



Source: Jeff Katz Architecture, 2015

# Fire Station 41 (El Granada) Project

for the Coastside Fire  
Protection District

Coastside Fire Protection District  
Board of Directors – New Fire Station 41 Adoption Of Final EIR  
April 26, 2017

# Agenda

- Project Overview
  - CEQA Guidelines
  - Proposed Project Site Location & Characteristics
  - Proposed Project Components
  - Proposed Project Site Plan
  - Required Review, Approvals, and/or Permits
- Environmental Review
  - California Environmental Quality Act (CEQA) Overview
  - CEQA Process
  - Summary of Findings
- CEQA Impact and Mitigation Findings
- Alternatives Findings
- Mitigation Monitoring and Reporting Program

# Agenda

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VIEW FROM OBISPO ROAD



# COASTSIDE FIRE STATION #41

JULY 16, 2015

**JKA**  
j e f f k a t z  
ARCHITECTURE





VIEW FROM OBISPO ROAD



# COASTSIDE FIRE STATION #41

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# Project Overview

## Proposed Project Site Location & Characteristics

Existing Fire  
Station 41

Commercial  
Uses

Proposed Fire Station 41  
(2.7-acre vacant parcel)

Residential  
Uses

Wilkinson  
School

El Granada  
Elementary  
School



# Project Overview

## Proposed Project Site Location & Characteristics (cont.)

- Parcel A
  - General Plan Land Use Designation: Neighborhood Commercial Urban
  - Zoning Designation: Neighborhood Business District/5,000 sq. ft. lot min/Design Review District/Coastal Development District (C-1/S-3/DR/CD)
- Parcel B
  - General Plan Land Use Designation: Open Space with Park Overlay
  - Zoning Designation: El Granada Gateway District/Design Review District/Coastal Development District (EG/DR/CD)





# Project Overview

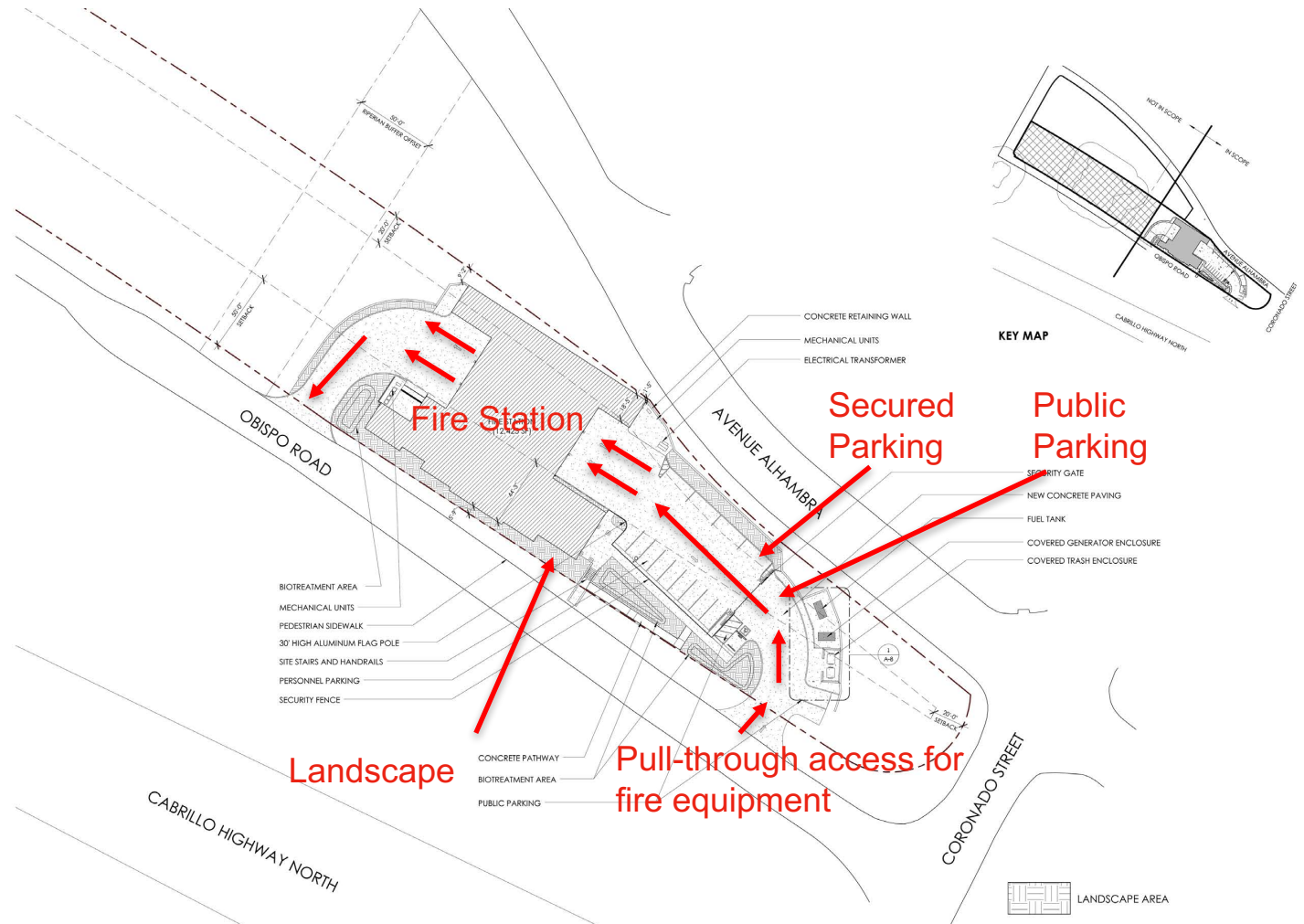
## Proposed Project Components

- 12,425 square-foot fire station
- 3 pull-through bays
- 30 foot maximum height (center bay only)
- On-site staff quarters
- Existing operations would remain the same
- On-site secured parking with 6-foot perimeter fence/automated gate
- On-site public parking spaces
- 16,400 square-feet of drought-tolerant, native Landscaping along Obispo Road
- 21,080 square-feet of impervious surface area (i.e. curbs, sidewalks, surface parking, other paved areas)
- Minor subdivision to split Parcel A and Parcel B

# Project Overview

## Proposed Site Plan

Existing Fire Station  
(approx. 600 feet  
away)



# Project Overview

## Required Review, Approvals, and/or Permits

- San Mateo County Planning Department
  - Coastal Development Permit
  - Design Review
  - Use Permit (to allow fire station within EG District)
  - Variance (from height, setbacks, and lot coverage restrictions)
  - Grading Permit
  - Minor Subdivision
- San Mateo County Building Department
  - Building Permit
- Granada Community Services District
  - Sewer Connection Permit



# Environmental Review

## CEQA Overview

- California Environmental Quality Act (CEQA)
  - CEQA is the State's primary environmental protection law
  - CEQA requires that public agencies disclose the potential environmental impacts of projects that have a physical effect on the environment.
- An Initial Study (IS) is a type of an environmental report that a Lead Agency uses to determine if a project may have a significant effect on the environment.
- Based on the findings of the IS, the Lead Agency shall prepare:
  - Negative Declaration (ND)
  - Mitigated Negative Declaration (MND)
  - Environmental Impact Report (EIR)
- CEQA does not dictate project approval or denial

# Environmental Review:

## CEQA Process

- Spring/Summer 2015: Consultant prepares IS
- Summer 2015: Notice of Preparation (NOP) and IS released for public review to solicit input on environmental issues to be considered in the EIR
- Summer/Fall 2015: Consultant begins preparation of EIR
- Summer/Fall 2015: Received letter from California Coastal Commission (CCC) regarding potential for tsunami hazards at the project site
- Fall 2015: Moffatt & Nichol prepares Tsunami Hazards Study
- Winter/Spring/Summer 2016: Consultant prepares EIR
- Fall 2016: Draft EIR released for public review
- Fall 2016/Winter 2017: Draft EIR Public Review Period (December 2, 2016 – January 19, 2017)
- Winter 2017: Preparation of Final EIR
- Spring 2017: Project Approval and EIR certification

# Environmental Review

## IS Summary of Findings – Issues “Scoped Out” of the EIR

- No Impact:
  - Agriculture & Forestry Resources
  - Mineral Resources
  - Population & Housing
  - Public Services
  - Recreation
- Less than Significant Impact:
  - Cultural Resources
  - Geology & Soils
  - Greenhouse Gas Emissions
  - Hazards & Hazardous Materials
  - Land Use and Planning
  - Utilities & Service Systems



# Environmental Review

## Issues Addressed in the EIR

- Aesthetics
- Air Quality
- Biological Resources
- Hydrology & Water Quality
- Noise
- Transportation & Circulation

# Environmental Review

## EIR Impact Conclusions

- Less-than-Significant Impacts
  - Aesthetics
  - Hydrology & Water Quality
  - Noise
  - Transportation & Circulation
- Less-than-Significant Impacts with Mitigation Measures
  - Air Quality
  - Biological Resources
- Significant and Unavoidable Impacts
  - None

# Environmental Review

## EIR Impact Conclusions

### Less-than-Significant Impacts with Mitigation Measures

#### Air Quality

- **Impact AIR-1:** During construction of the project, construction activities would generate fugitive dust during ground-disturbing activities and would generate substantial construction-related exhaust emissions from on-site construction equipment and on-road vehicle trips that exceeds the BAAQMD significance thresholds identified in Table 4.2-5.

**Mitigation Measure AIR-1.** The Applicant shall require their construction contractor to comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub>:



# Environmental Review

## EIR Impact Conclusions

### Mitigation Measure AIR-1 (cont.)

- Water all active construction areas at least twice daily or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).



# Environmental Review

## EIR Impact Conclusions

### Mitigation Measure AIR-1 (cont.)

- Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads (e.g., Obispo Road, Avenue Alhambra, and Coronado Road), parking areas, and staging areas at the construction site to control dust.
- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.
- Hydro-seed (using native species, whenever possible) or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (e.g., dirt, sand).

# Environmental Review

## EIR Impact Conclusions

### Mitigation Measure AIR-1 (cont.)

- Limit vehicle traffic speeds on unpaved roads to 15 mph.
- Replant vegetation in disturbed areas as quickly as possible.
- Install fiber rolls, silt fencing or other erosion control measures to prevent silt runoff onto public roadways.

The County of San Mateo Planning and Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections.

- **Impact AIR-2:** Construction of the proposed project would cumulatively contribute to the non-attainment designations of the SFBAAB.

**Mitigation Measure AIR-2:** Implementation of Mitigation Measures AIR-1 and AIR-3 would reduce cumulative air quality impacts.

# Environmental Review

## EIR Impact Conclusions

- **Impact AIR-3:** Construction activities of the project could expose sensitive receptors to substantial concentrations of TAC and PM<sub>2.5</sub>.

**Mitigation Measure AIR-3.** During construction, the construction contractor(s) shall use construction equipment fitted with Level 3 Diesel Particulate Filters (DPF) and engines that meet the USEPA Certified Tier 3 emissions standards for all equipment of 25 horsepower or more.

The construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the County of San Mateo Building Division official or his/her designee. The construction equipment list shall state the makes, models, and number of construction equipment on-site.

# Environmental Review

## EIR Impact Conclusions

### Mitigation Measure AIR-3 (cont.)

Equipment shall be properly serviced and maintained in accordance with manufacturer recommendations. The construction contractor shall ensure that all non-essential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board Rule 2449. Prior to issuance of any construction permit, the construction contractor shall ensure that all construction plans submitted to the County of San Mateo Planning Division and/or Building Division clearly show the requirement for Level 3 DPF and USEPA Tier 3 or higher emissions standards for construction equipment over 25 horsepower.

# Environmental Review

## EIR Impact Conclusions

- **Impact AIR-4:** Implementation of the project would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin.

**Mitigation Measure AIR-4.** Implementation of Mitigation Measures AIR-1 and AIR-3 would reduce cumulative air quality impacts.



# Environmental Review

## EIR Impact Conclusions

### Biological Resources

- **Impact BIO-1a:** Proposed development could potentially result in an inadvertent take of individual CLRF or SFGS in the remote instance that individuals were to disperse onto the site in the future, in which case this could result in a potential violation of the Endangered Species Acts if adequate controls and preconstruction surveys are not implemented.

**Mitigation Measure BIO-1a.** Ensure Avoidance of California Red-legged Frog and San Francisco Garter Snake. The following measures shall be implemented as recommended in the 2015 Preliminary Environmentally Sensitive Habitat Area Assessment of the site to ensure avoidance of individual California red-legged frog (CRLF) or San Francisco garter snake (SFGS) in the remote instance individuals

# Environmental Review

## EIR Impact Conclusions

### Mitigation Measure BIO-1a (cont.)

were to disperse onto the site in the future in advance of or during construction:

- *Wildlife exclusion fence:* Wildlife exclusion fencing shall be installed prior to the start of construction and maintained until construction of the proposed project is complete. Such fencing shall, at a minimum, run along the proposed project boundaries with riparian habitat and for a distance of at least 100 feet perpendicular to riparian habitat. Silt fence material may be used to also provide erosion control, however, per CRLF and SFGS fence standards, it must be at least 42 inches in height (at least 36 inches above ground and buried at least 6 inches below the

# Environmental Review

## EIR Impact Conclusions

### Mitigation Measure BIO-1a (cont.)

ground) and stakes must be place on the inside of the project (side on which work will take place).

- *Pre-construction survey:* Pre-construction surveys for CRLF and SFGS shall be conducted prior to initiation of project activities including fence installation) and within 48 hours of the start of ground disturbance activities following completion of exclusion fence installation. Surveys are to be conducted by approved qualified biologists with experience surveying for each species. If project activities are stopped for greater than 7 days, a follow-up pre-construction survey may be required within 48 hours prior to reinitiating project activities.

# Environmental Review

## EIR Impact Conclusions

### Mitigation Measure BIO-1a (cont.)

- *Earth Disturbing Activities only during dry weather:* No earth disturbing activities shall take place during rain events when there is potential for accumulation greater than 0.25-inch in a 24-hour period. In addition, no earth disturbing activities shall occur for 48 hours following rain events in which 0.25 inch of rain accumulation within 24 hours.
- *Biological monitoring:* An approved biologist shall be required to inspect and approve installation of the exclusion fence.
- *Erosion Control Materials:* Tightly woven fiber netting or similar material shall be used for erosion control or other purposes to ensure amphibians and reptile species do not get trapped. Plastic

# Environmental Review

## EIR Impact Conclusions

### Mitigation Measure BIO-1a (cont.)

Plastic mono-filament netting (erosion control matting), rolled erosion control products, or similar material shall not be used.

- **Impact BIO-1b:** Proposed development could potentially result in inadvertent loss of bird nests in active use, which would conflict with the federal Migratory Bird Treaty Act and California Fish and Game Code if adequate controls and preconstruction surveys are not implemented.

**Mitigation Measure BIO-1b. :** Ensure Avoidance of Bird Nests in Active Use. Tree removal, landscape grubbing, and building demolition shall be performed in compliance with the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code to avoid loss of nests in active use. This shall be accomplished

# Environmental Review

## EIR Impact Conclusions

### Mitigation Measure BIO-1b (cont.)

by scheduling building demolition, tree removal and landscape grubbing outside of the bird nesting season (which occurs from February 1 to August 31) to avoid possible impacts on nesting birds if new nests are established in the future. Alternatively, if building demolition, tree removal and landscape grubbing cannot be scheduled during the non-nesting season (September 1 to January 31), a pre-construction nesting survey shall be conducted. The pre-construction nesting survey shall include the following:

- A qualified biologist (Biologist) shall conduct a pre-construction nesting bird (both passerine and raptor) survey within seven calendar days prior to tree removal, landscape grubbing, and/or building demolition.



# Environmental Review

## EIR Impact Conclusions

### Mitigation Measure BIO-1b (cont.)

- If no nesting birds or active nests are observed, no further action is required and tree removal, landscape grubbing, and building demolition shall occur within seven calendar days of the survey.
- Another nest survey shall be conducted if more than seven calendar days elapse between the initial nest search and the beginning of tree removal, landscape grubbing, and building demolition.
- If any active nests are encountered, the Biologist shall determine an appropriate disturbance-free buffer zone to be established around the nest location(s) until the young have fledged. Buffer zones vary depending on the species (i.e., typically 75 to 100 feet

# Environmental Review

## EIR Impact Conclusions

### Mitigation Measure BIO-1b (cont.)

for passerines and 300 feet for raptors) and other factors such as ongoing disturbance in the vicinity of the nest location. If necessary, the dimensions of the buffer zone shall be determined in consultation with the California Department of Fish and Wildlife.

- Orange construction fencing, flagging, or other marking system shall be installed to delineate the buffer zone around the nest location(s) within which no construction-related equipment or operations shall be permitted. Continued use of existing facilities such as surface parking and site maintenance may continue within this buffer zone.

# Environmental Review

## EIR Impact Conclusions

### Mitigation Measure BIO-1b (cont.)

- No restrictions on grading or construction activities outside the prescribed buffer zone are required once the zone has been identified and delineated in the field and workers have been properly trained to avoid the buffer zone area.
- Construction activities shall be restricted from the buffer zone until the Biologist has determined that young birds have fledged and the buffer zone is no longer needed.
- A survey report of findings verifying that any young have fledged shall be submitted by the Biologist for review and approval by the County of San Mateo prior to initiation of any tree removal, landscape grubbing, building demolition, and other construction

# Environmental Review

## EIR Impact Conclusions

### Mitigation Measure BIO-1b (cont.)

activities within the buffer zone. Following written approval by the County, tree removal, and construction within the nest-buffer zone may proceed.

# Environmental Review

## EIR Alternatives Analysis

- **No Project Alternative:** Consistent with Section 15126.6(e)(2) of the CEQA Guidelines, under the No Project Alternative, the proposed project site would remain in its existing condition.
- **Relocated Site Alternative:** Under the Relocated Site Alternative, the project components would remain the same however, the project would be constructed at a site located at the corner of Capistrano Road and Highway 1 on the west side of Highway 1 adjacent to Harbor Village.

# Environmental Review

## EIR Alternatives Analysis

- **Modified Site Plan Alternative:** The overall components of this alternative would be similar as the proposed project, except for the following:
  - The site would be elevated to at-grade with Avenue Alhambra;
  - a 22-foot retaining wall would be constructed along Obispo Road and backfilled;
  - Access to and from the project site would be relocated from Obispo Road to Avenue Alhambra.

# Environmental Review

## Draft EIR Public Review Period

- CEQA requires a minimum 45-day public review period (December 2, 2016 – January 19, 2017) to allow time for community input.
- Opportunity for community input also provide at the Board Hearing on January 18, 2017.
- The Final EIR provides written responses to all comments submitted during the 45-day review period of the Draft EIR, as well as to comments received at the January 18 hearing.



# Environmental Review

## Final EIR - Contents

The Final EIR contains the following chapters:

- Chapter 1: Introduction
- Chapter 2: Executive Summary
- Chapter 3: Revisions to the Draft EIR
- Chapter 4: List of Commenters
- Chapter 5: Comments and Responses

# Environmental Review

## Final EIR – Public Comments

Comments received during the Draft EIR Public Review Period (December 2, 2016 – January 19, 2017), include comments from the following:

- California Coastal Commission
- California Department of Transportation (Caltrans)
- County of San Mateo
- Granada Community Services District
- Members of the public

# Environmental Review

## Final EIR – Key Issues

Key issues raised in the comments related to potential environmental impacts include, but are not limited to:

- Visual impacts
- Operational impacts related to air quality and noise
- Traffic impacts
- Utilities and permitting
- Flooding from tsunami and sea level rise

# Environmental Review

## Final EIR – Conclusions

- The District carefully reviewed each comment, and provided discussion and additional analysis, where appropriate.
- The District provided good faith, reasoned analysis, and additional research and consultation with subject matter experts in order to resolve, clarify, and address any of the environmentally related concerns raised in the comments.
- None of the comments, response, or the changes to the Draft EIR involved a new significant environmental impact, a substantial increase in the severity of an environmental impact, or a feasible mitigation measure or alternative considerably different from that presented in the Draft EIR.



# CEQA Impact and Mitigation Findings

Any project approval by the Board is required to adopt findings related to the impacts and mitigation measures pursuant to CEQA Guidelines Section 15091.

Findings provide a summary description of each impact, describe the applicable mitigation measures identified in the EIR, explain how the mitigation will reduce or avoid the related impact, and state the significance of each impact after imposition of the mitigation measures.

# Alternatives Findings

CEQA provides that decision-makers should not approve a project as proposed if there are feasible alternatives or feasible mitigation measures that would substantially lessen the significant impacts of the project (CEQA Section 21002).

The EIR identified feasible mitigation measures that would reduce all of the potentially significant impacts to less than significant levels, as set forth in the impact and mitigation findings.

# Mitigation Monitoring and Reporting Program

In order to ensure that mitigation measures identified in the EIR are implemented, the City is required to adopt a program for monitoring or reporting of such mitigation measures pursuant to the provisions of CEQA Guidelines Section 15097.

# Mitigation Monitoring and Reporting Program

The Mitigation Monitoring and Reporting Program includes the following:

- A list of mitigation measures
- The party responsible for implementation of each mitigation measure and the action(s) required for implementation
- The timing for implementation of each mitigation measure
- The agency responsible for monitoring and enforcement of each mitigation measure and the action(s) required for such monitoring/ enforcement



# CEQA Guidelines

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Section 15151 of the State CEQA Guidelines includes the following standard for judging the adequacy of the EIR:

*“An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreements among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort.”*







Northwest View from Highway 1 - Before





Northwest View from Highway 1 - After





West View from Avenue Alhambra - Before





West View from Avenue Alhambra - After





Southeast View from Avenue Alhambra - Before





Southeast View from Avenue Alhambra - After