no evidence that impacts to any of these species have occurred from work performed in early 2020. To avoid future impacts to nesting birds on or adjacent to the project footprint the following measures are recommended:

Mitigation Measure 4:

- a. To the extent feasible, noise-producing activities should be initiated during the non-nesting season from September 1 to January 31.
- b. If work cannot be initiated during this period, or if there is a break in activity lasting more than 14 days after February 1, then nesting bird surveys should be performed within 500 feet of proposed activities.
- c. If nests are found, a no-disturbance buffer should be placed around the nest until young have fledged or the nest is determined to be no longer active by the biologist. The size of the buffer may be determined by the biologist based on species, status of the nest, and proximity to proposed activities.

Mitigation Measure 5: To avoid impacts on SFDW during road construction, the following measures are recommended:

- a. Pre-construction surveys for SFDW houses shall be performed no less than 30 days prior to construction. If stick houses are found and avoidance is not feasible, the houses shall be dismantled by hand under the supervision of a biologist. If young are encountered during the dismantling process, the material shall be placed back on the house, and a buffer of 25 feet shall be established for a minimum of 3 weeks to allow young time to mature and leave the nest. Nest material shall be moved to a suitable adjacent area for reuse.

Mitigation Measure 6: Tightly woven fiber netting or similar material shall be used for erosion control or other purposes to ensure amphibian and reptile species do not get trapped. Plastic monofilament netting (erosion control matting) or similar material shall not be used.

Source: Biological Resources Report, Prepared by Sol Ecology, Dated December 10, 2020, and updated site conditions letter, Dated July 23, 2025.

4.b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service or National Marine Fisheries Service?		X		
---	--	---	--	--

Discussion: See discussion in 4 a. above.

Source: Biological Resources Report, Prepared by Sol Ecology, Dated December 10, 2020, and updated site conditions letter, Dated July 23, 2025.

4.c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		
--	--	---	--	--

Discussion: La Honda Creek runs across the road from the site, and Spanish Ranch Creek and Woodruff Creek run along the north and south of the site respectively. The work is performed approximately 600 feet away from La Honda Creek, and any potential impact can be mitigated by following the Mitigation Measures 4, 5 and 6 as suggested by the Project Biologist.

Source: Project Location; Biological Resources Report, Prepared by Sol Ecology, Dated December 10, 2020, and updated site conditions letter, Dated July 23, 2025.					
4.d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
<p>Discussion: A total of 12 special status wildlife species have been documented within 5 miles of the study Area (Attachment F). The Project Study Area has the potential to support three of these species; none of which are federal and/or state listed species as per the Project Biologist. No work is proposed within any creek or creek bank. The project involves grading work in and along La Honda Road, which is not a safe wildlife corridor, to create a functional new driveway at approximately the same location as the existing gravel driveway. Following the mitigation measures 4, 5 and 6 above would reduce any potential impact to less than significant impact.</p> <p>Source: Project Location.</p>					
4.e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (including the County Heritage and Significant Tree Ordinances)?				X
<p>Discussion: As proposed and mitigated, the project does not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (including the County Heritage and Significant Tree Ordinances).</p> <p>Source: Project Plans, San Mateo County Significant and Heritage Tree Ordinance.</p>					
4.f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?				X
<p>Discussion: The project parcel is not located within the boundaries of a Habitat Conservation Plan and does not conflict with any adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.</p> <p>Source: California Department of Fish and Wildlife, Habitat Conservation Planning, California Regional Conservation Plans Map, Project Plan, San Mateo County General Plan.</p>					
4.g.	Be located inside or within 200 feet of a marine or wildlife reserve?			X	
<p>Discussion: The project parcel may be located within 200 feet of a wildlife reserve. Adjoining parcels to East owned by National Audubon Society Inc. and adjoining parcel to south owned by Mid-Peninsula Regional Open Space District and other private properties, but the project would not create an impact on these uses.</p> <p>Source: U.S. Fish and Wildlife Services, National Wildlife Refuge System Locator.</p>					

4.h. Result in loss of oak woodlands or other non-timber woodlands?			X	
<p>Discussion: State Senate Concurrent Resolution No. 17 requires state agencies to preserve and protect native oak woodlands to the maximum extent feasible or provide replacement plantings when oak woodlands are removed. For the purposes of the measure, “oak woodlands” means a five-acre circular area containing five or more oak trees per acre. No oak woodlands would be impacted by the proposed project. The project will be required to comply with County’s Protected Tree Ordinance and required to replant all protected trees removed as per Mitigation Measure 2.</p> <p>Source: Project Plans, San Mateo County Significant Tree Ordinance, State Senate Concurrent Resolution No.17.</p>				

5. CULTURAL RESOURCES. Would the project:				
	Potentially Significant Impacts	Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?			X	
<p>Discussion: The project archeologist conducted a ground-based pedestrian survey of the project area on May 5, 2023. A project map with aerial imagery was utilized with ESRI Field maps for use during the survey. The survey consisted of conducting 30-meter transects across most of the project area. Exposed soil, flat areas, and other areas of high probability received 100% coverage. Areas of dense vegetation and steep slopes were not surveyed (Figure 4, Attachment C). The elevation ranged from approximately 220 to 420 meters. The soil type observed at the project consisted of a brown clayey loam with vesicular basalt scattered throughout the landscape. No vesicular basalt was modified in any way.</p> <p>MapPlus was used to take photographs of the survey. Pictures along with data points were taken throughout the survey. Surface visibility was poor, with only 20% of the entire ground surface visible (Figure 5, Attachment C). Exposed soils were observed around rodent burrows.</p> <p>Findings The survey results were negative. No archaeological or cultural resources were located during the survey and no artifacts were observed. Given the negative results of the survey, the project is unlikely to have any impact to cultural resources. Ground visibility was poor, however, there is the possibility that subsurface resources are present. As such, Project Archeologist recommends adopting following standard mitigation measures to avoid impacts to cultural resources:</p> <p>Mitigation Measure 7: Unanticipated Discovery of Cultural Resources. If previously unidentified cultural resources are encountered during project implementation, avoid altering the materials and their stratigraphic context. A qualified professional archaeologist should be contacted to evaluate the situation. Project personnel should not collect cultural resources. Prehistoric resources include, but are not limited to, chert or obsidian flakes, projectile points, mortars, pestles, and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic resources</p>				

include stone or abode foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

Mitigation Measure 8: Encountering Native American Remains. Although unlikely, if human remains are encountered, all work must stop in the immediate vicinity of the discovered remains and the County Coroner and a qualified archaeologist must be notified immediately so that an evaluation can be performed. If the remains are deemed to be Native American and prehistoric, the Native American Heritage Commission must be contacted by the Coroner so that a “Most Likely Descendant” can be designated and further recommendations regarding treatment of the remains is provided.

Source: La Honda Archeological Survey Report, prepared by Tremaine and Associates, dated June 2023.

5.b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?			X	
---	--	--	---	--

Discussion: See discussion in 5.a. above.

Source: La Honda Archeological Survey Report, prepared by Tremaine and Associates, dated June 2023.

5.c. Disturb any human remains, including those interred outside of formal cemeteries?			X	
--	--	--	---	--

Discussion: See discussion in 5.a. and 5.b. above.

Source: La Honda Archeological Survey Report, prepared by Tremaine and Associates, dated June 2023.

6. ENERGY. Would the project:

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

Discussion: The project does not involve development that would consume or result in wasteful, inefficient, or unnecessary consumption of energy resources.

Source: Project Plans.

6.b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.				X
<p>Discussion: The project does not involve elements that would conflict or obstruct a state or local plan for renewable energy or energy efficiency.</p> <p>Source: Project Plans.</p>				

<p>7. GEOLOGY AND SOILS. Would the project:</p>				
	Potentially Significant Impacts	Significant Unless Mitigated	Less Than Significant Impact	No Impact
7.a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the following, or create a situation that results in:				
<p>i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?</p> <p><i>Note: Refer to Division of Mines and Geology Special Publication 42 and the County Geotechnical Hazards Synthesis Map.</i></p>			X	
<p>Discussion: A Geologic Hazard Evaluation was completed by Sigma Prime Geosciences, Inc., dated August 26, 2020, the site vicinity is mapped as having a high potential for slope instability, although it is acknowledged that some areas may be stable. There are active landslides on the creek-side of La Honda Road, several hundred feet up the road toward Skylonda. The road has been under repair many times over the years. However, in the near vicinity of the proposed driveway entrance, the road has been stable for at least 50 years. The subject property in this area is dominated by a broad ridge. The slope stability issues occur in nearby broad swales where surface and subsurface water concentrates. The road cut shows no signs of instability. The site vicinity does not exhibit hummocky topography or any other geomorphic evidence of past landslide activity. The proposed driveway entrance will result in new cuts inclined at 2:1 (H:V), in an area where the old road cuts are as steep as 1:1. As the proposed driveway approaches the property line and the top of the road cut, the slope of the land lessens to 5:1, allowing the proposed 2:1 driveway cut to daylight at a reasonable distance. The cut will be in the same material as the existing road cut along La Honda Road. Therefore, the proposed driveway cut will be substantially more stable than the existing nearby road cuts. Since the existing 1:1 road cut has been stable for over 100 years, the proposed 2:1 driveway cut should be very stable.</p>				

Faulting

The nearest active fault is the San Gregorio-Seal Cove fault, located about 6 km to the southwest. Although it would result in strong ground shaking during its maximum probable earthquake, it would not create fault ruptures across the site. No structures are proposed.

In conclusion, Sigma Prime Geosciences, Inc., concludes that there are no potential geologic hazards that are likely to render the site infeasible for proposed driveway entrance.

Source: Geologic Hazard Evaluation by Sigma Prime Geosciences, Inc, dated August 26, 2020.

ii. Strong seismic ground shaking?			X	
------------------------------------	--	--	---	--

Discussion: See discussion in 7 a. i. above.

Source: A Geologic Hazard Evaluation was completed by Sigma Prime Geosciences, Inc, dated August 26, 2020.

iii. Seismic-related ground failure, including liquefaction and differential settling?				X
--	--	--	--	---

Discussion: Liquefaction occurs when loose sandy soils below the water table liquefy and lose strength during a large earthquake. The site is underlain by shallow bedrock and not subject to liquefaction.

Source: Geologic Hazard Evaluation by Sigma Prime Geosciences, Inc, dated August 26, 2020.

iv. Landslides?			X	
-----------------	--	--	---	--

Discussion: The site is not within mapped landslide zone. See discussion in 7 a. i. above.

Source: Geologic Hazard Evaluation by Sigma Prime Geosciences, Inc, dated August 26, 2020, County GIS Maps.

v. Coastal cliff/bluff instability or erosion? <i>Note to reader: This question is looking at instability under current conditions. Future, potential instability is looked at in Section 7 (Climate Change).</i>				X
--	--	--	--	---

Discussion: The site is not located near a coastal cliff or bluff.

Source: Project Location.

7.b. Result in substantial soil erosion or the loss of topsoil?		X		
---	--	---	--	--

Discussion: The construction of the driveway involves 3,185 c.y. of grading, including 1,976 c.y. of cut on the private property and 1,209 c.y. of cut in the Caltrans right-of-way. The area of disturbance is less than 1-acre of land and would not require coverage under the State General Construction Permit.

The applicant submitted an erosion and sediment control plan that shows a silt fence at the front and fiber rolls along the rear end of the disturbance area. A stabilized construction entrance was also

installed, and the site was stabilized after VIO2019-000206 to avoid any further dirt spills in the right-of-way. The site will be required to be stabilized and maintained with all erosion control measures until all necessary permits are obtained from the County. The following mitigation measures will reduce any potential impact to less than-significant level:

Mitigation Measure 9: At the time of building permit application, the applicant shall submit for review and approval, erosion and drainage control plans that show how the transport and discharge of soil and pollutants from and within the project site will be minimized. The plans shall be designed to minimize potential sources of sediment, control the amount of runoff and its ability to carry sediment by diverting incoming flows and impeding internally generated flows, and retain sediment that is picked up on the project site through the use of sediment-capturing devices. Said plan shall adhere to the San Mateo Countywide Stormwater Pollution Prevention Program "General Construction and Site Supervision Guidelines," including:

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

Mitigation Measure 10: No grading shall be allowed during the wet weather season (October 1 through April 30) to avoid increased potential soil erosion unless the applicant applies for an Exception to the Winter Grading Moratorium and the Director of Planning and Building grants the exception. Exceptions will only be granted if dry weather is forecasted during scheduled grading operations, and the erosion control plan includes adequate winterization measures (amongst other determining factors).

Mitigation Measure 11: An Erosion Control and Tree Protection Pre-Site Inspection shall be conducted prior to the issuance of a grading permit "hard card" and/or building permit to ensure that the approved erosion control and tree protection measures are installed adequately prior to the start of ground disturbing activities.

Source: Project Plans, Project Location, County GIS Maps, Geologic Hazard Evaluation by Sigma Prime Geosciences, Inc, dated August 26, 2020.

7.c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, severe erosion, liquefaction or collapse?			X	
--	--	--	---	--

Discussion: See discussion in 7 a. and b. above.

Source: Project Plans, Project Location, County GIS Maps, Geologic Hazard Evaluation by Sigma Prime Geosciences, Inc, dated August 26, 2020.

7.d. Be located on expansive soil, as defined in Table 18-1-B of Uniform Building Code, creating substantial direct or indirect risks to life or property?				X
--	--	--	--	---

Discussion: See discussion in 7.a. to 7.c. above

Source: Geologic Hazard Evaluation by Sigma Prime Geosciences, Inc, dated August 26, 2020.

7.e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
--	--	--	--	---

Discussion: The proposed project does not involve installation of a septic system. Any future proposal would be evaluated separately regarding feasibility of a septic system at the site, should one be necessary.

Source: Project Plans, Project Location.

7.f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
---	--	--	---	--

Discussion: As discussed in Section 5.a, the results of the Archeological Study were negative. Mitigation Measures 7 and 8 shall ensure that if any resources are encountered that potential impacts will be reduced to less than significant levels.

Source: Project Plans, Project Location, La Honda Archeological Survey Report, prepared by Tremaine and Associates, dated June 2023.

8. CLIMATE CHANGE. Would the project:

	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
8.a. Generate greenhouse gas (GHG) emissions (including methane), either directly or indirectly, that may have a significant impact on the environment?		X		

Discussion: Greenhouse Gas Emissions (GHG) Include hydrocarbon (carbon monoxide; CO2) air emissions from vehicles and machines that are fueled by gasoline. Grading involves GHG emissions mainly from exhaust from vehicle trips (e.g., construction vehicles and personal cars of construction workers, and operation of grading equipment).

The project involves a significant amount of grading, 3,185 c.y. including 1,209 c.y. in Caltrans right-of-way. All dirt will be off hauled. The project will be required to comply with the California Green Building Standards Code (CALGreen) and County’s Energy Efficiency Climate Action Plan (EECAP). The applicant has filed an EECAP checklist (Attachment M).

The BAAQMD encourages lead agencies to incorporate Best Management Practices (BMPs) to reduce GHG emissions during construction, including, but are not limited to using alternate fueled (e.g., biodiesel, electric) construction vehicles/equipment of at least 15 % of the fleet; using local building materials of at least 10 %; and recycling or reusing at least 50 % of construction waste or demolition materials. These Best Management Practices have been included in Mitigation Measure 12 below in order to further reduce project related GHG emissions.

Compliance with and/or consideration of EECAP and BAAQMD measures is required in order to reduce project related GHG emissions.

Mitigation Measure 12: The applicant shall implement the following basic construction measures at all times:

- a. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxic Control Measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- b. All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified visible emissions evaluator.
- c. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. The person, or his/her designee, shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.

Source: Project Plans, San Mateo County Energy Efficiency Climate Action Plan (EECAP), Bay Area Air Quality Management District, California Environmental Quality Act, and Air Quality Guidelines, updated May 2011.					
8.b.	Conflict with an applicable plan (including a local climate action plan), policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
Discussion: The project does not conflict with the San Mateo County Energy Efficiency Climate Action Plan provided that the mitigation measures outlined in Section 8. a, above is implemented. Source: San Mateo County Energy Efficiency Climate Action Plan.					
8.c.	Result in the loss of forestland or conversion of forestland to non-forest use, such that it would release significant amounts of GHG emissions, or significantly reduce GHG sequestering?				X
Discussion: The project would not result in the loss of forestland or conversion of forestland to non-forest use, as the project site does not contain forestland. Source: Project Plans, County GIS Maps.					
8.d.	Expose new or existing structures and/or infrastructure (e.g., leach fields) to accelerated coastal cliff/bluff erosion due to rising sea levels?				X
Discussion: The site is not located in coastal zone so the proposed grading will not create any accelerated coastal cliff or bluff erosion. Source: Project Plans, County GIS Maps.					
8.e.	Expose people or structures to a significant risk of loss, injury or death involving sea level rise?				X
Discussion: The project site is not located in the coastal zone, hence, the proposed grading will not create situations or put the people at risk due to sea level rise. Source: Project Location, County GIS Maps.					
8.f.	Place structures within an anticipated 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
Discussion: The project site is not located in such an area and does not include the construction of any structure. The project site is located with a Flood Zone X (Areas with minimal risk outside the 1% and 0.2 % annual chance floodplains. No base flood elevations or base flood depths are shown					

within these zones.) Community Panel No. 06081C0385E and 06081C0384E, effective October 16, 2012.

Source: Federal Emergency Management Agency, Flood map Service Center.

8.g. Place within an anticipated 100-year flood hazard area structures that would impede or redirect flood flows?				X
---	--	--	--	---

Discussion: See discussion under 8.f., above.

Source: Federal Emergency Management Agency, Flood map Service Center.

9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
9.a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (e.g., pesticides, herbicides, other toxic substances, or radioactive material)?				X

Discussion: No transport and disposal of hazardous materials is associated with this project.

Source: Project Plans.

9.b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
---	--	--	--	---

Discussion: The project does not involve the use of hazardous materials which could create a significant hazard to the public or the environment. The project involves creating a new functional driveway while maintaining the rural nature of the site.

Source: Project Plans.

9.c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
---	--	--	--	---

Discussion: The project site is not within one-quarter mile of an existing or proposed school. The project does not involve elements which would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste.

Source: Project Location.					
9.d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
Discussion: The project site is not located on a list of hazardous materials sites.					
Source: Project Location, California Department of Toxic Substances Control.					
9.e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?				X
Discussion: The project site is not located within an airport land use plan area or within 2 miles of a public airport or public use airport.					
Source: Project Location.					
9.f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
Discussion: The project involves 3,185 c.y. of grading to create a new functional driveway with improved sight lines. The project was reviewed and preliminarily approved by the San Mateo County Fire Department. There will be trucks off-hauling approximately 3,822 c.y. of dirt off-site. The applicant has submitted a Traffic Control Plan, to be implemented during grading and construction. There is no other physical development proposed on the site and the project will not interfere with the adopted emergency response plan or emergency evacuation plan.					
Source: Project Location, San Mateo County Office of Emergency Services.					
9.g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	
Discussion: The subject parcel is located in the State Responsibility Area (SRA) mapped as high risk for wildland fires. The proposed project does not involve construction of any new structures which would expose people or structures to loss, injury, or death. Any future development project will need to go through a separate review by the San Mateo County Fire Department. The proposed driveway was reviewed by San Mateo County Fire Department and received conditional approval. Any future development will need an emergency access road with a minimum of 20 feet width and 15.5 feet high vertical clearance extending to 150 feet from the furthest portion of a building.					

Source: Project Location, San Mateo County Fire Department, California Fire Hazard Severity Zone Map.					
9.h.	Place housing within an existing 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
<p>Discussion: The project does not involve the construction of housing, and the project site is not located 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. The project site is located within a Flood Zone X (areas with minimal risk outside the 1% and 0.2% annual-chance floodplains. No base flood elevations or base flood depths are shown within these zones). Community Panels Numbers. 06081C0385E and 06081C0384E, effective October 16, 2012.</p> <p>Source: Project Location, Federal Emergency Management Agency (FEMA), Flood Map Service Center.</p>					
9.i.	Place within an existing 100-year flood hazard area structures that would impede or redirect flood flows?				X
<p>Discussion: See discussion in 9.h. above.</p> <p>Source: Project Location, Federal Emergency Management Agency (FEMA), Flood Map Service Center.</p>					
9.j.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
<p>Discussion: The project site is not located within a mapped flood area or within the vicinity of a levee or dam inundation area.</p> <p>Source: Project Location, Federal Emergency Management Agency (FEMA), Flood Map Service Center.</p>					
9.k.	Inundation by seiche, tsunami, or mudflow?				X
<p>Discussion: The project parcel is not located in a mapped tsunami inundation area nor is the project parcel located in an area subject to seiches or mudflow.</p> <p>Source: Project Location.</p>					

10. HYDROLOGY AND WATER QUALITY. Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
10.a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality (consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash))?		X		
<p>Discussion: The project involves grading in Caltrans right-of-way and on site to propose a new driveway. The project site would be required to comply with the County's Drainage Manual and requirements for erosion control measures to control project run-off.</p> <p>Source: Project Plans.</p>				
10.b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
<p>Discussion: The project does not involve any developments that will draw water from groundwater supplies or interfere with the groundwater recharge.</p> <p>Source: Project Plans.</p>				
10.c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
i. Result in substantial erosion or siltation on-or off-site;			X	

Discussion: The project involves installing a 10 feet wide driveway, which includes installing asphalt driveway apron in the Caltrans ROW, and an 8-inch gravel driveway on the site. The project will not substantially alter the drainage pattern on site or result in substantial erosion on or off-site. The project will be required to comply with County's Drainage Manual and Erosion and Sediment Control Plan requirements during construction.

Mitigation Measure 13: The project shall show compliance with the Drainage Manual and provide on-site drainage facilities during the building permit stage if the level of compaction of the gravel driveway does not exceeds 90 % or more.

Source: Project Location, Project Plans.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;		X		
---	--	---	--	--

Discussion: Regarding the potential impact of construction-related erosion and sedimentation to water quality, please see discussion in 7.b. above. Regarding post-construction and keeping of horses and donkeys on site, the applicant will be required to obtain a Confined Animal Permit from the County and follow all permit conditions. Horse keeping facilities are subject to the County's Confined Animal Regulations, including requirements for a Manure Management Plan, and would not result in the violation of any water quality standards or waste discharge requirements. Requirements pertaining to the Manure Management Plan are listed below:

Mitigation Measure 14: Prior to any horse/donkey keeping at the site, the Owner shall submit a Manure Management Plan, including a written description of the method for and the frequency of processing, storing, and disposing of or using manure product on site.

The written description shall include the types of equipment and storage facilities used during the manure management process, and comply with the following requirements:

- a. Manure storage piles shall not be visible and shall be screened to reduce visibility.
- b. Manure piles shall be located a minimum of 75 feet from any creek.
- c. Manure piles shall be covered during the rainy season from October 1 to April 30 of every year.
- d. Drainage facilities to handle manure pile run off shall be shown on a Drainage Plan, which shall include pile locations, topographic contours, and location of creek and 50 feet buffer zone. The Drainage Plan shall be subject to review by County Environmental Health Services, the Drainage Section, and the Project Planner.

The applicant has submitted sheet C-3, which shows silt fence along the right of way which will further reduce any surface run-off from the site. The project will not significantly increase the rate or amount of surface run off in a manner that would result in flooding on-or-off site.

Source: Project Location, Project Plans.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				X
--	--	--	--	---

<p>Discussion: The project does not involve construction of any permanent structures. The project will be required to comply with County's Drainage Manual and erosion control requirements. Hence, the project will not create any additional sources of polluted runoff.</p> <p>Source: Project Plans.</p>				
iv. Impede or redirect flood flows?				X
<p>Discussion: The subject parcel is located in Flood Zone X (Area of minimal flood hazard, usually depicted on FIRMs as above the 500-year flood level), per FEMA Panel No. 06081C0384E, effective October 16, 2012. The project will not impede or redirect flood flows.</p> <p>Source: FEMA Panel No. 06081C0384E, effective October 16, 2012, Project Location.</p>				
10.d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
<p>Discussion: The project parcel is not located in a flood hazard, tsunami, or seiche zone.</p> <p>Source: Project Location, San Mateo County General Plan Hazards Map.</p>				
10.e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X
<p>Discussion: The project will not obstruct implementation of a water quality control plan or ground water management plan.</p> <p>Source: Project Location.</p>				
10.f. Significantly degrade surface or ground-water water quality?			X	
<p>Discussion: The project is required to comply with County's Drainage Manual and erosion control requirements of the State Municipal Regional Permit which will prevent significant degradation of surface water quality after construction.</p> <p>Source: Project Plans.</p>				
10.g. Result in increased impervious surfaces and associated increased runoff?				X
<p>Discussion: The project will create impervious surface in the Caltrans right-of-way. It will not result in creation of any additional impervious surface on site. Per the applicant, the level of compaction will be less than 90 % for the driveway.</p> <p>Source: Project Plans.</p>				

11. LAND USE AND PLANNING. Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
11.a. Physically divide an established community?				X
<p>Discussion: The project involves grading for a new functional driveway and will not divide any established community.</p> <p>Source: Project Plans.</p>				
11.b. Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X
<p>Discussion: The project doesn't conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect.</p> <p>Source: Project Location, Project Plans, San Mateo County Zoning Regulations, and San Mateo County General Plan, Approved November 18, 1986.</p>				
11.c. Serve to encourage off-site development of presently undeveloped areas or increase development intensity of already developed areas (examples include the introduction of new or expanded public utilities, new industry, commercial facilities or recreation activities)?				X
<p>Discussion: The project includes building a new functional driveway. There is no other development proposed, and the driveway would serve the existing rural site that contains three water tanks, one well, a horse pasture, a storage shed and a fenced orchard. The project intends to improve the line of sight from the site. Hence, the project will not encourage any off-site development of presently undeveloped areas or introduce new or expanded public utilities, new industry, commercial facilities, or recreation activities.</p> <p>Source: Project Plans.</p>				

12. MINERAL RESOURCES. Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
12.a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?				X
<p>Discussion: The site is currently undeveloped and only contain three water tanks, one well, a horse pasture, a storage shed and a fenced orchard. This site is not listed in the Mineral Resources Map of the County of San Mateo, hence, the off haul of dirt from the site would not result in the loss of availability of known mineral resources that would be of great value to the region or State.</p> <p>Source: San Mateo County General Plan, Approved November 18, 1986.</p>				
12.b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
<p>Discussion: Please see discussion in 12 a. above.</p> <p>Source: San Mateo County General Plan, Approved November 18, 1986.</p>				

13. NOISE. Would the project result in:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
13.a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
<p>Discussion: The project involves after-the-fact Grading Permit for 200 c.y. of grading associated with a new driveway from La Honda Road associated with VIO2019-00206. Project requires a Grading Permit for an additional 3,185 c.y. of cut (including 1,209 c.y. of cut in the Caltrans right-of-way) to complete the new driveway, involving cutting of trees and grading on a vacant land. The project would create temporary noise impacts such as noise generated from truck loads and compaction of earth. However, such temporary noise is regulated by Section 4.88.360 (Exemptions) of the County Ordinance Code for Noise Control. Once grading work would be completed, the project is not expected to generate significant amounts of noise.</p> <p>Source: Project Plans, San Mateo County Noise Ordinance.</p>				

13.b. Generation of excessive ground-borne vibration or ground-borne noise levels?			X	
<p>Discussion: The project would generate short-term minor ground borne vibration from construction and grading activities; however, any such increase would be temporary and localized to the project site. No mitigation is necessary.</p> <p>Source: Project Plans.</p>				
13.c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure to people residing or working in the project area to excessive noise levels?				X
<p>Discussion: The project is not located within the vicinity of a private airstrip or an airport land use plan, or within 2 miles of a public airport, hence it would have no impact.</p> <p>Source: Project Location.</p>				
<p>14. POPULATION AND HOUSING. Would the project:</p>				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
14.a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
<p>Discussion: The project involves grading work to create a functional driveway. No new development is proposed at this time.</p> <p>Source: Project Location, Project Plans.</p>				
14.b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
<p>Discussion: See discussion in 14 (a) above.</p> <p>Source: Project Location, Project Plans.</p>				

15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Potentially Significant Impacts	Significant Unless Mitigated	Less Than Significant Impact	No Impact
15.a. Fire protection?				X
15.b. Police protection?				X
15.c. Schools?				X
15.d. Parks?				X
15.e. Other public facilities or utilities (e.g., hospitals, or electrical/natural gas supply systems)?				X
<p>Discussion: There are no anticipated impacts to public services as the project does not result in the construction of any new building and does not introduce new uses to the site.</p> <p>Source: Project Location, Project Plans.</p>				

16. RECREATION. Would the project:				
	Potentially Significant Impacts	Significant Unless Mitigated	Less Than Significant Impact	No Impact
16.a. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
<p>Discussion: The proposed project would not have any impact on the existing neighborhood or regional parks or other recreational facilities that would result in physical deterioration of any such facility because of the completion of this project.</p> <p>Source: Project Location, Project Plans.</p>				
16.b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion: The project does not include the recreational facilities or require the construction or expansion of recreational facilities.

Source: Project Plans.

17. TRANSPORTATION. Would the project:

	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
17.a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and parking?				X

Discussion: The project does not include residential development and thus does not conflict with circulation systems, transit, roadway, bicycle or pedestrian facilities or parking.

Source: Project Location, Project Plans.

17.b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) <i>Criteria for Analyzing Transportation Impacts</i> ? <i>Note to reader: Section 15064.3 refers to land use and transportation projects, qualitative analysis, and methodology.</i>				X
---	--	--	--	---

Discussion: The project does not involve any construction or change of use and therefore will not have an impact on vehicle miles travelled. Any potential future development will be subject to further County review at that time.

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. A project's effect on automobile delay does not constitute a significant environmental impact under CEQA. Per Section 15064.3, an analysis of vehicle miles traveled (VMT) attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel.

Per Section 15064.3(b)(3), a lead agency may analyze a project's VMT qualitatively based on the availability of transit, proximity to destinations, etc. Given that the project includes creating a new functional and safe driveway, traffic generated by the project would not have a substantial effect on the operation of local roadways and intersections, nor does the project include any modifications to the existing circulation system in the project vicinity that would result in a traffic safety hazard.

The site is currently undeveloped and will remain so until a new house application is submitted to the County. The project can be assumed to cause a less-than-significant transportation impact because it would generate or attract fewer than 110 trips per day per the Technical Advisory on Evaluating

<p>Transportation Impacts in CEQA document published by the Governor's Office of Planning and Research. Therefore, the project would result in a less-than-significant impact.</p> <p>Source: Project Location, CEQA Guidelines Section 15064.3, Subdivision (c) Applicability, Screening Thresholds for Land Use Projects Section of the Technical Advisory on Evaluating Transportation Impacts in California Environmental Quality Act.</p>				
17.c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
<p>Discussion: The proposed project involves creating a new functional and safe driveway. The site is served by an existing right-of-way, La Honda Road. The project will not require construction of new road infrastructure, nor does it propose to alter any existing roadway that would create a hazard due to sharp turns or dangerous intersections. The project was reviewed by Caltrans and the San Mateo County Fire Department and conditionally approved. No mitigation is necessary.</p> <p>Source: Project Plans, San Mateo County Fire Review Letter, Caltrans Review Letter.</p>				
17.d. Result in inadequate emergency access?				X
<p>Discussion: The project does not include residential development and will not affect emergency service access. See discussion in 17. a. to 17.c. above.</p> <p>Source: Project Plans.</p>				

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

Public Resources Code section 5020.1(k)				
<p>Discussion: See discussion under 5. a. 5.b. and 5.c.</p> <p>Source: La Honda Archeological Survey Report, prepared by Tremaine and Associates, dated June 2023.</p>				
<p>ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Subdivision (c) of Public Resources Code Section 5024.1. (In applying the criteria set forth in Subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)</p>				X
<p>Discussion: A request for consultation was sent to Amah Mutsun Tribal Band of Mission San Juan Bautista, Castanoan Rumsen Carmel Tribe, Indian Canyon Mutsun Band of Castanoan, Muwekwa Ohlone Indian Tribe of the SF Bay Area, The Ohlone Indian Tribe, Waksache Indian Tribe/ Eshom Valley Band and Tamien Nation as per the list provided by NAHC on August 18, 2022. Amah Mutsun Tribal Band provided comments on August 8, 2022, and required the following conditions: a) All crews and individuals who will be moving any earth be Cultural Sensitivity Trained, b) A qualified California Trained Archeologist Monitor be present during any earth movement, c) A qualified Native American Monitor be present during any earth movement. Staff followed up via an email on October 13, 2023 (Attachment L) and clarified that the results of the Archeological Study came out negative. Staff indicated that Mitigation Measures 6 and 7 were suggested by the Project Archeologist and would be included as mitigations for this project. Staff also sent a second follow up email to Irenne Zweirlein of Amah Mutsin Tribal Band on May 27, 2026, with the Archeological findings of this project, but no further communication was received as of writing of this report.</p> <p>Source: La Honda Archeological Survey Report, prepared by Tremaine and Associates, dated June 2023.</p>				

19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
	Potentially Significant Impacts	Significant Unless Mitigated	Less Than Significant Impact	No Impact
19.a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X

<p>Discussion: The proposed project involves creating a new driveway to provide safe ingress and egress from the site. The site is currently undeveloped. The project does not involve construction or expansion of water, wastewater or stormwater drainage, electric power, natural gas, or telecommunication facilities. All other future developments or expansions will be evaluated for their impacts. Therefore, the project possesses no impact.</p> <p>Source: Project Plans.</p>				
19.b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
<p>Discussion: The site currently contains a well which will be used for watering the plants and for any future animals. There is no need for any water supply expansion for the proposed project. Any potential future development will be subject to further County review and approval at that time.</p> <p>Source: Project Plans.</p>				
19.c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
<p>Discussion: See discussion in 19 (a) above.</p> <p>Source: Project Plans.</p>				
19.d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
<p>Discussion: See discussion in 19 (a) above.</p> <p>Source: Project Plans.</p>				
19.e. Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				X
<p>Discussion: See discussion in 19 (a) above.</p> <p>Source: Project Plans.</p>				

20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
20.a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
<p>Discussion: The project is located within Very High Fire Hazard, State Responsibility Area as identified by the County's GIS maps. No revisions to the adopted Emergency Operations Plan would be required as a result of the project. The nearest public service fire station is La Honda Fire Brigade located at 8945 La Honda Road, La Honda, which is approximately 2.4 miles from the site. Primary access to the fire stations and all major roads would be maintained during construction. As discussed in Section 9 (Hazards and Hazardous Materials), the proposed project would not impair or physically interfere with an adopted emergency response or evacuation plan. Therefore, impacts would be less-than-significant, and no mitigation is required.</p> <p>Source: Google Maps, Project Plans, County GIS Maps.</p>				
20.b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
<p>Discussion: Pursuant to the discussion in Section 20.a, the proposed project would not exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.</p> <p>Source: Google Maps, Project Plans, County GIS Maps.</p>				
20.c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
<p>Discussion: The project will not require a new road, fuel break, emergency water source, or other associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.</p> <p>Source: Google Maps, Project Plans, County GIS Maps.</p>				
20.d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Discussion: While downslope landslides associated with post-fire slope instability are a possibility, the proposed project does not exacerbate this situation, as no structures are proposed, and the site would remain undeveloped. The adjacent parcels are developed. The project involves creating a functional ingress and egress from the site and would not impact the overall slope of the site, thus not creating additional risks associated with landslides.

Source: Project location, County GIS Maps.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
21.a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
<p>Discussion: Project implementation, as proposed with all the recommended mitigation measures discussed on the previous sections, would reduce potential impacts to a less-than-significant level.</p> <p>Source: Subject Document.</p>				
21.b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X		
<p>Discussion: The creating of this new driveway would provide safe ingress and egress from the site. Any potential future developments would benefit from this safe driveway. However, as of writing of this report, the applicant has not filed an application for any development proposals for this site. The project would not likely result in a cumulatively considerable impact when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable</p>				

future projects. The project as proposed with all the recommended mitigation measures discussed in the previous sections would minimize potential impacts to a less-than-significant level.

Source: Subject Document.

21.c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		
--	--	---	--	--

Discussion: The project as proposed with all the recommended mitigation measures discussed in the previous sections would minimize potential impacts to a less-than-significant level.

Source: Subject Document.

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

AGENCY	YES	NO	TYPE OF APPROVAL
Bay Area Air Quality Management District		X	
Caltrans	X		Encroachment Permit
City		X	
California Coastal Commission		X	
County Airport Land Use Commission (ALUC)		X	
Other: <u>None</u>			
National Marine Fisheries Service		X	
Regional Water Quality Control Board		X	
San Francisco Bay Conservation and Development Commission (BCDC)		X	
Sewer/Water District:		X	
State Department of Fish and Wildlife		X	
State Department of Public Health		X	
State Water Resources Control Board		X	
U.S. Army Corps of Engineers (CE)		X	
U.S. Environmental Protection Agency (EPA)		X	
U.S. Fish and Wildlife Service		X	

<u>MITIGATION MEASURES</u>		
	<u>Yes</u>	<u>No</u>
Mitigation measures have been proposed in project application.	X	
Other mitigation measures are needed.	X	
<p>The following measures are included in the project plans or proposals pursuant to Section 15070(b)(1) of the State CEQA Guidelines:</p> <p><u>Mitigation Measure 1:</u> The owner shall restore the area of the existing driveway. Plans submitted for a building permit application for the new driveway shall include re-grading of the road to blend in with the surrounding grade contours and a planting plan to include groundcover from native and local seed mix, to be compatible with surrounding vegetation. Establishment of groundcover will be required for final approval of the building permit.</p> <p><u>Mitigation Measure 2:</u> All protected trees that are removed shall be replaced as like-for-like using a minimum of 15-gallon tree size. Replacement trees shall be shown on a tree planting plan submitted at the time of building permit application for the driveway. Replacement trees shall be planted in areas such that they do not block lines of sight from the property onto La Honda Road.</p> <p><u>Mitigation Measure 3:</u> The applicant shall submit a plan to the Planning and Building Department prior to the issuance of any grading “hard card” that, at a minimum, includes the “Basic Construction Mitigation Measures” as listed in Table 8-2 of the BAAQMD CEQA Guidelines (May 2017). These measures shall be implemented prior to beginning any ground disturbance and shall be maintained for the duration of the project activities:</p> <ol style="list-style-type: none"> a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d. All vehicle speeds on unpaved roads shall be limited to 15 mph. e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. f. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. g. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control. <p><u>Mitigation Measure 4:</u></p> <ol style="list-style-type: none"> a. To the extent feasible, noise-producing activities should be initiated during the non-nesting season from September 1 to January 31. b. If work cannot be initiated during this period, or if there is a break in activity lasting more than 14 days after February 1, then nesting bird surveys should be performed within 500 feet of proposed activities. c. If nests are found, a no-disturbance buffer should be placed around the nest until young have fledged or the nest is determined to be no longer active by the biologist. The size of the 		

buffer may be determined by the biologist based on species, status of the nest, and proximity to proposed activities.

Mitigation Measure 5: To avoid impacts to SFDW during road construction, the following measures are recommended:

- a. Pre-construction surveys for SFDW houses shall be performed no less than 30 days prior to construction. If stick houses are found and avoidance is not feasible, the houses shall be dismantled by hand under the supervision of a biologist. If young are encountered during the dismantling process, the material shall be placed back on the house, and a buffer of 25 feet shall be established for a minimum of 3 weeks to allow young time to mature and leave the nest. Nest material shall be moved to a suitable adjacent area for reuse.

Mitigation Measure 6: Tightly woven fiber netting or similar material shall be used for erosion control or other purposes to ensure amphibian and reptile species do not get trapped. Plastic monofilament netting (erosion control matting) or similar material shall not be used.

Mitigation Measure 7: Unanticipated Discovery of Cultural Resources. If previously unidentified cultural resources are encountered during project implementation, avoid altering the materials and their stratigraphic context. A qualified professional archaeologist should be contacted to evaluate the situation. Project personnel should not collect cultural resources. Prehistoric resources include, but are not limited to, chert or obsidian flakes, projectile points, mortars, pestles, and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic resources include stone or abode foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

Mitigation Measure 8: Encountering Native American Remains. Although unlikely, if human remains are encountered, all work must stop in the immediate vicinity of the discovered remains and the County Coroner and a qualified archaeologist must be notified immediately so that an evaluation can be performed. If the remains are deemed to be Native American and prehistoric, the Native American Heritage Commission must be contacted by the Coroner so that a "Most Likely Descendant" can be designated and further recommendations regarding treatment of the remains is provided.

Mitigation Measure 9: At the time of building permit application, the applicant shall submit for review and approval, erosion and drainage control plans that show how the transport and discharge of soil and pollutants from and within the project site will be minimized. The plans shall be designed to minimize potential sources of sediment, control the amount of runoff and its ability to carry sediment by diverting incoming flows and impeding internally generated flows, and retain sediment that is picked up on the project site through the use of sediment-capturing devices. The plans shall include measures that limit the application, generation, and migration of toxic substances, ensure the proper storage and disposal of toxic materials, and apply nutrients at rates necessary to establish and maintain vegetation without causing significant nutrient runoff. Said plan shall adhere to the San Mateo Countywide Stormwater Pollution Prevention Program "General Construction and Site Supervision Guidelines," including:

- a. Sequence construction to install sediment-capturing devices first, followed by runoff control measures and runoff conveyances. No construction activities shall begin until after all proposed measures are in place.
- b. Minimize the area of bare soil exposed at one time (phased grading).
- c. Clear only areas essential for construction.

- d. Within five days of clearing or inactivity in construction, stabilize bare soils through either non-vegetative Best Management Practices (BMPs), such as mulching, or vegetative erosion control methods, such as seeding. Vegetative erosion control shall be established within two weeks of seeding/planting.
- e. Construction entrances shall be stabilized immediately after grading and frequently maintained to prevent erosion and to control dust.
- f. Control wind-born dust through the installation of wind barriers such as hay bales and/or sprinkling.
- g. Soil and/or other construction-related material stockpiled on-site shall be placed a minimum of 200 feet, or to the extent feasible, from all wetlands and drain courses. Stockpiled soils shall be covered with tarps at all times of the year.
- h. Intercept runoff above disturbed slopes and convey it to a permanent channel or storm drains by using earth dikes, perimeter dikes or swales, or diversions. Use check dams where appropriate.
- i. Provide protection for runoff conveyance outlets by reducing flow velocity and dissipating flow energy.
- j. Use silt fence and/or vegetated filter strips to trap sediment contained in sheet flow. The maximum drainage area to the fence should be 0.5 acres or less per 100 feet of fence. Silt fences shall be inspected regularly, and sediment removed when it reaches 1/3 of fence height. Vegetated filter strips should have relatively flat slopes and be vegetated with erosion resistant species.
- k. Throughout the construction period, the applicant shall conduct regular inspections of the condition and operational status of all structural BMPs required by the approved erosion control plan. Environmentally sensitive areas shall be delineated and protected to prevent construction impacts.
- l. Control fuels and other hazardous materials, spills, and litter during construction.
- m. Preserve existing vegetation whenever feasible.

Mitigation Measure 10: No grading shall be allowed during the wet weather season (October 1 through April 30) to avoid increased potential soil erosion, unless the applicant applies for an Exception to the Winter Grading Moratorium and the Community Development Director grants the exception. Exceptions will only be granted if dry weather is forecasted during scheduled grading operations, and the erosion control plan includes adequate winterization measures (amongst other determining factors).

Mitigation Measure 11: An Erosion Control and Tree Protection Pre-Site Inspection shall be conducted prior to the issuance of a grading permit "hard card" and/or building permit to ensure that the approved erosion control and tree protection measures are installed adequately prior to the start of ground disturbing activities.

Mitigation Measure 12: The applicant shall implement the following basic construction measures at all times:

- a. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxic Control Measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- b. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
- c. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. The person, or his/her designee, shall respond and

take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Mitigation Measure 13: The project shall show compliance with the Drainage Manual and provide on-site drainage facilities during the building permit stage if the level of compaction of the gravel driveway does not exceeds 90 percent or more.

Mitigation Measure 14: Prior to the issuance of a building permit for any horse/donkey keeping facilities, the Owner shall submit a Manure Management Plan, including a written description of the method for and the frequency of processing, storing, and disposing of or using manure product on site.

The written description shall include the types of equipment and storage facilities used during the manure management process, and comply with the following requirements:

- a. Manure storage piles shall not be visible and shall be screened to reduce visibility.
- b. Manure piles shall be located a minimum of 75 feet from any creek.
- c. Manure piles shall be covered during the rainy season from October 1 to April 30 of every year.
- d. Drainage facilities to handle manure pile run off shall be shown on a Drainage Plan, which shall include pile locations, topographic contours, and location of creek and 50 feet buffer zone. The Drainage Plan shall be subject to review by County Environmental Health Services, the Drainage Section, and the Project Planner.

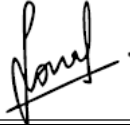
DETERMINATION (to be completed by the Lead Agency).

On the basis of this initial evaluation:

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

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

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



(Signature)

June 9, 2026

Sonal Aggarwal, Planner III

Date

Project Planner

ATTACHMENTS:

- A. Vicinity Map
- B. Project Plans
- C. La Honda Archeological Survey Report prepared by Tremaine and Associates, Inc, June, 2023.
- D. Geotechnical Investigation Report prepared by Sigma Prime Geosciences, Inc., August 26, 2000
- E. Biological Resources Report and Updated Letter by Sol Ecology, December 10, 2020 and July 25, 2025.
- F. Letter from Native American Heritage Commission (NAHC), August 8, 2022
- G. List of Native American Tribes Contacted
- H. Response from Amah Mutsun Tribal Band
- I. Staff's Repose and follow-up email to Amah Mutsun Tribal Band, dated October 13, 2023 and May 27, 2026
- J. Caltrans Review Letter
- K. Fire Review Letter