



Fire Station 41 (El Granada) Replacement Project Final EIR
for the Coastside Fire Protection District

April 2017
Final EIR

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Fire Station 41 (El Granada) Replacement Project Final EIR

for the Coastside Fire Protection District

State Clearinghouse #2015062089

In Association With:

Environmental Collaborative

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1. Introduction

1.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

This document has been prepared to document responses to comments received on the Draft Environmental Impact Report (Draft EIR) for the proposed Fire Station 41 (El Granada) Replacement Project (State Clearinghouse # 2015062089), herein referred to as “proposed project.” The Draft EIR identified significant impacts associated with the proposed project, and examined alternatives and recommended mitigation measures that could avoid or reduce potential impacts. This document includes: a short description of the environmental review process, the comments received on the Draft EIR and responses to those comments, and text revisions to the Draft EIR in response to the comments received or to clarify material in the Draft EIR.

This document, together with the Draft EIR, will constitute the Final EIR for the proposed Fire Station 41 (El Granada) Replacement Project.

1.2 ENVIRONMENTAL REVIEW PROCESS

According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project, and to provide the general public with an opportunity to comment on the Draft EIR. A Notice of Preparation (NOP) that briefly described the proposed project and the environmental topics that would be evaluated in the Draft EIR was published and submitted to the State Clearinghouse on June 30, 2015 and circulated to responsible agencies, organizations, interested individuals, and property owners within a 500 ft. radius of the project site for a required 30-day review period.

One public scoping session for the project was held on July 16, 2015 in conjunction with a San Mateo County Planning Commission meeting. Comments received on the NOP were taken into account during preparation of the EIR. NOP comments were received from 1 public agency and 9 individuals during the public comment period. Additionally, a comment letter was received by the Granada Community Services District on October 21, 2016 which is included as Appendix H to this document.

The Draft EIR was published on December 2, 2016 and distributed to local, regional, and State agencies. Copies of the Notice of Availability (NOA) were mailed to all individuals and organizations previously requesting to be notified of the DRAFT EIR, in addition to those agencies and individuals who received a copy of the NOP. Copies of the Draft EIR were made available for review to interested parties at:

- Coastside Fire Protection District at 1191 Main Street
- The Coastside Fire Protection District website at <http://www.coastsidefire.org/home/>

INTRODUCTION

The 45-day public comment period began on December 2, 2016 and ended on January 19, 2017. A public hearing was held for the Draft EIR during the comment period on January 17, 2017. Five members of the public provided comments on the EIR during this hearing. These comments and copies of all written comments received on the Draft EIR are contained in this document in Appendix H to this document. Responses to these comments are set forth in Chapter 5, Comments and Responses, of this Final EIR.

1.3 REPORT ORGANIZATION

This document is organized into the following chapters:

- **Chapter 1: Introduction.** This chapter discusses the use and organization of this Final EIR.
- **Chapter 2: Executive Summary.** This chapter is a summary of the findings of the Draft and the Final EIR. It has been reprinted from the Draft EIR.
- **Chapter 3: Revisions to the Draft EIR.** Additional corrections to the text and graphics of the Draft EIR are contained in this chapter. Double-underline text represents language that has been added to the EIR; text with ~~striethrough~~ has been deleted from the EIR.
- **Chapter 4: List of Commenters.** Names of agencies and individuals who commented on the Draft EIR are included in this chapter.
- **Chapter 5: Comments and Responses.** This chapter lists the comments received from agencies and the public on the Draft EIR, and provides responses to those comments.

2. Executive Summary

This chapter presents a summary of the findings of the Draft and Final EIRs. This chapter has been reprinted from the Draft EIR with necessary changes made in this Final EIR in double-underline and ~~strikethrough~~.

This chapter presents an overview of the proposed Fire Station 41 (El Granada) Replacement Project, herein referred to as “proposed project.” This executive summary also provides a summary of the alternatives to the proposed project, identifies issues to be resolved, areas of controversy, and conclusions of the analysis contained in Chapters 4.1 through 4.6 of the ~~this~~ Draft Environmental Impact Report (Draft EIR). For a complete description of the proposed project, see Chapter 3, Project Description, of this Draft EIR. For a discussion of alternatives to the proposed project, see Chapter 5, Alternatives to the Proposed Project, of the ~~this~~ Draft EIR.

The ~~This~~ Draft EIR addresses the environmental effects associated with the implementation of the proposed project. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report is a public document designed to provide the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making.

The ~~This~~ Draft EIR has been prepared pursuant to the requirements of CEQA (California Public Resources Code, Division 13, Section 21000, et seq.) and the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.) to determine if approval of the identified discretionary actions and related subsequent development could have a significant impact on the environment. The Coastside Fire Protection District (CFPD), as the Lead Agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable CFPD technical personnel and review of all technical subconsultant reports. Information for the ~~this~~ Draft EIR was obtained from on-site field observations; discussions with affected agencies; analysis of adopted plans and policies; review of available studies, reports, data, and similar literature in the public domain; and specialized environmental assessments (e.g., air quality, greenhouse gas emissions, noise, geotechnical and transportation and circulation).

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2.1 ENVIRONMENTAL PROCEDURES

The ~~This~~ Draft EIR has been prepared to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. The main purposes of this document as established by CEQA are:

- To disclose to decision-makers and the public the significant environmental effects of proposed activities.
- To identify ways to avoid or reduce environmental damage.
- To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- To disclose to the public reasons for agency approval of projects with significant environmental effects.
- To foster interagency coordination in the review of projects.
- To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in the statutes and in the CEQA Guidelines. It provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts. An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and must adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

2.1.1 REPORT ORGANIZATION

The ~~This~~ Draft EIR is organized into the following chapters:

- **Chapter 1: Introduction.** Describes the purpose of the ~~this~~ Draft EIR, background on the proposed project, the Notice of Preparation (NOP), the use of incorporation by reference, and Final EIR certification.
- **Chapter 2: Executive Summary.** Summarizes the background and description of the proposed project, the format of the ~~this~~ Draft EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the proposed project.

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- **Chapter 3: Project Description.** A detailed description of the proposed project location and the environmental setting on and surrounding the project site, the proposed project, the objectives of the proposed project, approvals anticipated being included as a part of proposed project, the necessary environmental clearance for the proposed project, and the intended uses of this EIR.
- **Chapter 4: Environmental Analysis.** Organized into six sub-chapters corresponding to the environmental resource categories identified in Appendix G, Environmental Checklist, and Appendix F, Energy Conservation, of the CEQA Guidelines, this chapter provides a description of the physical environmental conditions in the vicinity of the proposed project as they existed at the time the Notice of Preparation (NOP) was published, from both a local and regional perspective, as well as an analysis of the potential environmental impacts of the proposed project, and recommended mitigation measures, if required, to reduce their significance. The environmental setting included in each sub-chapter provides baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project. Each sub-chapter also includes a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the proposed project; and the potential cumulative impacts associated with the proposed project.
- **Chapter 5: Alternatives to the Proposed Project.** Considers three alternatives to the proposed project, including the CEQA-required “No Project” alternative.
- **Chapter 6: CEQA-Mandated Sections.** Discusses growth inducement, cumulative impacts, unavoidable significant effects, and significant irreversible changes as a result of the proposed project. Additionally, this chapter identifies environmental issues with no impacts pursuant to CEQA Guidelines Section 15128.
- **Chapter 7: Organizations and Persons Consulted.** Lists the people and organizations that were contacted during the preparation of this EIR for the proposed project.
- **Appendices:** The appendices for this document (presented in PDF format on a CD attached to the back cover) contain the following supporting documents:
 - Appendix A: Initial Study
 - Appendix B: Notice of Preparation and Scoping Comments
 - Appendix C: Air Quality and Greenhouse Gas Data
 - Appendix D: Health Risk Assessment
 - Appendix E: Tsunami Zone Study, Standard Operating Procedures, and California Coastal Commission Letter
 - Appendix F: Noise Monitoring Data
 - Appendix G: Geotechnical Data

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2.1.2 TYPE AND PURPOSE OF THE THIS DRAFT EIR

According to Section 15121(a) of the CEQA Guidelines, the purpose of an EIR is to:

Inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

As described in the CEQA Guidelines, different types of EIRs are used for varying situations and intended uses. Given the short-term nature of the construction phase of the proposed project and the permitting and development actions that are related both geographically and as logical parts in the chain of contemplated actions for implementation, ~~the this~~ Draft EIR has been prepared as a project EIR, pursuant to Section 15161 of the CEQA Guidelines. As a project EIR, the environmental analysis will focus primarily on the changes in the environment that would result from the development of the Fire Station 41 (El Granada) Replacement Project. This project EIR will examine the specific short-term impacts (construction) and long-term impacts (operation) that would occur as a result of the proposed project.

2.2 SUMMARY OF THE PROPOSED PROJECT

The CFPD proposes to construct a new Fire Station 41 (El Granada) that includes a new 12,425-square-foot, single-story, 3-bay fire station on an undeveloped 2.7-acre split-zoned parcel in El Granada. The site is located approximately 300 feet north of the Pacific Ocean, east of Hwy 1 and is bounded by Avenue Alhambra to the north, Coronado Street to the east, Obispo Road to the south, and Avenue Portola to the west. The project site is undeveloped and there are no existing driveways; however, the site is accessible via Obispo Road, Avenue Alhambra, and Avenue Portola. A more detailed description of the site can be found in Chapter 3, Project Description, Section 3.2, Project Site Location and Site Characteristics.

The Fire Station 41 (El Granada) Replacement Project (proposed project) would serve to replace the existing Fire Station 41 located at 531 Obispo Road, approximately 600 feet to the west of the project site, with new facilities that are safe, modern, and adequately sized to allow the CFPD to provide for current and future service demands for the next 50 years. The project includes installation of an emergency generator, an above ground diesel fuel tank within secured areas a flag pole and communications antenna. The project would include native, drought tolerant landscaping and may include a new curb, gutter, and sidewalk along the frontage of the proposed Fire Station 41. Additionally, a total of 16 vehicular parking spaces would be provided on-site, including 13 secured parking spaces for staff, and three public parking spaces. Once the proposed project is complete, operations at the existing fire station would cease. Operation of the new Fire Station 41 is not expected to change beyond existing conditions—it is expected to continue with the same staff and the same staffing levels as the existing Fire Station 41, which is staffed by three fire fighters working at a time.

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The proposed project also includes a minor subdivision to create two lots from the existing 2.7-acre parcel. Proposed Parcel A is for the commercially zoned area of the 2.7-acre parcel and proposed Parcel B is the large remainder of the site that is zoned El Granada Gateway (EG). Parcel B will accommodate the proposed fire station. No specific development of Parcel A is proposed; however, the commercial zoning would allow Neighborhood Business uses in the future. Any future proposed development of Parcel A would be subject to independent CEQA review. The proposed project is described in more detail in Chapter 3, Project Description, of the this Draft EIR.

2.3 SUMMARY OF ALTERNATIVES TO THE PROPOSED PROJECT

The this Draft EIR analyzes alternatives to the proposed project that are designed to reduce the significant environmental impacts of the proposed project and feasibly attain some of the proposed project objectives. There is no set methodology for comparing the alternatives or determining the environmentally superior alternative under CEQA. Identification of the environmentally superior alternative involves weighing and balancing all of the environmental resource areas by the CFPD. The following alternatives to the project were considered and analyzed in detail:

- No Project Alternative
- Relocated Site Alternative
- Modified Site Plan Alternative

Chapter 5, Alternatives to the Proposed Project, of the this Draft EIR, includes a complete discussion of these alternatives and of alternatives that were considered but not carried forward for detailed analysis. As discussed in Chapter 5, the Relocated Site Alternative would be the environmentally superior alternative.

2.4 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR identify issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the Coastside Fire Protection District, as Lead Agency, related to:

- Whether the this Draft EIR adequately describes the environmental impacts of the project.
- Whether the proposed land use changes are compatible with the character of the existing area.
- Whether the identified mitigation measures should be adopted or modified.
- Whether there are other mitigation measures that should be applied to the project besides those Mitigation Measures identified in the Draft EIR.
- Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic objectives.

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2.5 AREAS OF CONTROVERSY

The Coastside Fire Protection District issued a Notice of Preparation for the EIR on June 30, 2015 and held a scoping meeting on July 16, 2015 to receive scoping comments. During the 30-day scoping period for the this EIR, which concluded on July 29, 2015, responsible agencies and interested members of the public were invited to submit comments as to the scope and content of the EIR. The comments received focused primarily on the following issues:

- Aesthetic impacts related to views of the Pacific Ocean
- Biological impacts from proximity to the riparian habitat
- Noise impacts from operation of a fire station
- Traffic and circulation impacts
- Tsunami related impacts

Comments received during the public scoping period, including those received at the July 16 scoping meeting, are included in Appendix B, Notice of Preparation and Scoping Comments, of the this Draft EIR. A comment letter received outside the public scoping period from Grenada Community Services District (dated October 21, 2016) is also included in Appendix B.

To the extent that these issues have environmental impacts and to the extent that analysis is required under CEQA, they are addressed in Chapters 4.1 through 4.6 of the this Draft EIR. Additionally, many of the comments received during the scoping period concerned topics outside of the purview of the analysis required under CEQA. As such, those comments will be addressed by CFPD staff during the entitlement process for the proposed project, and therefore are excluded from the this Draft EIR.

2.6 IMPACTS FOUND NOT TO BE SIGNIFICANT BY INITIAL STUDY

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.

An Initial Study was prepared for the project, which analyzed the proposed project in accordance with Appendix G of the CEQA Guidelines (see Appendix A, Initial Study, of the this Draft EIR). Based on the analysis in the Initial Study and due to existing conditions on the project site and surrounding area it was determined that development of the proposed project would not result in significant environmental impacts for the following topic areas and therefore, impacts related to these topics are not analyzed further in the this Draft EIR:

- Agricultural and Forestry Resources
- Cultural Resources
- Geology and Soils

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- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

Additionally, based on the analysis in the Initial Study it was determined that development of the proposed project would not result in significant environmental impacts under a number of the significance criteria presented in Appendix G in the following topic areas and therefore, impacts related to these criteria are not analyzed further in the ~~this~~ Draft EIR:

- Aesthetics
 - Substantially damage scenic resources, including but not limited to, tree, outcroppings, and historic buildings within a State scenic highway.
- Air Quality
 - Conflict with or obstruct implementation of the applicable air quality plan.
 - Create objectionable odors affecting a substantial number of people.
- Biological Resources
 - Interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
 - Conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.
- Hydrology and Water Quality
 - Violate any water quality standards or waste discharge requirements.
 - Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level.
 - Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site.
 - Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.

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- Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems.
- Otherwise substantially degrade water quality.
- Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map, or place structures that would impede or redirect flood flows within a 100-year flood hazard area.
- 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.
- Noise
 - Expose people residing or working in the project area to excessive noise levels for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.
 - Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
 - Expose people residing or working in the project area to excessive noise levels for a project within the vicinity of a private airstrip.
- Transportation and Circulation
 - Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
 - Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
 - Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
 - Result in inadequate emergency access.

2.7 POTENTIAL SIGNIFICANT IMPACTS ADDRESSED IN THE EIR

This section identifies areas of potentially significant environmental impacts that were determined to require analysis based on the Initial Study, described above in Section 2.6, and included in Appendix A of the this Draft EIR.

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- Aesthetics
 - Result in a substantial adverse effect on a scenic vista.
 - Substantially degrade the existing visual character or quality of the site and its surroundings.
 - Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.
- Air Quality
 - Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
 - Result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions, which exceed quantitative thresholds for ozone precursors).
 - Expose sensitive receptors to substantial pollutant concentrations.
- Biological Resources
 - Result in 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 Game or U.S. Fish and Wildlife Service.
 - Result in a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service.
- Hydrology and Water Quality
 - Place within a 100-year flood hazard area structures, which would impede or redirect flood flows or be impacted by sea level rise.
 - Inundation by seiche, tsunami, or mudflow.
- Noise
 - Expose people to or generate excessive groundborne vibration or ground borne noise levels.
 - Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- Transportation and Circulation
 - Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
 - Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

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Table 2-1 summarizes the conclusions of the environmental analysis contained in ~~the~~ this Draft EIR and presents a summary of impacts and mitigation measures identified. It is organized to correspond with the environmental issues discussed in Chapter 4.0 through 4.6. The table is arranged in four columns: 1) impact statement; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. A narrative summary of potential impacts as a result of the project and mitigation measures to reduce those impacts to a less than significant level follows is described below; however, for a complete description of potential impacts, please refer to the specific discussions in Chapters 4.1 through 4.6.

During construction of the proposed 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 Bay Area Air Quality Management District (BAAQMD) significance thresholds; additionally, construction of the proposed project would cumulatively contribute to the non-attainment designations of the San Francisco Bay Area Air Basin (SFBAAB) and could expose sensitive receptors to substantial concentrations of TAC and PM_{2.5}. As such, the project shall require their construction contractor to comply with BAAQMD Best Management Practices for reducing construction emissions of PM₁₀ and PM_{2.5}, and use construction equipment fitted with Level 3 Diesel Particulate Filters (DPF) and engines that meet the United States Environmental Protection Agency (USEPA) Certified Tier 3 emissions standards for all equipment of 25 horsepower or more.

The proposed project could result in an inadvertent take of individual California red-legged frog or San Francisco garter snake in the remote instance that individuals were to disperse onto the site in the future, which would be a violation of the Endangered Species Act if adequate controls and preconstruction surveys are not implemented. As such, measures shall be implemented as recommended in the 2015 Preliminary Environmentally Sensitive Habitat Area Assessment, including a wildlife exclusion fence, pre-construction survey, conduct earth-disturbing activities only during dry weather, biological monitoring, and erosion control materials. In addition, there is a remote possibility that mature trees and areas of dense cover could be used for nesting by raptors and more common bird species. Therefore, the proposed project could 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. As such, 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.

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
AESTHETICS			
AES-1: The proposed project would not have a substantial adverse effect on a scenic vista.	LTS	N/A	N/A
AES-2: The proposed project would not degrade the existing visual character or quality of the site and its surroundings.	LTS	N/A	N/A
AES-3: The proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	LTS	N/A	N/A
AES-4: The proposed project, in combination with past, present, and reasonably foreseeable projects, would not result in less than significant cumulative impacts with respect to aesthetics.	LTS	N/A	N/A
AIR QUALITY			
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.	S	<p>AIR-1: The Applicant shall require their construction contractor to comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM₁₀ and PM_{2.5}:</p> <ul style="list-style-type: none"> ▪ 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). ▪ 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. 	LTS

LTS = Less than Significant LTS/M = Less than Significant with Mitigation SU = Significant and Unavoidable

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
AIR-2: Construction of the proposed project would cumulatively contribute to the non-attainment designations of the SFBAAB.	S	<ul style="list-style-type: none"> ▪ 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 (<u>using native species, whenever possible</u>) 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). ▪ Limit vehicle traffic speeds on unpaved roads to 15 mph. ▪ Replant vegetation in disturbed areas as quickly as possible. ▪ Install <u>sandbags, fiber rolls, silt fencing</u> or other erosion control measures to prevent silt runoff <u>from onto</u> public roadways. <p>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.</p>	LTS
AIR-3: Construction activities of the project could expose sensitive receptors to substantial concentrations of TAC and PM _{2.5} .	S	<p>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.</p> <p>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. 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.</p>	LTS

LTS = Less than Significant LTS/M = Less than Significant with Mitigation SU = Significant and Unavoidable

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
AIR-4: Implementation of the project would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin.	S	AIR-4: Implementation of Mitigation Measures AIR-1 and AIR-3 would reduce cumulative air quality impacts.	LTS
BIOLOGICAL RESOURCES			
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.	S	<p>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 were to disperse onto the site in the future in advance of or during construction:</p> <ul style="list-style-type: none"> ▪ <i>Wildlife exclusion fence:</i> 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 ground) and stakes must be placed on the inside of the project (side on which work will take place). ▪ <i>Pre-construction survey:</i> 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. ▪ <i>Earth Disturbing Activities only during dry weather:</i> 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. ▪ <i>Biological monitoring:</i> An approved biologist shall be required to inspect and 	LTS

LTS = Less than Significant LTS/M = Less than Significant with Mitigation SU = Significant and Unavoidable

EXECUTIVE SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
<p>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.</p>	S	<p>approve installation of the exclusion fence.</p> <ul style="list-style-type: none"> ▪ <i>Erosion Control Materials:</i> 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 mono-filament netting (erosion control matting), rolled erosion control products, or similar material shall not be used. <p>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 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:</p> <ul style="list-style-type: none"> ▪ 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. ▪ 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 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 	LTS

LTS = Less than Significant LTS/M = Less than Significant with Mitigation SU = Significant and Unavoidable

EXECUTIVE SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
		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. <ul style="list-style-type: none"> ▪ 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 activities within the buffer zone. Following written approval by the County, tree removal, and construction within the nest-buffer zone may proceed. 	
BIO-2: The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.	LTS	N/A	N/A
BIO-3: The proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	LTS	N/A	N/A
BIO-4: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	LTS	N/A	N/A

LTS = Less than Significant LTS/M = Less than Significant with Mitigation SU = Significant and Unavoidable

EXECUTIVE SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
BIO-5: The proposed project, in combination with past, present and reasonably foreseeable projects, would not result in less than significant cumulative impacts with respect to biological resources.	LTS	N/A	N/A
HYDROLOGY AND WATER QUALITY			
HYDRO-1: The proposed project would not place within a 100-year flood hazard area structures which would impede or redirect flood flows or be impacted by future sea level rise.	No Impact	N/A	N/A
HYDRO-2: The proposed project would not be subject to inundation by a seiche or mudflow, and is unlikely to be inundated by a tsunami.	LTS	N/A	N/A
HYDRO-3: The proposed project, in combination with past, present, and reasonably foreseeable projects, would not result in a significant cumulative impact with respect to hydrology and water quality.	LTS	N/A	N/A
NOISE			
NOISE-1: The proposed project would not have the potential to expose people to or generate excessive groundborne vibration or groundborne noise levels.	LTS	N/A	N/A
NOISE-2: Construction activities associated with buildout of the proposed project would not result in substantial temporary or periodic increases in ambient noise levels in the vicinity of the project site above existing levels.	LTS	N/A	N/A
NOISE-3: This proposed project, in combination with past, present, and reasonably foreseeable projects, would not result in less than significant impacts with respect to noise.	LTS	N/A	N/A

LTS = Less than Significant LTS/M = Less than Significant with Mitigation SU = Significant and Unavoidable

EXECUTIVE SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation		Mitigation Measures	Significance With Mitigation
TRANSPORTATION AND CIRCULATION				
TRANS-1: The proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	LTS	N/A		N/A
TRANS-2: The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	LTS	N/A		N/A
TRANS-3: The proposed project, in combination with past, present and reasonably foreseeable projects, would not result in a significant cumulative impact with respect to transportation and traffic.	LTS	N/A		N/A

LTS = Less than Significant LTS/M = Less than Significant with Mitigation SU = Significant and Unavoidable

EXECUTIVE SUMMARY

Revisions to the Draft EIR

3. This chapter presents changes to the Draft EIR that resulted from preparation of responses to comments on the Draft EIR, or were staff-directed changes including typographical corrections and clarifications. In each case, the Draft EIR page and location on the page is presented, followed by the textual, tabular, or graphical revision. Double Underline text represents language that has been added to the EIR; text with ~~strikethrough~~ has been deleted from the EIR.

None of the revisions constitutes significant changes to the analysis contained in the Draft EIR. As such, the Draft EIR does not need to be recirculated.

All changes to Draft EIR Table 2-1, Summary of Impacts and Mitigation Measures, are updated in Chapter 2 of this Final EIR.

3.1 REVISIONS TO CHAPTER 3, PROJECT DESCRIPTION

Page 3-13 of the Draft EIR is hereby amended as follows:

As a result of the design and narrow shape of the project site, the proposed project would require variances from the maximum allowable height within the “EG” Zoning District, which permits a maximum height of ~~30~~16 feet. In addition, variances would be required from the rear and front setback’s established in the “EG” zone, which requires a minimum 20-foot rear setback and a 50-foot front setback. The project proposes setbacks of a minimum of 2 feet from the rear, and a setback of approximately 6 feet from the front.

Page 3-20 of the Draft EIR is hereby amended as follows:

A sewer connection permit would also be required from the Granada Community Services District ~~(GCSD), which may involve discretionary approval in which case Granada Community Services District would also be a Responsible Agency for CEQA purposes.~~ Pursuant to Section 602 of the GCSD Ordinance Code, a sewer connection permit requires certain discretionary findings and therefore, the GCSD is also a Responsible Agency for CEQA purposes. At the time of publication, CFPD was in the process of scheduling a meeting with GCSD to determine whether the GCSD Ordinance Code also requires a variance (pursuant to Section 603) and/or a rural zone determination (pursuant to Section 500) from GCSD in connection with GCSD’s issuance of the sewer connection permit.

REVISIONS TO THE DRAFT EIR

4.1 AESTHETICS

Page 4.1-2 of the Draft EIR is hereby amended as follows:

The County of San Mateo Municipal Code is the primary tool that shapes the form and character of physical development in El Granada. The Municipal Code contains all ordinances for the City/County and identifies zoning districts, site development regulations, and other regulatory provisions that ensure consistency between the General Plan and proposed development projects. The Municipal Code is organized by Title, Chapter, Article, and Section. These standards are intended to preserve the overall character throughout the city/county, protect scenic resources, and prevent adverse impacts related to light and glare. The following provisions from the Municipal Code help minimize visual impacts associated with new development projects:

Figure 4.1-1 on page 4.1-11 of the Draft EIR has been amended, as shown on the following page, to include proposed communication antennae.

Figure 4.1-2 on page 4.1-12 of the Draft EIR has been amended, as shown on page 3-4, to include proposed communication antennae.

Figure 4.1-3 on page 4.1-13 of the Draft EIR has been amended, as shown on page 3-5, to include proposed communication antennae.

Page 4.1-14 of the Draft EIR is hereby amended as follows:

The applicant is requesting a variance to exceed the maximum 16-foot building height standard in the EG zoning district and the maximum 6-foot retaining wall height required by Section 6412 of the County Zoning Regulations. A variance from the applicable 50-foot front yard setback and the 20-foot rear yard setback is also requested due to the abnormal shaped lot, the substandard size (created by the zoning of the lot) and the topography of the lot. This is a unique site with additional EG zoning between this site and Highway One with extensive vegetation. The requested front yard setback will not directly impact any residential properties. The height variance is necessary to accommodate the fire protection equipment needed for Station 41. The building roof will be visible from Avenue Alhambra; however, it will not exceed 16 feet from that view point. The 17-foot retaining wall and a portion of the building will be in the rear yard setback, however will have a low profile due to the proposed grading. The proposed project also requires an exception a variance to the floor area ratio "lot coverage" allowance in the EG Zoning District and imperious surface area limitations that is necessary to achieve the one-story facility design.

AESTHETICS



Before



After

Source: PlaceWorks, 2017.

Figure 4.1-1
Northwest View from Highway 1

AESTHETICS



Before



After

Source: PlaceWorks, 2017.

Figure 4.1-2
West View from Avenue Alhambra

AESTHETICS



Before



After

Source: PlaceWorks, 2017.

Figure 4.1-3
View 3 Southeast View from Avenue Alhambra

REVISIONS TO THE DRAFT EIR

4.2 AIR QUALITY

Mitigation Measure AIR-1 is hereby amended as follows:

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 PM₁₀ and PM_{2.5}:

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

Page 4.2-24 of the Draft EIR is hereby amended as follows:

The project would elevate concentrations of toxic air contaminants (TACs) and diesel-PM_{2.5} in the vicinity of sensitive land uses during construction activities. The latest version of the BAAQMD CEQA Air Quality Guidelines requires projects to evaluate the impacts of construction activities on sensitive

REVISIONS TO THE DRAFT EIR

receptors. At the time that this air quality analysis was prepared, project construction ~~is~~was anticipated to take place at the earliest possible construction start date starting at the beginning of October 2016 and be completed by the end of December 2017 (approximately 315 workdays). Construction is now anticipated to start at the beginning of October 2017 and be completed by the end of December 2018. As CalEEMod emission factors for off-road equipment take into account future engine improvements which reduce pollutant emissions, construction activities with a later start date would generally result in lower emissions than construction activities with an earlier start date. Thus, the quantified construction emissions represent a conservative estimate. The nearest off-site sensitive receptors to the project site are the single-family residences to the north across Avenue Alhambra, as well as the multi-family units directly adjacent to the project site (approximately 100 feet from the site). Other nearby sensitive receptors includes students at Wilkinson School (grades K-8) to the east and at El Granada Elementary School (grades K-5) further to the east. The BAAQMD has developed Screening Tables for Air Toxics Evaluation During Construction (2010) that evaluate construction-related health risks associated with residential, commercial, and industrial projects. According to the screening tables, the residences are closer than the distance of 100 meters (328 feet) that would screen out potential health risks and therefore could be potentially impacted from the proposed construction activities. Thus, construction activities in relation to sensitive receptors could occur within the BAAQMD construction-related health risks screening distance. Consequently, a construction HRA of TACs and PM_{2.5} was prepared (see Appendix D of this Draft EIR).

4.3 BIOLOGICAL RESOURCES

Page 4.3-1 of the Draft EIR is hereby amended as follows:

- An inspection and evaluation¹ of the trees on the site, focusing on ~~11~~10 trees outside the riparian corridor.

Figure 4.3-1 on page 4.3-12 of the Draft EIR has been amended, as shown on the following page, to include the development footprint of the proposed project.

Page 4.3-23 of the Draft EIR is hereby amended as follows:

Implementation of the proposed project would result in the removal of the scattered non-native trees in the southern half of the site. As summarized in the tree inventory and evaluation for the site, this consists of an estimated ~~11~~10 trees, all of which are not native to the El Granada area and most of which are in poor to fair condition, one of which is dead. Of these trees, ~~eight~~four would qualify as a “Significant Tree” under the County’s Significant Tree Ordinance (Section 12000) with trunk circumferences of 38 inches or more. A permit would be required for their removal, and replacement

¹ Kielty Arborist Services, 2015. Coastside Fire Station #41, June 3.

BIOLOGICAL RESOURCES



Source: WRA Environmental Consultants, 2015; Jeff Katz Architecture, 2017; PlaceWorks, 2017.

Figure 4.3-1
Riparian Habitat and Setbacks

REVISIONS TO THE DRAFT EIR

tree plantings would be provided as part of the landscape improvements associated with the proposed project. An existing tree plan and a tree protection plan will be prepared in accordance with the recently adopted amendments to the Significant Tree Ordinance. Given that the trees on the site are not indigenous to the area and are in less than excellent condition, this would not be considered a significant impact or conflict with the intent of the County’s ordinance. Overall, the proposed project would not conflict with any local policies or ordinances protecting biological resources and a *less-than-significant* impact would occur.

4.4 HYDROLOGY AND WATER QUALITY

Page 4.4-7 of the Draft EIR is hereby amended as follows:

Although the project site is located just within the inland limit of the tsunami inundation area shown on the Cal-EMA map, this map has not been adopted by the County and the Cal-EMA map states on its legend that this map is intended for evacuation planning purposes only and not for regulatory or even natural hazard disclosure purposes.[±]

4.5 NOISE

Table 4.5-6 and the related text on page 4.5-11 of the Draft EIR is hereby amended as follows:

Section 4.88.330, Exterior Noise Standards states that it is unlawful for any person at any location within the unincorporated area of the County to create any noise, or to allow the creation of any noise on property which causes the exterior noise level when measured at any single or multiple family residence, school, hospital, church, public library situated in either the incorporated or unincorporated area to exceed the noise level standards as set forth in Table 4.5-6.

TABLE 4.5-6 EXTERIOR NOISE STANDARDS FOR RECEIVING LAND USE

Land-Use Category	<u>L_nCumulative Number of minutes in Any Hour Time Period</u>	Daytime 7 AM- 10 PM	Nighttime 10 PM – 7 AM
Residential ¹	<u>L50³⁰</u>	55	50
Schools ²	<u>L25¹⁵</u>	60	55
Hospitals ³	<u>L85</u>	65	60
Churches ⁴	<u>L21</u>	70	65
Public Libraries ⁵	<u>Lmax⁰</u>	75	70

REVISIONS TO THE DRAFT EIR

Notes:

1. In the event the measured background noise level exceeds the applicable noise level standard in any category above, the applicable standard shall be adjusted in five (5) dBA increments so as to encompass the background noise level.
2. Each of the noise level standards specified above shall be reduced by 5 dBA for simple tone noises, consisting primarily of speech or music, or for recurring or intermittent impulsive noises.
3. If the intruding noise source is continuous and cannot reasonably be stopped for a period of time whereby the background noise level can be measured, the noise level measured while the source is in operation shall be compared directly to the noise level standards in Table 4.5-6:

~~L_n is equal to the sound level exceeded for n percent of 1 hour.~~

~~L_{max} is the maximum instantaneous sound level measured over any period of time.~~

Table 4.5-6 and the related text on page 4.5-11 of the Draft EIR is hereby amended as follows:

Section 4.88.340, Interior Noise Standards states that no person shall, at any location within the unincorporated area of the County operate, or cause to be operated within a dwelling unit, any source of sound, or create, or allow the creation of, any noise which causes the noise level when measured inside a receiving dwelling unit with windows in their normal seasonal configuration to exceed the following noise level standards as set forth in Table 4.5-7. ~~In other words, no person shall create any noise within a dwelling unit so that the interior noise at any of the following land use types does not exceed the thresholds set in Table 4.5-7.~~

TABLE 4.5-7 INTERIOR NOISE STANDARDS – DWELLING UNIT

Land-Use Category	<u>L_n Cumulative</u>	Daytime 7 AM- 10 PM	Nighttime 10 PM – 7 AM
	<u>Number of Minutes</u> <u>in Any Hour Time</u> <u>Period</u>		
Residential ¹	<u>L50⁵</u>	<u>55</u> <u>45</u>	<u>50</u> <u>40</u>
Schools ²	<u>L25¹</u>	<u>60</u> <u>50</u>	<u>55</u> <u>45</u>
Hospitals ³	<u>L8⁰</u>	<u>65</u> <u>55</u>	<u>60</u> <u>50</u>
Churches	<u>L2</u>	<u>70</u>	<u>65</u>
Public Libraries	<u>L_{max}</u>	<u>75</u>	<u>70</u>

Notes:

1. In the event the measured background noise level exceeds the applicable noise level standard in any category above, the applicable standard shall be adjusted in five (5) dBA increments so as to encompass the background noise level.
2. Each of the noise level standards specified above shall be reduced by 5 dBA for simple tone noises, consisting primarily of speech or music, or for recurring or intermittent impulsive noises.
3. If the intruding noise source is continuous and cannot reasonably be stopped for a period of time whereby the background noise level can be measured, the noise level measured while the source is in operation shall be compared directly to the noise level standards in Table 4.5-7:

~~L8: Shall not exceed limit for more than 5 minutes in any one hour period.~~

~~L2: Shall not exceed limit for more than 1 minute in any one hour period.~~

~~L_{max} : Shall not exceed limit instantaneously.~~

6 CEQA-MANDATED SECTIONS

Page 6-4 of the Draft EIR is hereby amended as follows:

The proposed project involves the redevelopment of a site that is currently undeveloped; however, is adjacent to already urbanized areas that include single- and multi-family residential, commercial, and, public facilities. Further, the proposed project would be constructed on a site that is directly across the street (Avenue Portola) from the existing fire station. Therefore, because the project site is already is located in an urban area with existing commercial, and residential uses, the proposed project is not expected to result in any land use changes that would commit future generations to uses that are not already prevalent in the project site vicinity.

REVISIONS TO THE DRAFT EIR

4. List of Commenters

Comments on the Draft EIR were received from the following agencies, organizations, and individuals. Letters are arranged by category and by the date received. Each comment letter has been assigned a number, as indicated below. These letters are included in and responded to in Table 5-1 of this Final EIR.

A. STATE AGENCIES

- A01 Renee Ananda, Coastal Program Analyst, California Coastal Commission, North Central Coast District, January 18, 2017
- A02 Patricia Maurice, District Branch Chief, Local Development – Intergovernmental Review, State of California Department of Transportation, District 4, Office of Transit and Community Planning, January 18, 2017

B. LOCAL AGENCIES

- B01 Summer Burlison, Planner III, County of San Mateo, Planning and Building Department, January 19, 2017
- B02 William Parkin, Wittwer/Parkin LLP for the Granada Community Services District, January 19, 2017

C. INDIVIDUALS

- C01 Lisa Ketcham, January 16, 2017
- C02 Lawrence Carter, Ph.D. and Beth Easter, J.D., Ph.D., January 19, 2017
- C03 Graesson Berbano, January 19, 2017
- C04 Justin Stockman, January 19, 2017
- C05 Fran Pollard, January 19, 2017

D. PUBLIC HEARING

- D01 Coastside Fire Protection District Fire Board Special Meeting, January 18, 2017

LIST OF COMMENTERS

5. *Comments and Responses*

This chapter includes a reproduction of, and responses to, each comment received during the public review period. Comments are presented in their original format in Appendix H, along with annotations that identify each individual comment number.

Responses to those individual comments are provided in this chapter alongside the text of each corresponding comment. Comments follow the same order as listed in Chapter 4 of this Final EIR and are categorized by:

- State Agencies
- Local Agencies
- Individuals
- Public Hearing

Comments are arranged by category and then by date received. Where the same comment has been made more than once, a response may direct the reader to another numbered comment and response. Where a response requires revisions to the Draft EIR, these revisions are shown in Chapter 3 of this Final EIR. Responses to individual comments are presented in Table 5-1.

COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Date	Comment	Response
A. State Agencies			
A01	1/18/2017	Renee Ananda, Coastal Program Analyst, California Coastal Commission, North Central Coast District	
A01-01		Dear Assistant Fire Chief Cole: Thank you for forwarding the Notice of Availability (NOA) and Draft Environmental Impact Report (DEIR), dated December 2016, and received in our San Francisco office on January 4, 2017 for review and comment. The Coastside Fire Protection District (CFPD) has submitted applications to San Mateo County for a Coastal Development Permit (CDP), Design Review, Use Permit, and Variance & Grading Permit to construct a new fire station on a 2.7-acre vacant parcel in El Granada, San Mateo County. The project referral described the building as being 12,340 square-feet while the DEIR description is for 12,425-square-feet. Please account for the increase in square-footage. Approximately one acre of the 2.7-acre parcel would be developed with the proposed project. CFPD is also requesting a minor subdivision of the existing parcel along the C-1/S-3/DR and EG/DR/CD zoning boundary line to create a separate parcel for the C-1/S-3/DR portion of the existing parcel. This proposed new fire station would replace the existing Station 41 located at 531 Obispo Road.	The 85 square-foot increase from the square footage stated in the County's project referral was due to Fire Department program adjustments to fit the required turnout equipment and associated functional needs that changed from when the original plan was prepared. The remainder of this comment is an introductory remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Therefore, no further response is required.
A01-02		<u>Biological Resources</u> : The proposed project, as described above, includes minor subdivision of the parcel into two parcels. The two resultant parcels, should the proposed subdivision be approved, will be 2.38 acres and 0.31 acre. The larger of the two, newly-created parcels would be zoned as EG (El Granada Gateway District) and contains the site for the proposed new station as well as riparian habitat, while the remaining westernmost parcel will be zoned as C-1/S-3/DR (Neighborhood Business). We suggest that the applicant be required to maintain and protect the existing habitat (including the required buffer) and open space character of this portion of the parcel in perpetuity. The approval of this proposed project should include this as a requirement.	CFPD will take this recommendation into consideration, however, it should be noted that with the proposed footprint of the new structures and other improvements would be located over 50 feet from the edge of the riparian habitat per the LCP requirements, and the existing habitat would not be altered by the proposed project. In addition, the proposed relocated Fire Station 41 will be 1% over the maximum allowed lot coverage for the EG District if the required exception to maximum lot coverage is obtained). Therefore, it is extremely unlikely that any additional development would be allowed on this parcel. As such, the remainder of the site, including the riparian habitat on the site, would be protected from future development by the EG District zoning. Any change to the EG District maximum lot coverage or change to the parcel's EG District zoning, would require review and approval by San Mateo County and the California Coastal Commission.
A01-03		The Assessment for sensitive habitat is preliminary. The project proponent should provide a description or breakdown of what will be done to "finalize" the assessment. Mitigation BIO-1b is to address buffers for biological resources at the site; specifically nesting birds. Determination of the buffers shall be made upon consultation with the California Department of Fish and Wildlife in order to confirm the appropriate distances for the proposed project at this site. We recommend that buffers for nesting raptors be 500 feet; and 300 feet for passerines (dependent upon the identified species).	Mitigation Measure BIO-1b states the Biologist shall determine an appropriate disturbance-free buffer zone to be established around the nest location(s) until the young have fledged, and that the buffer zones vary depending on the species. A buffer zone of 75 to 100 feet is typically used for passerines and a buffer zone of 300 feet is typically used for raptors. Several factors are considered when establishing the buffer zones such as potential disturbances near nest locations. The recommendation of establishing 300- and 500-foot buffers will be taken into consideration, but, the dimensions of the buffer zone shall be determined in consultation with the California Department of Fish and Wildlife if Mitigation Bio-1b is triggered (by scheduling any demolition, tree removal or landscape grubbing

COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Date	Comment	Response
			during the nesting season).
A01-04		The DEIR states that Figure 4.3-1 shows the location of the riparian corridor on the site relative to the "footprint" of the proposed project. The applicant should revise this figure so that one can see exactly where the structures and other development will be sited on the parcel in relation to the riparian habitat and buffer. They should add an overlay of the proposed site plan onto Figure 4.3-1, for clarity and to show whether or not the buffers meet LCP Policy 7.11 requirements.	Figure 4.3-1, as shown in Chapter 3 of this Final EIR, has been updated to show the approximate location of the development footprint of the project in relation to the riparian habitat and buffer zones.
A01-05		Appendix A, the Initial Study (WRA Environmental Consultants' assessment) suggests that the stream is intermittent; therefore, a 30-foot buffer is applicable. The TRA Environmental Sciences letter, however, indicates there was hydrology in August 2014 suggesting that the drainage is perennial. We recommend that the 50-foot, rather than a 30-foot, buffer be applied. It appears that the 50-foot buffer will not preclude the development as proposed; and will ensure protection of the resource as required by the LCP.	As stated on page 4.3-23 of the Draft EIR, and as shown in the updated Figure 4.3-1 included in Chapter 3 of this Final EIR, the footprint of the new structures and other improvements would be located more than 50 feet from the edge of the riparian habitat on the site. The proposed driveways would be located within the 50-foot buffer, and would connect to the existing Obispo Road within a previously disturbed and developed roadbed. As such, the project complies with the buffer zone requirements set forth in LCP Policy 7.11, regardless of whether the unnamed drainage is considered an intermittent or perennial stream.
A01-06		The preliminary Environmentally Sensitive Habitat Area (ESHA) analysis in Appendix A addresses California red-legged frog (CRLF) and San Francisco garter snake (SFGS). The assessment indicates that the habitat may not have value for the breeding purposes. It is possible that, the culverts in the area may be used by the species and the riparian habitat may also serve as habitat that provides relief for animals in the area, although continuous habitat is preferable.	The Draft EIR concludes that although suitable habitat for special status species, including CRLF and SFGS, is absent from the site, there is a remote potential for an individual CRLF or SFGS to disperse onto the site in the future. Mitigation Measure BIO-1a is identified to reduce this remote impact to a less than significant level and includes several components including wildlife exclusion fencing approved and inspected by an approved biologist, a pre-construction survey, prohibition against earth disturbing activities during wet weather, and use of erosion control materials that ensure amphibians and reptiles will not get trapped. See pages 4.3-19 - 4.3-20 of the Draft EIR. While there are no known culverts on the project site, these measures ensure that any CRLF and SFGS, using any culverts that may exist in the area as habitat, would be protected.
A01-07		The riparian habitat could be designated ESHA if CRLF and SFGS are encountered during pre-construction surveys. Saltmarsh yellowthroat is a bird species that likes to use willows as habitat. We recommend that although protocol-level surveys may not be warranted, measures (including pre-construction surveys) to avoid and or minimize potential impacts to the species mentioned above be in place prior to construction activities. The breeding/nesting season, i.e., when saltmarsh yellow throat would be most sensitive is mid-March through the end of July.	With respect to CRLF and SFGS, Mitigation Measure BIO-1a requires that pre-construction surveys for CRLF and SFGS be conducted prior to initiation of project activities including fence installation as well as within 48 hours of the start of ground disturbance activities following completion of exclusion fence installation. Further, 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. Mitigation Measure BIO-1b addresses bird species and states that building demolition, tree removal and landscape grubbing shall be scheduled outside of the bird nesting season, which occurs from February 1 to August 31. Additionally, a pre-construction nesting bird (both passerine and raptor) survey would be conducted within seven calendar days prior to tree

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			removal, landscape grubbing, and/or building demolition. If no nesting birds or active nests are observed, no further action is required prior to tree removal, landscape grubbing, and building demolition; however, 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.
			The requirements of Mitigation Measure BIO-1a and Mitigation Measure BIO-1b provide adequate protection to animal species to reduce potential impacts to less-than-significant levels.
A01-08		CRLF animal movement will increase following the first winter rains but they may otherwise occur within the corridor and/or small animal burrows in the upland areas. SFGS is the same as above-described for CRLF. SFGS preys on CRLF so if the frog is present, the chances of the snake also occurring increase (and vice versa).	See responses to comments A01-04 and A01-05.
A01-09		Aesthetics: The discussion regarding form, mass, and scale indicates that antennae would be mounted on the proposed station; although the exact height of the antennae has yet to be determined. The DEIR explains that the proposed antennae will likely be similar in height to what is mounted on the current station. The simulations for the proposed project do not show roof-mounted antennae. A simulation of the building should be provided in order to see the potential visual impacts, particularly on the west view from Avenue Alhambra.	The photo simulations shown in Figures 4.1-1, 4.1-2, and 4.1-3 of the Draft EIR have been updated to include the roof mounted antennae and are included in Chapter 3 of this Final EIR.
A01-10		Air Quality: Mitigation Measure AIR-1 should require that hydroseed used for erosion control and revegetated areas use native species. We recommend that all plantings be native species appropriately acclimated for site conditions in order to ensure success.	Although the measures included in Mitigation Measure AIR-1 are BAAQMD Best Management Practices for reducing construction emissions of PM ₁₀ and PM _{2.5} , Mitigation Measure AIR-1 has been amended to state that native species shall be used for erosion control whenever possible.
A01-11		Please feel free to contact me via e-mail at renee.ananda@coastal.ca.gov or call me at 415-904-5292 if you have questions regarding our comments. Sincerely, Renee Ananda, Coastal Program Analyst Coastal Commission, North Central Coast District	This comment is a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
A02	1/18/2017	Patricia Maurice, District Branch Chief, Local Development – Intergovernmental Review, State of California Department of Transportation, District 4, Office of Transit and Community Planning	
A02-01		Dear Mr. Cole: Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Port of Redwood City Wharves 3 & 4 Fender Replacement Project. In tandem with the Metropolitan Transportation Commission’s (MTC) Sustainable Communities Strategy (SCS), the Caltrans’ mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans’ <i>Strategic Management Plan 2015-2020</i> aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Draft Environmental Impact Report (DEIR) dated December 2016.	This comment is an introductory remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

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		<p><i>Project Understanding</i></p> <p>The Coastside Fire Protection District (CFPD) proposes the construction of a new Fire Station 41 (El Granada) that includes a new 12,425 sf, single story, 30-ft high, 3 apparatus bay fire station on an undeveloped 2.7-acre split zoned parcel in El Granada. The Fire Station 41 Replacement Project would serve to replace the existing 4,000 square-foot aging approximately 50 year old fire station 41 located at 531 Obispo Rd, approximately 600 feet to the west of the project site. The proposed fire station will provide facilities that are safe, modern, and adequately sized to allow the CFPD to provide for current and future service demands for the next 50 years, which the existing Fire Station 41 is not capable of providing.</p> <p>In addition to the construction of the proposed fire station, CFPD is requesting a minor subdivision to divide the project site into two parcels, one for each zoning district on the property: one parcel consisting of the westernmost 0.31-acre portion of the site zoned neighborhood business is not proposed for development; the second parcel, consisting of the remaining 2.38 acre portion of the site zoned El Granada Gateway, would contain the proposed new fire station 41. The project is regionally accessed from State Route (SR) 1, 100 ft. via Coronado St.</p>	
A02-02		<p><i>Lead Agency</i></p> <p>As the lead agency, CFPD is responsible for all project mitigation, including any needed improvements to the STN. The project’s fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This includes any required improvements to the STN or reductions in VMT. Required improvements should be completed prior to issuance of the Building Permit. Since Caltrans will not issue an Encroachment Permit until our concerns are adequately addressed, we strongly recommend that CFPD work with both the applicant and Caltrans to ensure that our concerns are resolved during the California Environmental Quality Act (CEQA) process, and in any case prior to submittal of a permit application. See the end of this letter for more information on the Encroachment Permit process.</p>	<p>CFPD will obtain all required permits and adhere to all required permit conditions and requirements for the construction of the project. Potential impacts related to transportation and circulation are addressed beginning on page 51 of the Initial Study (included as Appendix A to the Draft EIR), and page 4.6-5 of the Draft EIR. No impacts were identified would require mitigation measures to reduce the impacts to less-than-significant levels. Improvements to the State Transportation Network would not be required to mitigate any potential impacts resulting from the project. Furthermore, it is not expected that an encroachment permit would be required because construction activities would not take place within the State right-of-way.</p>
A02-03		<p><i>Transportation Management Plan</i></p> <p>Where vehicular, bicycle, and pedestrian traffic may be impacted during the construction of the proposed project requiring traffic restrictions and detours, a Caltrans-approved Transportation Management Plan (TMP) is required. Pedestrian and bicycle access through the construction zone must be maintained at all times and comply with the Americans with Disabilities Act (ADA) regulations. See Caltrans’ <i>Temporary Pedestrian Facilities Handbook</i> for maintaining pedestrian access and meeting ADA requirements during construction at:</p> <p>http://www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf</p> <p>See also Caltrans’ Traffic Operations Policy Directive 11-01 “Accommodating Bicyclists in Temporary Traffic Control Zones” at: www.dot.ca.gov/trafficops/policy/11-01.pdf.</p>	<p>CFPD will adhere to all required permit conditions for the construction of the project. Potential impacts related to transportation and circulation are addressed beginning on page 51 of the Initial Study (included as Appendix A to the Draft EIR), and page 4.6-5 of the Draft EIR. The analysis concluded that the project would not result in any significant impacts to transportation including public transit, bicycle, or pedestrian facilities. Because construction activities would not require any traffic restrictions or detours and would not impede or displace pedestrian and bicycle access, a TMP would be required. However, CFPD will obtain all required permits and adhere to all required permit conditions for the construction of the project.</p>

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		<p>All curb ramps and pedestrian facilities located within the limits of the project are required to be brought up to current ADA standards as part of this project. The TMP must also comply with the requirements of corresponding jurisdictions. For further TMP assistance, please contact the Caltrans District 4 Office of Traffic Management Operations at (510) 286-4579. Further traffic management information is available at the following website:</p> <p>www.dot.ca.gov/hq/traffops/trafmgmt/tmp_lcs/index.htm.</p>	
A02-04		<p><i>Transportation Permit</i></p> <p>Project work that requires movement of oversized or excessive load vehicles on State roadways requires a Transportation Permit that is issued by Caltrans. To apply, a completed Transportation Permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to:</p> <p>Caltrans Transportation Permits Office 1823 14th Street Sacramento, CA 95811-7119.</p> <p>See the following website for more information about Transportation Permits:</p> <p>http://www.dot.ca.gov/trafficops/permitsindex.html</p>	<p>It is not expected that oversized or excessive load vehicles will utilize State roadways during the construction phase of the proposed project. However, CFPD will obtain all required permits and adhere to all required permit conditions for the construction of the project.</p>
A02-05		<p><i>Encroachment Permit</i></p> <p>Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires an Encroachment Permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed Encroachment Permit application, the adopted environmental document, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process.</p> <p>David Salladay, District Office Chief Office of Permits, MS 5E California Department of Transportation, District 4 P.O. Box 23660 Oakland, CA 94623-0660</p> <p>See the following website for more information:</p> <p>http://www.dot.ca.gov/trafficops/eplindex.html</p>	<p>During the construction phase, some construction operations would occur within Obispo Road, however, encroachment into State right-of-way is not expected to occur. If encroachment is foreseen, CFPD will obtain all required permits and adhere to all required permit conditions for the construction of the project.</p>
A02-06		<p>Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jannette Ramirez at 510-286-5535 or jannette.ramirez@dot.ca.gov.</p> <p>Sincerely,</p>	<p>This comment is a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.</p>

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		PATRICIA MAURICE District Branch Chief Local Development - Intergovernmental Review	
B. Local Agencies			
B01	1/19/2017	Summer Burlison, Planner III, County of San Mateo, Planning and Building Department	
B01-01		Please accept the following comments for the Coastside Fire Protection District's Draft Environmental Impact Report (EIR) for the Fire Station 41 (El Granada) Replacement Project:	This comment is an introductory remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B01-02		<u>Project Description, Section 3.4.1.2 (page 3-13)</u> : The maximum building height allowed in the EG Zoning District identified on Page 3-13 should be corrected to 16 feet, pursuant to Section 6229.4(2) of the County of San Mateo Zoning Regulations, not 30 feet as stated in the Draft EIR.	Page 3-13 of the Draft EIR has been amended as requested, as shown in Chapter 3, Revisions to the Draft EIR, page 3-1. No further response is required.
B01-03		<u>Aesthetics, Section 4.1.1.1 (page 4.1-2)</u> : References made to "City" ordinances should be corrected to "County" under the subheading <i>San Mateo County Municipal Code</i> .	Page 4.1-2 of the Draft EIR, has been amended as requested, as shown in Chapter 3, Revisions to the Draft EIR, page 3-1. No further response is required.
B01-04		<u>Aesthetics, Section 4.1.3, AES-1 (page 4.1-9)</u> : The Draft EIR explains that ancillary equipment to the fire station will include antennas that would be mounted to the roof of the fire station and that while exact height for the antennas has not yet been determined, it is assumed that they will be similar in height to the existing station and would not obstruct views. Additional information, including the anticipated number, bulk (e.g., single individual pole-style antennas or clustered panel style) and section of rooftop (e.g., on top of the 3D-foot, pull-through bay roof or the 17'-10" station roof) for new rooftop antennas should be provided to adequately determine whether the antennas will have any potential scenic view impacts.	The photo simulations shown in Figures 4.1-1, 4.1-2, and 4.1-3 of the Draft EIR have been updated to include the roof mounted antennae and are included in Chapter 3 of this Final EIR.
B01-05		A variance will be required for the 17-foot tall retaining wall as the maximum wall height allowed in a rear setback is 6 feet pursuant to Section 6412 of the County of San Mateo Zoning Regulations. The Draft EIR should identify, in appropriate sections, that a (height) variance is required for the 17-foot tall retaining wall.	Page 4.1-14 of the Draft EIR has been amended to reference the required variance for the retaining wall as shown in Chapter 3, Revisions to the Draft EIR, page 3-2. Note that the retaining wall is 17' high when measured from adjacent grade at the fire station, but it is at existing grade when viewed from Avenue Alhambra.
B01-06		<u>Aesthetics, Section 4.1.3, AES-2 (page 4.1-14)</u> : A correction should be made to the statement that the proposed project requires an exception to the "floor area ratio" as there is no floor area ratio for the EG Zoning District. There is a maximum "lot coverage" allowance in the EG Zoning District, for which the proposed project requires an exception (in the form of a variance) to exceed.	Page 4.1-14, has been amended as requested, as shown in Chapter 3, Revisions to the Draft EIR, page 3-2. No further response is required.
B01-07		<u>Air Quality, Section 4.2.3, AIR-1 (page 4.2-23)</u> : Mitigation Measure AIR-1 includes a measure to "install sandbags or other erosion control measures to prevent silt runoff from public roadways" The intent of this Bay Area Air Quality Management District Best Management Practice is to prevent silt runoff "onto" public roadways. Additionally, the	Text changes based on this comment are shown in Chapter 3 of this Final EIR.

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		County of San Mateo does not support the use of sandbags as an acceptable erosion control material as they are prone to rip and/or tear during construction, thus, turning the protective material into a potential source of silt. The County recommends the use of fiber rolls or silt fencing as a substitute for sandbags. Therefore, this measure should be updated to indicate that its intent is to prevent silt runoff "onto" public roadways and to eliminate reference to the use of sandbags as an acceptable measure.	
B01-08		<u>Air Quality, Section 4.2.3, AIR-3 (page 4.2-24)</u> : The anticipated project construction schedule, identified to start at the beginning of October 2016 and be completed by the end of December 2017, should be updated to a more current anticipated schedule.	Text on page 4.2-24 has been amended as shown in Chapter 3 of this Final EIR on page 3-3 to reflect that the anticipated project construction schedule is anticipated to start at the beginning of October 2017 and be completed by the end of December 2018. It should be noted that, although the project was originally scheduled to start construction in 2016 and was modeled accordingly, CalEEMod emission factors for off-road equipment take into account future engine improvements which reduce pollutant emissions. Therefore, construction activities with a later start date would generally result in lower emissions than construction activities with an earlier start date. Thus, the quantified construction emissions utilized in the Draft EIR represent a conservative estimate. As a result, the analysis and potential impact would not change as a result of the later start date.
B01-09		Biological Resources, Section 4.3 (page 4.3-1): A copy of the habitat suitability assessment for special-status species and preliminary wetland assessment for possible jurisdictional waters, prepared by the EIR biologist and relied on, in part, for the Biological Resources section of the Draft EIR, should be made available or clarified where a copy is available.	A standalone report on the assessment results was not prepared. Instead, the results were incorporated into the Chapter 4.3, Biological Resources, of the Draft EIR. The previously-completed standalone reports regarding biological resources are listed below and are attached to the Initial Study included as Appendix A of the Draft EIR. <ul style="list-style-type: none"> ■ Coastside Fire Protection District, Riparian Setback Analysis, TRA Environmental Sciences, Inc., August 7, 2014 ■ Preliminary Environmentally Sensitive Habitat Areas Assessment at the Proposed Coastside Fire District Project in El Granada, San Mateo County, California, WRA Environmental Consultants, April 16, 2015
B01-10		<u>Biological Resources, Section 4.3.3 (page 4.3-23)</u> : The arborist assessment, prepared by Kielty Arborist Services, LLC, dated June 3, 2015, appears to have incorrectly numbered the trees surveyed, or leaves out Tree #6. Therefore, there are either 10 or 11 trees on-site that would be removed. Of the trees surveyed in the arborist assessment, four (4) would qualify as Significant Trees under the County's Significant Tree Ordinance. However, the Draft EIR identifies eight (8) of the surveyed trees to qualify as Significant Trees. Please review and update this section as applicable for the proposed project.	Page 4.3-23 of the Draft EIR has been amended as shown in Chapter 3 of this Final EIR at page 3-3 to reflect this comment.
B01-11		<u>Hydrology and Water Quality, Section 4.4.1.1 (page 4.4-7)</u> : Please clarify the reference in text to footnote 1 as there is no relevant footnote provided.	This footnote was included in error. Text has been amended, and is shown in Chapter 3 of this Final EIR at page 3-5.
B01-12		<u>Noise, Section 4.5.1.2 (page 4.5-11)</u> : Table 4.5-6 and Table 4.5-7 of the Draft EIR do not accurately represent the Exterior Noise Standards (Table I) and Interior Noise Standards	As a result of this comment, Table 4.5-6 and Table 4.5-7 of the Draft EIR have been corrected, as shown in Chapter 3 of this Final EIR at pages 3-6

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		(Table II) of the County of San Mateo Noise Ordinance, Sections 4.88.330 and 4.88.340, respectively. The "categories" identified under each table of the County's Noise Ordinance are not meant to represent land use categories as depicted on the tables provided in the Draft EIR. The "categories" identified under each table of the County's Noise Ordinance are intended to represent the various periods of time versus noise level. For example, pursuant to Section 4.88.330 (Exterior Noise Standards) of the County's Noise Ordinance, the noise level for a residence, school, hospital, church, or public library receiving 5 minutes of 65 dBA between the hours of 7 a.m. to 10 p.m. is a "category 3". The tables provided in the Draft EIR and any relevant discussion based upon these tables should be updated to reflect accurate application of the County's Noise Ordinance.	and 3-7. Alteration of these tables does not affect the analysis included in the Draft EIR, and the determinations do not change.
B01-13		<u>CEQA-Mandated Sections, Section 6.4.1 (page 6-4)</u> : Reference that the proposed project is a "redevelopment" of an undeveloped site is a conflicting statement, and inaccurate, and should be corrected.	Text changes to page 6-4 of the Draft EIR reflecting this comment are shown in Chapter 3 of this Final EIR at page 3-7.
B01-14		Please feel free to contact me at 650/363-1815 or via email at sburlison@smcgov.org if you have any questions or would like to discuss the above comments. Sincerely, Summer Burlison Planner III	This comment is a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B02	1/19/2017	William Parkin, Wittwer/Parkin LLP for the Granada Community Services District	
B02-01		Dear Mr. Cole: The Granada Community Services District (GCSD) submits these comments in reference to the Fire Station 41 Replacement Project (Project) Environmental Impact Report (EIR). We attach and adopt our previous correspondences to you in relation to this Project at the end of this letter. These comments are being resubmitted with this letter because we are also asking that these comments be responded to in the Final EIR. To summarize the main points of our prior letters to you, the Coastside Fire Protection District (CFPD) must accord GCSD "Responsible Agency" status and consult with GCSD through the remaining stages of its environmental review process. GCSD must make at least three separate discretionary approvals for this Project, including a Sewer Connection Permit, a Variance, and a Rural Service Zone Determination. To fully comply with the California Environmental Quality Act, both CFPD and GCSD must evaluate in the EIR any potentially significant impacts that may arise as a result of GCSD approving those aspects of the Project that fall within GCSD's jurisdiction. We request that consultation begin promptly to ensure the environmental evaluation and GCSD's discretionary approval processes proceed smoothly. Thank you for considering our comments and for your future cooperation. If you have any questions, please contact Chuck Duffy, GCSD General Manager.	This comment is an introduction to the enclosed comment letter and summarizes the comments that follow which are responded to accordingly.

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B02-02		<p>Very Truly Yours Wittwer Parkin LLP William P. Parkin</p> <p>Dear Assistant Chief Cole: This letter is a follow up to the enclosed letter we sent to you on October 21, 2016 regarding the need to accord Responsible Agency status to the Granada Community Services District (GCSD) during the Coastside Fire Protection District's (CFPD) environmental review of the Fire Station 41 Replacement Project (Project). After reviewing CFPD's Draft Environmental Impact Report (DEIR) for the Project, we must reemphasize the need for CFPD to promptly begin consultation with GCSD, as the EIR currently does not address the impacts related to wastewater, sewer or garbage at all.</p>	<p>Potential impacts to wastewater, sewer and solid waste are analyzed beginning on page 54 of the Initial Study (included as Appendix A of the Draft EIR).</p> <p>The Initial Study (at pp. 29-30, 55) concludes that, given that the proposed project would replace the existing fire station and would not increase operations above those under existing conditions, wastewater output associated with the proposed project would not result in an increase beyond current output from that of the existing fire station and the existing Wastewater Treatment Facility is expected to have adequate capacity to serve the project. Therefore, the proposed project would not require construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p> <p>To further clarify, while as discussed in Response B2-06, the project could involve a possible extension of an existing force main, because this extension would be within an existing paved road and would facilitate transmission rather than expanded storage or processing capacity, no significant environmental effects would result from any such extension.</p> <p>Similarly, the Initial Study concludes (on page 57) that, because the proposed project operations and staffing are not expected to change, and because CFPD currently employs waste reduction measures and would continue to recycle all appropriate materials to appropriate facilities and comply with all waste reduction requirements of the County, impacts to solid waste disposal would be <i>less than significant</i>. Because the Initial Study concluded that the project would not result in any potentially significant impacts to wastewater, sewer and solid waste, no mitigation is required for these topic areas and this topic was not analyzed further in the Draft EIR.</p> <p>Page 57 of the Initial Study states that solid waste disposal is provided by Recology of the Coast. To clarify, based on further conversations with GCSD representatives, CFPD understands that GCSD provides solid waste services through a franchise Agreement with Recology of the Coast and, in addition to the County regulations referenced in pages 57-58 of the Initial Study, solid waste disposal is also governed by Article 3 of the GCSD Ordinance</p>

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B02-03		<p>GCS D is appreciative that the CFPD Board President recently reached out to two of our Board members regarding this Project and assured them GCS D would be consulted with appropriately and afforded the opportunity to comment on the DEIR, and that CFPD would of course do everything needed to obtain the requisite Sewer Connection Permit. GCS D is ready and willing to consult with CFPD at all stages of its environmental review; however, as our October 21, 2016 letter to you indicated, CEQA requires that this consultation occur prior to the release of the DEIR. Furthermore, there are at least two additional discretionary approvals which CFPD must obtain from GCS D. Our General Manager would be quite willing to meet with you before or after our next Board meeting, scheduled for the evening of January 19, 2017. Please let him know whether you and/or other CFPD representatives would prefer to meet anytime during the day of January 19 or the morning of January 20,2017 to begin the required consultation with GCS D so that CFPD can conduct a full and thorough review of the potential impacts arising from all aspects of the Project that fall under GCS D's permitting jurisdiction.</p>	<p>Code, including sections 300(04) and (05) which provide that all owners and occupants of occupied premises within the jurisdiction of GCS D shall subscribe and pay for the garbage collection and disposal system provided by the GCS D, and specify the number, capacity, condition, and placement of the receptacles that are required to be provided by each occupant for containing refuse.</p> <p>With respect to responsible agency status and discretionary approvals, Page 3-20 of the Draft EIR has been amended accordingly in response to this comment, as shown in Chapter 3, Revisions to the Draft EIR, page 3-1. CFPD has afforded GCS D Responsible Agency status and has satisfied the consultation requirements for Responsible Agencies pursuant to CEQA. CEQA requires that the lead agency consult with responsible agencies by sending a "notice of preparation" to each responsible agency prior to preparation of an EIR, and in turn, CEQA requires that each responsible agency respond to the lead agency, specifying the scope and content of the environmental information that must be included in the EIR. Public Resources Code Section 21080.4(A) and 14 Cal. Code Regs Section 15082(a). On July 16, 2015 CFPD and the County of San Mateo held a joint pre-application and CEQA scoping meeting. Notice for this meeting included a notice of preparation and was sent to all properties within 500 feet of the project site and to responsible and interested parties which included GCS D. GCS D did not make any request to consult with CFPD or make any comments on the NOP until October 21, 2016.</p>
B02-04		<p>CFPD's recently published DEIR for the Project states:</p> <p>A sewer connection permit would also be required from the Granada Community Services District, which may involve discretionary approval in which case Granada Community Services District would also be a Responsible Agency (DEIR, at 3-20.)</p> <p>We appreciate the DEIR's recognition of this reality, but are concerned by the word "may" in the above quote. As we mentioned in GCS D's prior letter to you, GCS D is a Responsible Agency because the Sewer Connection Permit that CFPD is required to obtain from GCS D is subject to discretionary approval. There can be no question that the GCS D Sewer Connection Permit is a discretionary permit, because GCS D's Sewer Connection Permit requires determinations that necessarily require an exercise of judgment on the part of staff or the GCS D Board. For instance GCS D must determine:</p> <ol style="list-style-type: none"> (1) that the District's wastewater facilities have the capacity to accommodate the quantity and quality of wastewater to be produced by the proposed project (District Code section 602 (03) (C)); (2) for nonconforming parcels such as the parcel that is the subject of the DEIR, District Code section 602 (03) (B) conditions Sewer Connection Permit approval upon a discretionary 	<p>Please see response to comment B02-03.</p>

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		<p>finding that sewer service to the permit applicant's parcel would not adversely affect GCSO's ability to serve a conforming parcel in view of the applicable buildout limits;</p> <p>(3) District Code section 603 (01) further allows GCSO, in its discretion, to impose additional requirements upon a permit applicant which must be satisfied before the permit will be issued; and</p> <p>(4) prior to GCSO issuing a Class 1, 2, or 3 permit, the Board must make independent discretionary findings as to the presence, among other features, of streams, riparian areas, wetlands, environmentally sensitive habitat areas, and open space zones that the wastewater or garbage aspects of the Project may significantly impact.</p>	
B02-05		<p>We would also like the EIR to acknowledge that the Project is subject to two additional discretionary GCSO approvals-a Variance and a Rural Service Zone Determination. To issue a variance for CFPD's nonconforming parcel, GCSO must make several discretionary findings, including that there are no features on the property that have the potential to have a greater than usual contribution to wet weather sewage overflows. (District Code § 603 (03).) Finally, prior to issuing a permit, GCSO must make a Rural Service Zone determination as to whether the Project is "commensurate" with the uses and densities designated in the San Mateo County Local Coastal Land Use Plan for the subject parcel.</p>	<p>Please refer to the response to Comment B02-03.</p>
B02-06		<p>The lack of discussion in the DEIR regarding potential environmental impacts that fall within GCSO's jurisdiction underscores the importance of prompt consultation. The DEIR provides no discussion of environmental impacts related to wastewater, sewer, or garbage issues. GCSO cannot provide substantive comments or propose mitigation measures without this information that is missing from the DEIR. In short, the DEIR does not (1) describe baseline sewer, water quality, or garbage service conditions; (2) discuss whether CFPD may need to extend the sewer main to obtain sewer service or how much wastewater and garbage the station will generate; (3) explain where CFPD plans to place its sewer connection, or (4) otherwise discuss potential water quality, sewer, or garbage system impacts.</p>	<p>Please refer to the response to Comment B02-02. The existing sewer line within the vicinity of the project site is within the Avenue Portola and Avenue Alhambra rights of way. The proposed connection to serve the project site will either be down Obispo Road or Ave Alhambra, both existing paved roads. Pursuant to our preliminary discussions with GCSO representatives, connection through Obispo Road may involve the extension of the existing force main while connection through Avenue Alhambra would involve pumping up to the project site. The final alignment of the sewer connection will be determined in consultation with GCSO during the sewer connection permit process which is underway.</p>
B02-07		<p>GCSO needs basic information as to where and how CFPD plans to connect its new fire station to the sewer system. CFPD and GCSO must analyze potential impacts arising from how CFPD proposes to connect its station to the sewer system, and whether this may significantly impact nearby wetlands, streams, riparian areas, environmentally sensitive habitat areas, or the open space qualities of the El Granada Gateway-zoned property. It is also important to discuss the location of the proposed sewer connection to determine whether this connection must pump the Project's wastewater from a lower to a higher elevation.</p>	<p>Please refer to the responses to Comment B02-02 and B02-06. Because the sewer line connection will be located beneath existing paved roads, regardless of the ultimate alignment, there will be no crossing of any wetlands, streams or riparian areas, or other disruption to sensitive habitats.</p>
B02-08		<p>Furthermore, CFPD must provide information regarding anticipated wastewater and garbage volumes to ensure that local sewer and water systems will have the capacity to serve all conforming parcels at full buildout of the San Mateo County General Plan. For example, on August 18, 2006, the EPA issued its NPDES Compliance Evaluation Report for the Sewer Authority Mid-coastside (SAM), which found that "[t]he SAM Sewer System does not have sufficient capacity to convey peak flows during the winter rains." This report encouraged all member agencies, including GCSO, to take all reasonable steps to reduce wet weather overflows</p>	<p>Please refer to the response to Comment B02-02, B02-06 and B2-07.</p>

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		to avoid possible overflows of untreated sewage and other wastewater in the future. GCSD must determine whether providing sewer service connections to the Project increases the risk increased severity and frequency of sewer overflow events. To determine whether the Project poses this risk, GCSD needs to know the estimated volume of wastewater the Project will generate upon completion and in the future.	
B02-09		As a side matter, the Project EIR should contain a list of Responsible Agencies. CEQA Guidelines section 15129 states, "-The EIR shall identify all federal, state, or local agencies, other organizations, and private individuals consulted in preparing the draft EIR, and the persons, firm, or agency preparing the draft EIR, by contract or other authorization." Because the Lead Agency must consult with Responsible Agencies, the EIR must also contain a list of the Responsible Agencies with which the Lead Agency consulted. At minimum, CFPD did not list GCSD as a Responsible Agency in its DEIR. This should be rectified and the correction reflected in the FEIR, and GCSD should be accorded all rights of a Responsible Agency, including timely consultation.	Please refer to the response to Comment B02-03.
B02-10		Thank you in advance for your consideration of this letter. If you have any questions, please contact GCSD General Manager Chuck Duffy using the contact information provided below. Very Truly Yours, Jonathan Wittwer, General Counsel Granada Community Services District	This comment is a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B02-11		Dear Assistant Chief Cole: This letter is in regards to the July 16, 2015 Initial Study and Notice of Preparation of an Environmental Impact Report by Coastside Fire Protection District (CFPD) for its proposed Fire Station 41 Replacement Project (Project). That Initial Study does not identify Granada Community Services District GCSD as a "Responsible Agency" as defined by CEQA. Nor has CFPD yet commenced according GCSD Responsible Agency status, as required by CEQA Guidelines. GCSD is ready, willing and able to work with CFPD to remedy this situation as much as possible. GCSD is responsible for the sewage collection system and the garbage and recycling services within El Granada, where CFPD has proposed to locate its new fire station. CEQA Guideline 15381 defines "responsible agencies" as "all public agencies other than the lead agency which have discretionary approval power over the project." As further discussed below, GCSD has three separate discretionary approvals that CFPD must obtain as part of the Project. Thus GCSD is a Responsible Agency under CEQA. GCSD requests that, at a minimum, CFPD begin conferring with GCSD as soon as possible in the planning process to ensure it adequately and fully considers Project-related environmental impacts that fall within GCSD's jurisdiction and special expertise. On July 16, 2015 CFPD issued its Initial Study and Notice of Preparation of an Environmental Impact Report. In its Initial Study, CFPD identified itself as the Lead Agency for purposes of its CEQA Project review, and named the County of San Mateo as a Responsible Agency. However, CFPD neither named GCSD as a Responsible Agency nor consulted with GCSD in the manner set forth in the CEQA Guidelines.	Please refer to the response to Comment B02-03.

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		<p>CEQA Guideline 15063(g), provides:</p> <p>"[a]s soon as a lead agency has determined that an initial study will be required for the project, the lead agency shall consult informally with all responsible agencies ... to obtain the recommendations of those agencies as to whether an EIR or a negative declaration should be prepared."</p> <p>Nevertheless, GCSO, though not consulted, concurs with CFPD's conclusion that an EIR is required to be prepared.</p> <p>Looking forward, GCSO requests that CFPD immediately begin consulting with GCSO to ensure that each agency can adequately carry out its procedural responsibilities under CEQA and that Project-related impacts that fall within GCSO's jurisdiction and realm of expertise as a Responsible Agency are fully evaluated.</p> <p>CEQA provides, in part, as follows as to a Responsible Agency:</p> <ol style="list-style-type: none"> (1) A responsible agency may require changes in a project to lessen or avoid the environmental effects, either direct or indirect, but only of that part of the project which the agency will be called on to carry out or approve. See CEQA Guideline 15041. (2) As set forth in CEQA Guideline 15096(b), a responsible agency is required to respond to consultation by the lead agency in order to assist the lead agency in preparing adequate environmental documents for the project and to enable the responsible agency to ensure that the documents it will use will comply with CEQA. (3) A responsible agency may refuse to approve a project in order to avoid direct or indirect environmental effects of that part of the project which the responsible agency would be called on to carry out or approve. See CEQA Guideline 15042. (4) The lead agency shall consult with and request comments on the draft EIR from responsible agencies. Prior to the close of the public review period, a responsible agency which has identified what that agency considers to be significant environmental effects shall advise the lead agency of those effects. As to those effects relevant to its decision, if any, on the project, the responsible agency shall either submit to the lead agency complete and detailed performance objectives for mitigation measures addressing those effects or refer the lead agency to appropriate, readily available guidelines or reference documents concerning mitigation measures. If the responsible agency is not aware of mitigation measures that address identified effects, the responsible agency shall so state. See CEQA Guideline 15086. (5) The lead agency shall require the applicant to provide a copy of the certified, final EIR to each responsible agency. See CEQA Guideline 15095. (6) When a final EIR identifies one or more significant effects, responsible agencies must make findings under Section 15091 for each significant effect and may need to make a statement 	

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B02-12		<p>of overriding considerations under Section 15093 for the project. Each responsible agency must certify that its decision making body reviewed and considered the information contained in the EIR prior to acting on or approving the project. See CEQA Guidelines 15050(b), 15064(a)(2).</p> <p>Upon reviewing CFPD's Initial Study, GCSD has identified three Project-related approvals, as listed below.</p> <p>CFPD Must Obtain a Sewer Service Variance from GCSD</p> <p>Because Measure A, adopted by the voters in 1986, precludes GCSD from constructing sewer infrastructure capacity exceeding that necessary to serve Local Coastal Plan ("LCP") build-out and CFPD's parcel is substandard as to the minimum parcel size, CFPD will need to obtain a sewer service variance from GCSD prior to obtaining a Sewer Connection Permit.</p> <p>CFPD has proposed to construct a new fire station on a 2.7-acre parcel, 2.37 acres of which are currently zoned "EG" to allow low-intensity uses on minimum 3.5-acre parcels. According to the County's Mid-Coast LCP (which includes as an implementing ordinance in the county zoning regulations), the purpose of the EG district is to provide for low-intensity development within the "Burnham Strip" of El Granada, which is meant to preserve the visual and open space characteristics of this property. The County's Mid-Coast LCP lists this parcel as open space with a park overlay.</p> <p>Because CFPD proposes to build a full-service fire station on a substandard parcel zoned for low-intensity uses, it will constitute development not included in the LCP build-out calculations and contribute to the ever-increasing sewer service demand caused by substandard parcels for which GCSD cannot construct infrastructure capacity if it is to remain in compliance with Measure A. As a result, GCSD must review this proposal under its Sewer Service Variance Ordinance procedures enacted in 2001 to assist it in addressing this problem. According to section 603(03) of the Granada Sanitary District Ordinance Code (District Code), GCSD may issue a variance for a substandard (nonconforming) parcel based on evidence submitted to the GCSD District Board (Board), but only if that evidence supports the Board making specified findings set forth in the District Code.</p> <p>GCSD staff would be happy to meet with CFPD staff to discuss a Variance Application and its relationship to CFPD's proposed EIR.</p> <p>CFPD Must Obtain a Rural Zone Sewer Connection Determination</p> <p>The Project property is designated "rural" in the County Mid-Coast LCP even though it is a rural island inside an area designated urban in the County LCP. Under District Code section 500, enacted to comply with LCP Policy 2.14, GCSD has established an Urban Service Zone and a</p>	Please refer to the response to Comment B02-03.

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		<p>Rural Service Zone and included the Project property in its Rural Service Zone. GCSD can only issue a permit for a service provided in its Rural Service Zone if that service is "commensurate" with the uses and densities designated in the County LCP for the property in question.</p> <p>Thus, prior to issuing a Sewer Connection Permit to CFPD, GCSD must make a Rural Zone connection determination finding that a Sewer Connection Permit for the Project is commensurate with the uses and densities designated in the Mid-Coast LCP. Again, GCSD staff would be happy to meet with you to discuss this Rural Zone Connection Determination process and its relationship to CFPD's proposed EIR.</p> <p>CFPD Must Obtain a Sewer Connection Permit</p> <p>Finally, CFPD must obtain a Sewer Connection Permit as part of its proposed Project. GCSD permits are divided into three classes. Class 1 permits are required for residential connections; Class 2 for commercial, industrial, or institutional; and Class 3 for construction of sewer mains, pumping stations, etcetera. CFPD will have to obtain a Class 2 and, possibly, a Class 3 permit from GCSD. Sewer Connection Permits can only be issued after a Variance Approval and a Rural Zone Connection Determination.</p>	
B02-13		<p>Conclusion</p> <p>GCSD requests that CFPD accord GCSD Responsible Agency status as early as possible. If you have any questions, please contact GCSD General Manager Chuck Duffy using the contact information provided below.</p> <p>Very truly yours, Chuck Duffy, General Manager Granada Community Services District P.O. Box 335 El Granada, CA 94018 cduffy@granada.ca.gov 760.479.4125</p>	<p>This comment is a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.</p>
C. Individuals			
C01	1/16/2017	Lisa Ketcham	
C01-01		<p>The concept plan and story poles show the structure carefully sited to minimize obstruction of public ocean views, but the proposed landscaping, with tight rows and groupings of trees and tall shrubs, does not. Please consider limiting the tree pallet to a very few well--placed specimens, proven durable in this coastal climate, spaced well apart so that they can develop to their full natural beauty while leaving plenty of open ocean views around them.</p>	<p>Page 3-13 of the Draft EIR states that the final landscape plan would undergo design review by the San Mateo County Planning Department and Commission to ensure consistency with the landscaping requirements for the EG zoning designation established under Section 6229.4 of the County of San Mateo Zoning Regulations. According to the zoning regulations, all building structures shall be screened with sufficient landscaping to obscure</p>

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			and soften their appearance when viewed from Highway 1, and that all landscaping shall be drought-tolerant and include either native or non-invasive plant species. ¹ Further, the proposed project would include several bio-retention areas along Obispo Road.
C01-02		This particular location and the public ownership merit the effort to use more native plants. Shrubs no larger than coffeeberry, toyon, or Ceanothus should provide the benefit of native habitat and any needed screening without blocking ocean views. Please no hopseed bush when we have Pacific wax myrtle and toyon to offer. Ceanothus varieties come in various sizes and shapes from ground cover to mounding, to tree-like, in varying shades of blue, and require no water after the first season.	Please refer to the response to Comment C01-01. This comment expresses an opinion regarding design comments and does not state a question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
C01-03		The undeveloped property at the corner of Alhambra/Coronado has a “clear view easement” across the southern corner to protect public ocean views. Proposed development there will have landscaping limited to five feet at mature height in this “clear view easement”. Please consider this same approach for the area south of the fire station. Let the landscaping enhance public ocean views, not block them.	In order to preserve ocean views, the project's landscape plan currently calls for low profile landscaping in the area adjacent to Coronado, south of the proposed fire station. As noted in the response to Comment C01-01, the final landscape plan would undergo design review by the San Mateo County Planning Department and Planning Commission to ensure consistency with the landscaping requirements for the EG zoning designation established under Section 6229.4 of the County of San Mateo Zoning Regulations. Note that this comment provides a request for consideration by CFPD, but does not state a question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Therefore, no further response is required.
C01-04		Thank you for the opportunity to comment, Lisa Ketcham Moss Beach	This comment is a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
C02	1/19/2017	Lawrence Carter, Ph.D. and Beth Easter	
C02-01		We are writing to express our dismay and grave concerns regarding the Draft Environmental Impact Report (DEIR) that the Coastside Fire Protection District has prepared. We are writing both as members of the public in the affected area of the proposed project and as highly trained experts in the biological sciences (Lawrence Carter, Ph.D.) and in law, public policy, and political science (Beth Easter, J.D., Ph.D.). Thus, the issues that we raise constitute substantial evidence comprised of facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts. This draft report mischaracterizes and inaccurately minimizes the significant impacts that this project would have on the aesthetics, air quality, biological resources, hydrology (specifically	This comment is an introduction to the comment letter and summarizes the comments that follow. This comment states several concerns regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, however, greater detail is provided in the following comments. No further response to this comment is required.

¹ County of San Mateo Zoning Regulations, 2012, Chapter 12.6 “EG” District (El Granada Gateway District), Section 6229.4, Development Criteria and Standards, page 12.6.4.

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		<p>tsunami risk), and noise. In addition, the DEIR inappropriately dismisses the significant impacts that this project will have on the cultural resources, geology and soils, hazards and hazardous materials, land use and planning, and recreation. Unfortunately, this disregard for the views of the people of El Granada and the law has characterized the actions of the Fire District and this project from the beginning, including the Fire District's purchase of this land before initiating the CEQA process; an action that is in direct violation of the law and that has artificially narrowed the Fire Board's consideration of all possible options for a new fire station.</p> <ul style="list-style-type: none"> • The Draft EIR does not adequately describe the environmental impacts of the project. • The proposed land use changes are not compatible with the character of the existing area. • The identified mitigation measures are not sufficient. • The Fire Board should find an alternative site that will not have such a negative impact on the environment and the residents of El Granada. • There are alternatives to the project that would significantly less the significant impacts of the project and achieve the basic objectives. The Fireboard should locate the new fire station in a location that is closer to the majority of calls and further from schools and residential neighborhoods. 	
C02-02		<p>Proposed Fire Station 41 will generate long-term air pollutant emissions and subject residents to significant concentrations of air pollutions.</p> <p>The construction of the 12,425-foot fire station will have a significant impact on the air quality for El Granada residents. Specifically, the proposed project will generate Toxic Air Contaminates that will elevate concentrations of air pollutants beyond legal limits. Moreover, the proposed project is within a short radius of sensitive receptors that are more sensitive to toxic air contaminants. The proposed project will be located in the middle of a residential neighborhood and in the immediate proximity to two elementary schools; the proposed fire station will be built within 115 feet of residential housing and several hundred feet of the Wilkinson School.</p> <p>Residential areas are particularly sensitive receptors to air pollution because residents tend to be at home for extended periods of time. Children are particularly vulnerability to the health impacts of air pollution; other vulnerable populations include the elderly, pregnant women, and those with serious health problems affected by air pollution.¹ The proposed mitigation measures will not reduce these hazards including the risk of cancer. Documented non-cancer health risks include triggering of asthma attacks, heart attacks, and increases in daily mortality and hospitalization for heart and respiratory diseases.²</p> <p>¹ California Environmental Protection Air Resources Board, Air Quality and Land ² California Environmental Protection Air Resources Board, Air Quality and Land Use Handbook</p>	<p>An analysis of off-site community risk and hazards during construction begins on page 4.2-24 of the Draft EIR. The analysis concludes that the proposed project would expose sensitive receptors to substantial concentrations of air pollutant emissions during construction, and Mitigation Measure AIR-3 is recommended to reduce the potential impact to a less-than-significant level. Mitigation Measure AIR-3 requires the use of construction equipment that would reduce construction emissions below the Bay Area Air Quality Management District's significance thresholds for residential and school-based receptors. This comment provides the opinion that the proposed mitigation measure will not reduce the hazards, but does not provide any additional information to substantiate the claim. No further response is required.</p>
C02-03		<p>The proposed Fire Station 41 is located in a tsunami inundation zone.</p> <p>The proposed Fire Station 41 project site is located in a tsunami inundation zone. The project site falls within the tsunami inundation zone of the Cal EMA map. Moreover, the CAL-EMA map does not include the current sea level rise. By including sea-level rise, the tsunami inundation</p>	<p>As discussed beginning on page 4.4-20 of the Draft EIR, although the 2009 Cal-EMA map (Figure 4.4-2 in the Draft EIR) shows the project site is located just within the upland limit of the tsunami inundation zone, as referenced in the comment, the Cal-EMA map states that it "is intended for local</p>

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		zone will increase.	jurisdictional, coastal evacuation planning uses only. As noted on page 4.4-21 of the Draft EIR, this map and the information presented herein, is not a legal document and does not meet disclosure requirements for real estate transactions nor for any other regulatory purpose. Furthermore, the Draft EIR notes that personnel at Cal OES indicated that the Cal-EMA maps are primarily used for evacuation planning and were not developed specifically for land use planning purposes.
		The Fire Board has argued that two other studies show that the proposed station is not within the tsunami inundation zone. Neither of these studies provides evidence that the proposed fire station will be outside of the tsunami inundation zone. First, the SAFRR report was based on a single hypothetical model of an earthquake in Alaska. As stated in the SAFRR report, the purpose of the model was to help counties plan for emergencies by providing one plausible scenario. Moreover, the SAFRR report noted that long-term sea level rise due to climate change will increase the inundation area, which was not included in their analysis.	The other two studies, the 2013 SAFRR and the March 10, 2016 Moffatt & Nichol report are both consistent in their determinations that the project site is not located within the tsunami inundation zone. Both reports rely on different methodologies to reach these conclusions. Page 4.4-21 of the Draft EIR states that the 2013 SAFFF evaluates a single hypothetical, yet plausible tsunami event generated by a magnitude 9.1 earthquake off the Pacific coast of the Alaska Peninsula, based on the knowledge that tsunamis originating from this region of Alaska pose the greatest threat to the California coastline.
		The Fire Board paid to have a private study conducted by Moffatt & Nichol. However, there are a number of methodological flaws with this paid study: they use buoy data from San Francisco to measure wave data, they measure water levels from Crescent City, and they failed to incorporate sea-level rise in calculating their probabilities.	The Moffatt & Nichol report is a site-specific study that addresses the differences between the Cal-EMA map and the SAFRR. The Moffatt & Nichol report also includes a review of topographic information for the site, literature review, and discussions with California Office of Emergency Services (Cal OES) to confirm that the maximum inland limit of runup shown on the Cal-EMA map is based on tsunamis having a return period of up to 1,000 years.
		The California Coastal Commission unanimously adopted policy guidance that sea level rise should be included in wave run-up analysis and tsunami hazards assessments. The policy guidance states that tsunami evacuation maps that are based on current sea level conditions need to be updated with changes in sea level rise.	As pointed out in the comment, sea level rise could increase the size of the inundation areas identified in both reports. Consistent with Section 15151 of the CEQA Guidelines, the tsunami analysis included in the Draft EIR beginning on page 4.4-20 is reasoned and completed as good-faith effort based upon available information to identify the potentially significant environmental impacts of the project.
		California guidance also states that where practical, avoid the location of new critical facilities in areas, which contain significant natural hazards or are likely to contain significant natural hazards due to the impacts of climate change. ³ The proposed location is in an area that contains significant natural hazards due to the impacts of climate change. As noted by the Coastal Commission, tsunami inundation maps need to be updated based on sea level rise.	With respect to the location of critical facilities in areas that could be affected by significant natural hazards, please see the response to Comment C02-04 regarding the proposed structural design requirements for an essential service facility. However, as noted on page 4.4-22 of the Draft EIR, because the project site is not located within a tsunami inundation hazard zone as defined by the County General Plan and Zoning Ordinance, the tsunami inundation criteria set forth in Zoning Code Section 6326.2 are not applicable to the proposed project.

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C02-04		<p>Proposed Fire Station 41 will not be able to provide essential public services to the community after a natural disaster.</p> <p>In 1986, the California legislature determined that buildings providing essential services should be capable of providing those services to the public after a disaster (Essential Services Buildings Seismic Safety Act of 1986). The proposed Fire Station 41 will be in violation of this Act because it will be in a Tsunami Zone. In the event of a Tsunami, the propose Fire Station 41 will not be able to provide essential serves to the public after a disaster.</p>	<p>Potential impacts resulting from tsunami inundation are discussed beginning on page 4.4-20 of the Draft EIR. As discussed above in response to Comment C02-03, several studies were reviewed and relied upon in the Draft EIR to determine that the project site is not within a tsunami inundation zone. Even if the project site were considered to be within a tsunami zone, as stated on page 4.4-22 of the Draft EIR, the County of San Mateo has adopted the California Building Code (CBC) for the design of structures permitted within the County. The currently adopted CBC section applicable to the design for Tsunamis is Appendix M, Section M101, Tsunami Generated Flood Hazard. Section M101.4, Construction within a Tsunami Hazard Zone, and specifically Exception 2, indicates that “Community Critical Facilities shall be permitted within the Tsunami Hazard Zone when such a location is necessary to fulfill their function, provided suitable structural and emergency evacuation procedures have been incorporated”. The current station design meets the structural design requirements for an essential service facility. Additionally, CFPD has established Standard Operating Procedures for emergency evacuation of their personnel and equipment from Station 41 in the event of a Tsunami warning, as included in Appendix E of the Draft EIR, and listed below.</p> <p><u>Procedure:</u></p> <ol style="list-style-type: none"> 1. Upon notification of a Tsunami Warning, personnel on staff in Fire Station 41 shall immediately move all emergency vehicles to the corner of Cabrillo Ave and The Alameda. 2. Personnel not in the fire station at the time of the Tsunami Warning issuance shall return to the fire station to retrieve emergency vehicles and move them to the staging area identified in #1. 3. Time permitting; personnel shall secure access and egress to the fire station prior to moving to the aforementioned staging area. 4. Once all personnel and emergency vehicles have arrived at the staging location, the Company Officer shall contact Public Safety Communications (PSC) advising of their new location. 5. Placement of personnel and equipment shall not impede evacuation routes for pedestrian and vehicle traffic. 6. Company Officer shall advise PSC when/if the Tsunami makes landfall. 7. Station 41 personnel and equipment shall maintain their staging location a minimum of two-hours after the arrival of the last wave or upon ALL CLEAR. 8. Personnel shall initiate a windshield damage assessment in order to establish response priorities.

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C02-05		<p>Proposed Fire Station 41 will have a significant impact because of the light glare. Proposed Fire Station 41 will cause light pollution and will substantially damage scenic resources. It cause a significant aesthetic impact by having a substantial adverse impact on a scenic vista; it will substantially degrade the existing visual character of the neighborhood and its surroundings; and it will cause a new source of substantial light and glare which will adversely affect nighttime views in the area.</p>	<p>The proposed project will change the physical character of the project site by constructing a building on a currently undeveloped site. However, any change in the physical characteristics of a project site does not constitute a significant adverse impact on the environment. As discussed in Chapter 4.1, Aesthetics, of the Draft EIR, several factors related to project design and regulatory compliance would result in less-than-significant impacts. Furthermore, no data is provided to substantiate the opinions expressed in this comment.</p>
C02-06		<p>Proposed Fire Station 41 will have a significant impact because of the noise. Proposed Fire Station 41 will have a significant impact because of the noise during construction. Exposure to high noise levels affects the entire human system including functions of the heart, blood pressure, and nervous system. The location of the proposed project is being built less than 200 feet from residential housing and schools. The proposed project is in the immediate vicinity of sensitive receptors. The proposed fire station will have a significant impact because of the noise and it will expose residents and children to the generation of noise levels in excess of standards in excess of noise ordinances; and it will result in a substantial permanent increase in ambient noise levels in the project vicinity about levels existing without the proposed fire station. Moreover, the proposed project will result in significant noise during the construction period by generating excessive ground vibration and result in a periodic increase in ambient noise levels without the project.</p>	<p>Potential noise impacts to sensitive receptors during the construction phase are discussed in the Draft EIR beginning on page 4.5-18. The noise analysis includes a summary of potential noise-generating construction equipment to be used, as well as the noise levels expected to be experienced by nearby sensitive receptors during construction activities. Furthermore, construction would be localized and would occur intermittently for varying periods of time. Since all construction would occur during the County of San Mateo’s allowable hours of construction, any impacts on off-site receivers would result in less-than-significant impacts. Moreover, the existing fire station to be replaced by the proposed project is located just 600 feet of the proposed project site. Therefore the operational noise generated by the project will replace similar existing noise generated by the existing fire station in the immediate vicinity. As such ambient noise levels are not expected to increase as a result of the project.</p>
C02-07		<p>Proposed Fire Station 41 will degrade the visual character of the surrounding area. The character of the El Granada community is defined by its coastal setting (e.g., beaches, parks, natural setting). The proposed fire station will degrade the visual character of the surrounding area; the proposed project would lie directly adjacent to a scenic corridor and the height of the proposed building has been acknowledged to obscure views, which would substantially damage scenic resources along a State highway that has been designated as a scenic corridor by San Mateo County. The project proposes to build 12,425 feet fire station with a parking lot, safety lighting, flagpole, and communication antenna. The project will be visible from Highway 1. It will also be visible to residents who enter the El Granada community.</p> <p>It is also important to note El Granada’s Burnham Plan; the design of the public plazas, oceanfront promenades, and boulevards radiating from a central location. The site of the proposed project is designated as Open Space with Park Overlay Urban and is zoned El Granada Gateway/Design Review/Coastal Development. EG zoning has a limited number of allowed uses and strict development requirements.</p> <p>The application is requesting a number of variances that demonstrate that it is not within the character of the surrounding area. The Fire Board requests to exceed the 16-foot height standing in the El Granada Zoning; a variance from the applicable 50-foot setback, and the 20-</p>	<p>As stated in response to Comment C02-05, any change in the physical characteristics of a project site does not constitute a significant adverse impact on the environment in and of itself. The impact analysis included in the Draft EIR, beginning on page 4.1-9 addresses the potential impacts related to scenic vistas, visual character, and light and glare. The Draft EIR determined that, although the project site will be altered, the changes do not result in significant impacts.</p> <p>The project site is zoned El Granada Gateway/Design Review/Coastal Development (EG/DR/CD). The Open Space designation is generally reserved for resource management and production uses such as agriculture and oil and gas exploration. However, other allowed uses within this land use designation include recreation, residential uses, and service uses including hotels and motels. As discussed in section 3.2.4.2 of the Draft EIR on page 3-6, Section 6500 of the zoning code provides for institutional/public services uses to be located in any zoning district subject to the issuance of a Use Permit.</p>

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		foot rear setback. This particular area that the Fire Board is proposing to build the station is zoned	<p>The commenter references the “El Granada’s Burnham Plan”. Based on our research, we understand that the Burnham Plan is not a governing land use document or program, it was a map created in 1906 by Daniel H. Burnham, an architect and urban planner, who designed El Granada. The current governing land use polices and regulations for the subject project site are contained in the County’s Local Coastal Program, General Plan and Zoning Regulations, including the EG Zoning District regulations.</p> <p>As acknowledged in the Draft EIR beginning on page 3-19, the project will require variances from height, setbacks, and lot coverage restrictions otherwise required by San Mateo County in order to accommodate the necessary fire protection equipment and the lot’s unique shape. As discussed and concluded in the Draft EIR beginning on page 4.1-14, the proposed project will result in a less-than-significant impact to the character of the site and its surrounding area.</p> <p>The proposed project would also undergo Design Review for conformance with all policies of the San Mateo County LCP to ensure the design; character, height, scale, and mass are compatible with the area. Although the project would construct a new fire station on an undeveloped parcel, the overall character of the site and surrounding area, which includes a mix of residential, commercial, and school facility uses, in addition to the existing fire station, would not be substantially altered.</p>
C02-08		The proposed project will have a significant aesthetic impact because it will have a substantial adverse effect on the scenic vista; it will substantially degrade the existing visual character and quality of the site and its surrounding; and it will create a new sour of substantial source of light or glare that will adversely affect nighttime views in the area.	Refer to the response to Comment C02-05 and Comment C02-07.
C02-09		<p>The Draft EIR does not adequately consider alternative sites for the proposed project.</p> <p>Under CEQA, all phases of project planning, implementation, and operation must be considered. Article 1, Section 15400 states that for public projects:</p> <p>“CEQA compliance should be completed prior to acquisition of a site for a public project”</p> <p>and</p> <p>“public agencies shall not undertake actions concerning the proposed public project that would have a significant adverse effect or limit the choice of alternatives or mitigation measures, before completion of CEQA compliance. For example, agencies shall not:</p> <p>(A) Formally make a decision to proceed with the use of a site for facilities which would require CEQA review, regardless of whether the agency has made any final purchase of the site for these facilities, except that agencies may designate a preferred site for CEQA review</p>	<p>While CEQA Guidelines Section 15004(b)(1) suggests that an agency should generally not acquire a site for a public project prior to conducting CEQA review, CEQA also recognizes that in some instances agencies need to acquire a site prior to conducting CEQA review. For instance, CEQA Guidelines Section 15004(b)(2)(A) suggests that an agency may finalize the acquisition of a site for a facility provided it does not formally make a decision to proceed with the use of the site for that facility prior to complying with CEQA. The CFPD’s purchase of the project site met this condition.</p> <p>CFPD entered into a Purchase and Sale Agreement for purchase of the project site on December 3, 2014. The Purchase and Sale Agreement contained no reference as to any future use of the property for a public fire station or otherwise. The CFPD Board of Directors approved close and</p>

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		<p>and may enter into land acquisition agreements when the agency has conditioned the agency's future use of the site on CEQA compliance.</p> <p>(B) Otherwise take any action which gives impetus to a planned or foreseeable project in a manner that forecloses alternatives or mitigation measures that would ordinarily be part of CEQA review of that public project.</p> <p>It is a fact that the Coastside Fire Protection District has already purchased the proposed site for \$845,000 from San Mateo County Harbor District. In addition, the President of the Coastside Fire Protection District Board of Directors, Gary Burke has stated on the recorded that he currently has it [the groundbreaking for the proposed fire station at this site] on his calendar. Thus, the Coastside Fire Protection District is in violation of the law by failing to demonstrate CEQA compliance prior to the acquisition of a site for a public project and by undertaking actions concerning the proposed public project. This limited the choice of alternatives.</p>	<p>funding of escrow for the purchase of the project site by Resolution on February 25, 2015. As stated in the staff report dated February 25, 2015, "any plan to relocate the fire station on the Property is conceptual in nature. Moreover, a fire station cannot be developed on the Property unless and until the County discretionary approval for such use after conducting environmental review pursuant to CEQA. ..No application has been submitted to the County for a fire station on the Property... The District's acquisition of the property does not constitute any form of County approval of, or commitment to, a fire station on the Property."</p> <p>Moreover, the Resolution explicitly conditions any future use of the project site "on complete and final compliance with the California Environmental Quality Act, and issuance of necessary land use approvals from the County of San Mateo."</p> <p>Furthermore, the fact that CFPD already owns the proposed project site did not affect the choice of the alternatives or mitigation measures analyzed in the Draft EIR. The February 25, 2015 staff report states that "in considering any future fire station on the property, the County would retain the full range of alternatives and mitigation measures as to such a proposal, including the no project alternative." As noted on p. 5-3 of the Draft EIR, "...the alternatives were selected because of their potential to reduce the significant-but-mitigatable impacts of the proposed project related to air quality, biological resources, and hydrology and water quality."</p>
C02-10		<p>Thank you for this opportunity to provide our feedback on this proposed project. Sincerely, Lawrence Carter, Ph.D. Beth Easter, J.D., Ph.D.</p>	<p>This comment is a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.</p>
C03	1/19/2017	Graesson Berbano	
C03-01		<p>Chief Cole,</p> <p>I am a 23 year resident of El Granada with my family coming to the Coastside in September of 1993. The first 13 years we lived in the Clipper Ridge (Princeton by the Sea) subdivision. The last ten years we have lived in the El Granada Highlands just off the last level road section of El Granada Blvd. with hydrant and full turnaround. Having attended last nights meeting and processing what was presented and what I heard from fellow residents, I wish to submit my public comment as well.</p> <p>My first impression of the structure you are proposing is positive. It is a well designed (dare I say beautiful) building and one which I think the community can and should be proud of. As it is laid</p>	<p>This comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.</p>

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		<p>out it will be a credit to the neighborhood. I was also pleased to hear positive comment from a local realtor along those same lines.</p> <p>The location chosen is optimal given my perspective that it should remain in closest proximity to the greatest threat zone in the community- El Granada Highlands. While location can always be debated, given the fire service's prime directive, <i>public safety</i>, the location at the harbor on the west side of highway one is simply unacceptable in addressing those concerns and cannot be compromised. Where seconds count, the station needs to remain on this side of Hy 1. It is after all 'El Granada fire station.'</p> <p>Finally, not to ignore the concerns of those living nearby the proposed area (and my neighbors), it is my fervent hope that you will continue to conduct the evaluations and adjustments necessary in complete transparency using the latest methods and technologies available to make this station a functional reality now and for the future. Thank you for the service you provide and the opportunity to provide comment.</p> <p>Graesson Berbano 127 Lewis Ave. El Granada, CA 94018 (PO Box 1529) (650)726-2575</p>	
C04	1/19/2017	Justin Stockman	
C04-01		<p>Chief Cole,</p> <p>My apologies for not being able to make comments at last night's meeting. I'm in the IAFF firefighter survival training class all week in Campbell. It's an exceptional class, I'm really excited to help deliver it to our line personnel.</p> <p>I grew up in El Granada and consider the El Granada fire station to be ³my fire station² in the sense that it's always housed the firefighters that I trusted to keep me and my family safe. Now living in Half Moon Bay, the state and condition of that fire house and the people and equipment in it are still central to my safety as a coastside resident.</p> <p>I want to express my strong support for the proposed replacement of this facility. I understand that there are concerns with building any structure near people. It's my belief that every coastside resident must see these concerns relative to the function of the facility being built.</p> <p>We are not talking about a new hotel, but a fire station that is core infrastructure. Dust, light, noise are concerns to be addressed, but more than that they are concerns to overcome and put behind us. This is a facility that must go somewhere, and the district has already identified a suitable and thoughtful location.</p>	<p>This comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.</p>

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		<p>As neighbors we must realize that this facility needs built, and that the firefighters and district staff are more than capable of being good neighbors and have a strong track record of doing so. Lets see these issues for what they are, address them and move forward.</p> <p>Thank you, Justin Stockman</p>	
C05	1/19/2017	Fran Pollard	
C05-01		<p>Hello again, Chief Cole,</p> <p>re: Please include both my emails to you along with your diagram in the EIR comments section, as part of my comments on this Fire Station.</p> <p>Thank you for your diagram. I have a copy of that page from the draft EIR in black & white, but it's missing the red highlighting showing how the fire engines enter and exit. This page you sent me is very clear. Again, it needs to be included in the main section of the EIR.</p>	<p>Page 3-17 of the Draft EIR provides the following description of vehicular access to and from the site:</p> <p>The Obispo Road driveway at the eastern portion of the site closest to Coronado Street would provide access to and from the project site by both firefighter staff and personnel, as well as provide public access to the on-site surface parking lot. The driveway at the western portion of the project site would exclusively serve as an exit for firefighting and other emergency vehicles. During calls for service, the firefighters would continue to employ similar practices to determine the best route. Upon receiving a call, a firefighter checks the circulation and traffic at the time of the call which will determine if Avenue Portola or Obispo Road is the best route for the call. Given the location of the proposed project site, operation in terms of routes would not change beyond existing conditions.</p>
C05-02		<p>I'm still not happy about this location in the front of town and in the most congested intersection in El Granada, possibly on the entire San Mateo County Midcoast.</p> <p>Over 40 years ago, I worked on the Montara, Moss Beach. El Granada Community Plan which was adopted by the Board of Supervisors in 1978. It backs up the 110 year old Daniel Burnham Plan for the Community.</p> <p>Your parcel was included as part of the Burnham Strip Open Space Parcel to be used for park and recreation for the entire Community and for adjoining facilities necessary and compatible with the Burnham Strip Park. The placement of this fire station interferes with our plan which we have been working toward completion, all these years.</p> <p>That entire parcel (both A & B which was divided after the adopted plan) should have been offered to the Community or the Granada Community Services District, but it was offered to the Fire Department, instead. I wish that had been done and we wouldn't have this problem, now.</p>	<p>As stated on page 52 of the Initial Study (included as Appendix A of the Draft EIR), the proposed project would generate fewer than 20 peak hour trips, and as a result, would not result in significant impacts to existing intersections. Furthermore, the Draft EIR, beginning on page 4.6-5, provides an analysis of potential traffic impacts resulting from the proposed project and considers site access, accident history, school traffic and pedestrian activity. The analysis concludes that due to the low speeds of traffic on local streets, the presence of paved sidewalks and marked crosswalks, and due to the fact that most fire vehicles would access the site via Coronado Street and on Obispo Road west of the schools, it is anticipated that the project would not substantially increase hazards and therefore would not result in an unsafe condition for vehicle drivers, bicyclists or pedestrians.</p> <p>As stated in response to Comment A01-02, any change to the EG District maximum lot coverage or change to the parcel's EG District zoning, would require review and approval by San Mateo County and the California Coastal Commission. Furthermore, as discussed in response to Comment C02-07,</p>

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C05-03		<p>Also, I informed you of another, and I believe, a better location in El Granada at a higher level away from the entrance to town, but you decided not to consider it. I even got a preliminary consideration from the owner. You could even put the same building in that location. Also, I didn't see it as one of the alternate sites listed in the draft EIR.</p> <p>I don't know how this will ultimately turn out, but if it is decided that this location is not proper, I hope you will consider the other location. We certainly don't want to be at odds with the Fire Dept. which we all appreciate and care highly for. We just hope we can all find a solution that would be a win, win for all.</p> <p>Thank You again and Regards, Fran Pollard, El Granada</p>	<p>the project site is zoned El Granada Gateway/Design Review/Coastal Development (EG/DR/CD). The Open Space designation is generally reserved for resource management and production uses such as agriculture and oil and gas exploration. However, other allowed uses within this land use designation include recreation, residential uses, and service uses, including hotels and motels. As discussed in section 3.2.4.2 of the Draft EIR on page 3-6, Section 6500 of the zoning code provides for institutional/public services uses to be located in any zoning district subject to the issuance of a Use Permit.</p> <p>Section 15126.6(c) of the State CEQA Guidelines states that “the range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects.” The alternatives analysis in the Draft EIR evaluates three different alternatives, one of which is an alternative proposing construction of the proposed project at an alternate location. Under this alternative, the same project components would be constructed at an alternate site located at the 3.4-acre vacant parcel on the corner of Capistrano Road and the west side of Highway 1. This site was chosen because it is a vacant lot and is a sufficient size parcel to accommodate the project components as proposed. As discussed in Section 5.3, Selection of a Reasonable Range of Alternatives, beginning on page 5-2 of the Draft EIR, although an alternative is not considered for the site identified by the commenter, the Draft EIR does consider a reasonable range of alternatives and an alternative location.</p> <p>This comment concludes with a personal opinion and serves as a closing remark, which does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.</p>
D. Public Hearing			
D01	1/18/2017	Coastside Fire Protection District Fire Board Special Meeting	
D01-01		Larry Carter: Alright. Thanks for the opportunity to provide comments on the Draft EIR. What I wanted to say tonight is that in my view and also representing the views of my wife who is Beth Easter, we don't agree with the conclusions of the Draft EIR and feel that it is not adequate on a number of measures, including those related to hazardous and hazardous materials, land use and planning, aesthetics, the hydrology and water quality and the noise, just as a few examples.	This comment is an introductory remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D01-02		With regard to the tsunami risk, I think each of the analyses have been done, not only the Calingberg map, but the analyses that have been done for the Fire Board, are flawed in a significant way in that they do not account for sea level rise which has been a very important	Potential impacts related to sea-level rise are discussed in impact discussion HYDRO-1 on page 4.4-19 of the Draft EIR. Please also refer to the response to Comment C02-04 with respect to the construction of community critical

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		focus, not only of the County, but the Coastside in general. And I think we can all agree on the basic facts that tsunamis are rare and unpredictable events and that this project proposes to move the station much closer to the shore. So based on those facts, it doesn't seem appropriate for a building that under the law is intended to respond to natural disasters and also that will house people, my understanding a company on a regular basis unlike a small B&B.	facilities within the Tsunami Hazard Zone.
D01-03		With regard to some of the impacts in terms of noise and light and pollution and aesthetics, you know, I understand that there are sort of bars to clear in terms of the law. It is not clear to me at all that the impact of these effects have been clearly delineated in terms of what the noise will actually be, what the light impact will actually be in an area that is currently fairly quiet and fairly without light pollution. What we do know is that it moves this expanded project, you know, something that is three-fold larger than the current station much closer to homes and much closer to schools and the sensitive receptors of people who work from home and, you know, kids who are going to be at the schools there.	Potential impacts resulting from noise generated during the operational phase of the project is discussed beginning on page 46 of the Initial Study. The analysis included in the Initial Study determined that although there would be periodic increases in ambient noise levels during times of calls for service and/or from equipment testing related to fire alarms and sirens, the proximity of the project site to the existing station is such that operation of the proposed project is not expected to result in a substantial temporary or periodic increase in ambient noise levels above and beyond existing conditions. However, as discussed beginning on page 4.5-14 of the Draft EIR, construction activities associated with buildout of the proposed project could lead to short-lived generation of excessive noise levels, but due to the distance of sensitive receptors to the project site, and overall short duration of construction activities, impacts resulting from noise would be considered less-than-significant.
D01-04		I am not convinced either that the alternatives have really been thought about with regard to this project. So, you know, if the CEQA process was conducted before the purchase of this land or the trade for this land, for example, it wouldn't be so close and adjacent to a riparian area. So I don't think that all of the alternatives have really been sort of thought through and considered for something like this. I think that this site has been sort of settled on from the beginning and that, you know, everything has proceeded to ensure that this site would be selected and developed.	The alternatives analysis contained in Chapter 5 of the Draft EIR evaluates three different alternatives, one of which is an alternative proposing construction of the proposed project at an alternative location. Under this alternative, the same project components would be constructed at an alternate site located at the 3.4-acre vacant parcel on the corner of Capistrano Road and the west side of Highway 1. This site was chosen because it is a vacant lot and is a sufficient size parcel to accommodate the project components as proposed. As discussed in response to Comment C02-09 acquisition of the proposed project site did not limit the range of alternatives evaluated in the Draft EIR. The Relocated Site Alternative is included because the alternative location is a vacant lot that is sufficient in size to accommodate the project components as proposed.
D01-05		And I think it is sort of prima facie evidence that the number of variances and the number of sort of exceptions and permits that are required for this show that the scope of this project doesn't fit with the character of the neighborhood and the site in that area. You know, the size of the building and all of the exceptions to the rules and regulations that are required show that it doesn't fit right now. So with that, I'll just conclude my comments. Thank you.	Please refer to the response to Comment D01-09 below. This comment expresses a personal opinion and serves as a closing remark. This comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D01-06		Peter Logan: I was about to ask Mr. Noack in the previous CEQA discussion, other alternatives were discussed, but I don't understand the reasons for those being not considered. For example, one I can recall you mentioned was that Capistrano and Highway 1, why were not any of those	Three project alternatives were considered in the Draft EIR, and analyses of each are included in Chapter 5 of the Draft EIR. Furthermore, the Draft EIR also identifies two other alternatives that were considered, but rejected as

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		others considered? You stated that they were not considered. I am asking why.	being infeasible. These infeasible alternatives, including retrofitting the existing fire station, and developing only a portion of the project site, were rejected because both lacked the overall size that would allow for the larger fire station necessary to meet the project objectives, including providing a fire station that would provide for current and future fire and public safety demands for the next 50 years .
D01-07		<p>Peter Logan: Oh. Okay. I have to look at my notes. Sorry. I don't know where to begin. I would like to request the cancellation of considerations, further considerations of the project to anticipate a more appropriate proposal for place because the space that you are considering is for accommodating recreation, existing recreation. It can't be denied that traffic and transportation will not be negatively impacted with the scope of the project, both during construction and were unequivocal after construction. The intersections of Highway 1, Coronado Street, Obispo Road and Santiago Avenue and Avenue Alhambra currently fail the proven standards, particularly with two school populations. But even when school is not in session or like on Monday, Martin Luther King Day, traffic courses back into the neighborhood streets heading for the highway where the traffic on the highway is not progressing. Recreation with safe access to the beach and the bluish would be of the upper most concern in concert with the burden plan. A safe and secure place to park, unload the toys, the kids, the dogs with close access to an intersection with a signal to allow safe crossing. I thought was a 10,000 square foot facility, but it has grown, so I was wrong. It is a 12,000 square foot building and I don't believe that that includes the parking spaces. So anyways, I forgot to bring it, but I had a photograph that I pulled out and did not bring of two emergency vehicles that were involved in a devastating crash at Highway 1 and Coronado Street. I apologize. I will submit that photograph for you at another time, if you don't mind. So the question is how can Obispo Road not be considered a negative impact? The fact remains that these are dangerous intersections for safety and recreation.</p>	<p>As discussed in the response to Comment C02-07, the project site is zoned El Granada Gateway/Design Review/Coastal Development (EG/DR/CD). The Open Space designation is generally reserved for resource management and production uses such as agriculture and oil and gas exploration. However, other allowed uses within this land use designation include recreation, residential uses, and service uses including hotels and motels. As discussed in section 3.2.4.2 of the Draft EIR on page 3-6, Section 6500 of the zoning code provides for institutional/public services uses to be located in any zoning district subject to the issuance of a Use Permit.</p> <p>With regard to potential impacts to traffic, as stated on page 52 of the Initial Study (included as Appendix A of the Draft EIR), the proposed project would generate fewer than 20 peak hour trips, and as a result, would not result in significant impacts to existing intersections. Furthermore, the Draft EIR, beginning on page 4.6-5, provides an analysis of potential traffic impacts resulting from the proposed project and considers site access, accident history, school traffic and pedestrian activity. The analysis concludes that due to the low speeds of traffic on local streets, the presence of paved sidewalks and marked crosswalks, and due to the fact that most fire vehicles would access the site via Coronado Street and on Obispo Road west of the schools, it is anticipated that the project would not substantially increase hazards and therefore would not result in an unsafe condition for vehicle drivers, bicyclists or pedestrians.</p>
D01-08		I remind you that the site was zoned El Granada Gateway Design Review Coastal Development. The fire station shall result in a substantial change to the Burnham Plan, recognized by San Mateo County as a significant cultural historical resource.	<p>As stated in response to Comment C02-07, the proposed fire station use is allowed in the EG District with a Use Permit.</p> <p>The proposed project would undergo Design Review for conformance with all policies of the San Mateo County LCP to ensure the design, character, height, scale, and mass are compatible with the surrounding area. Although the project would construct a new fire station on an undeveloped parcel, the overall character of the site and surrounding area includes a mix of residential, commercial, and school facility uses, in addition to the existing fire station, would not be substantially altered.</p>
D01-09		As you know, the apartments and the homes in the service area of Fire Station 41 for many years are, have been there for a long time. Our own home has been there for over 60 years. We	As acknowledged in the Draft EIR beginning on page 3-19, the project will require Design Review, and variances from height, setbacks and lot coverage

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Comment #	Date	Comment	Response
		understand that increased population and housing are useful criterion for a new fire station. You know, you need more room for new equipment, engines and all, but shouldn't the evaluations be fair and consistent with respect to the adjacent homes within 300'? For example, the required variances for the maximum allowable height for 30', we understand that you are going to request a variance for that within the El Granada zoning district. In addition to the rear setback of just 2' instead of the required minimum of 20'. That is 18' different from what is required. The required minimum of front setback in the El Granada zoning district is 50'. The project calls for just 6' or 44' less. That is a lot. That is 80%, 87% over the minimum. My point is you can't put toothpaste back into the tube. It is too narrow a strip of land on much too narrow, a high volume road.	restrictions otherwise required by San Mateo County in order to accommodate the necessary fire protection equipment and the lot's unique shape. Analysis related to the project's compatibility with the surrounding neighborhood is included in the Draft EIR beginning on page 4.1-14. The Draft EIR concludes at page 4.1-15 that "The design of the fire station has taken into account all the appropriate regulations regarding design criteria while providing the necessary facilities for a new fire station, and the natural exterior colors and materials were selected to blend in with the surrounding area. Moreover, the County's site plan and design review process will ensure compliance with LCP and local regulations relating to the character of the area, and therefore, the proposed project would result in a <i>less-than-significant</i> impact to the character of the site or its surrounding area." Please refer to the response to Comment D01-07 regarding potential traffic impacts.
D01-10		You have created a dilemma that all of your mitigation proposals will not resolve. On the subject of lighting, I do need to have a greater understanding. I need to know more than what is described in Section 3.4.1.3 because when I set up my telescope for stargazing in our backyard, which faces east, it is not dark enough to see what I am looking for because we have a milky white sky. That is due to the nurseries to the east. So the best time therefore, and I want to back up. I mean, what I said about the milky way sky, that perfectly divides glare. G-L-A-R-E, glare. The best time therefore are for me, are the wee hours of the morning where I go out to the front and face the west/southwest where it is nice and dark. 3.4.1.3 states that various illumination levels shall be provided. My question is lighting for paths, as stated in the lighting for paths, entranceways and outdoor areas. Are these lights meant to illuminate from the ground like landscape lights or from above the ground to illuminate space of ground? And also, what does skylights with glare reducing, I'm sorry.	The Draft EIR includes an analysis of impacts related to lighting and glare beginning on page 4.1-15. As stated, the project would include new landscaping that would partially shield lighting from the project site. The new lighting would be expected to be similar to existing conditions of the surrounding properties, and to the existing Fire Station 41 site, and would not increase light or glare such that day or nighttime views are affected. Furthermore, the project would be required to conform to San Mateo County Zoning Code regulations pertaining to light and glare which generally require that all light be shielded so that light is confined to the premises of the project site. Additionally, the project would be required to conform to applicable County regulations in regards to lighting and glare through the Design Review process. As a result, the potential impacts to lighting and glare would be considered less-than-significant.
D01-11		What does skylights with glare reducing devices mean? How many skylights?	Glare reducing devices typically refer to transparent film shades. It is anticipated that there will be approximately 7-10 skylights to reduce electrical usage during the day, however the final number of skylights will be refined through the design review process.
D01-12		3.4.1.3 also states that the lighting scores would be of equal intensity to the existing nearby commercial buildings. What commercial buildings? There are no existing nearby commercial buildings. This is a neighborhood of existing private homes and apartments.	The text in section 3.4.1.3 on page 3-13 is referring to the commercial uses to the west and northwest on Avenue Portola. These uses include a grocery store, post office, a restaurant, and the existing Fire Station 41.
D01-13		The private and open space land more closely represents the truck depot. Doesn't it? Because you have stop, you have start procedures, you have staging, you have reverse gear alarm signals, you have air brake systems, you have horns, lights, sirens. They are all part and parcel of large commercial vehicles.	Please refer to the response to Comment D01-03 with respect to noise generated during the operational phase of the proposed project.

COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Date	Comment	Response
D01-14		Then there is the inhalation of diesel fuel exhaust which has been proven harmful by the EPA. Add to that the non-emergency downtime practice procedures involving power tools, chainsaws, diesel generator, air compressors, gear maintenance, special teams practice, post-run procedures, daily routine activities, training, other emergency vehicles operations. I am sure you'll have an ambulance and visiting, practice engines come in.	Operational emissions and community risk and hazards are discussed beginning on page 15 of the Initial Study (included as Appendix A to the Draft EIR). The evaluation of operational emissions determined that the proposed project is substantially below the BAAQMD screening threshold and would generate nominal criteria air pollutant emissions, and would not need further analysis. With respect to diesel generators, because they are operated intermittently, during times of periodic testing and maintenance, diesel particulate exhaust would be emitted only during testing periods (typically one per week), emissions generated by the emergency generator would result in a <i>less-than-significant</i> impact.
D01-15		As I've stated before tonight and I am going to say it one time again, the fundamental purpose of open space is to maintain a community which is already under enormous pressure of increased traffic volume and population. There is insufficient flexibility in this small neighborhood, on very narrow roads, to implement a project of this scope with so many adverse and negative effects. There is a lot more I'd like to involve in this discussion. Unfortunately, I didn't have time to prepare them all, but I did recognize also that you plan to remove some 10,000 square cubic yards of material. This is Mr. Burnham's plan that we enjoy. I don't know how you rectify that. But thank you for giving me the time to speak.	Please refer to responses to Comments A01-02 C02-07, and , D01-08, and D01-09.
D01-16		Grant Walters: I have been in El Granada for 50 years and so I feel for you with the older station being outdated. I understand you are looking for a new location and I listened to the report, look, I'll look into that further. I just wanted to say I think you could do some things that make Mr. Lovack happier if you were to take a good look at the lighting. That is something we are all concerned about in El Granada, so I think that is something you guys could probably take care of. So that was the only thing that, you know, was on my mind a little bit. As long as you take special care to do with that. I think that this would be an asset to the community, but I am selling real estate and that is the comment I was going to make. If it is something that is going to improve the fire service, then I think within that we should be also looking at water safety down in that area. A little bit, I never really liked where the fire station was at the center of El Granada. The Berham Plan calls that to be the center of town and that always seemed to me like that should have been something else in that building. Maybe something that would serve the community better. Produce stand or something like that. I always thought that would be the case. But I know that you looked at the other sites and I know that it is so very hard to find a site when you are doing these things. I've been involved with JB and I stuff envelopes for Measure K way back when. The school finally got expanded. My son was 24 by the time. He wasn't born when we started stuffing the envelopes. So it takes time.	Please refer to the response to Comment D01-10. The remainder of this comment expresses an opinion and does not state a question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D01-17		Grant Walters: I mean, but my only concern was really just make sure to keep the lighting maybe below what one might think in a corporate kind of environment. I know this is a big facility. I don't like the look of stucco. Keep it, make it look more like wood if Mr. Lovack's house is painted a beautiful brown color. It fits into the environment better, I think, than what I saw on the board. But again, I am not here to be a designer.	Please refer to the response to Comment D01-08, D01-09, and D01-10.

COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Date	Comment	Response
D01-18		First of all was the traffic concern. I live in that immediate neighborhood. Our view is not blocked. We are not immediately impacted by the station, other than the overall ambiance that Peter talked about. But the traffic is a major concern. The ingress and egress off of Highway 1 is really poor. Just yesterday, for example, I had to wait several minutes just to simply back out of my driveway. The cars were backed up. So in case of emergency, school, the school is right there.	Please refer to the response to Comment D01-07.
D01-19		I am not sure how you are going to get your equipment in and out. It is going to be difficult. I think other sites should be considered. I am not trying to add extra cost, expense. I would think the ideal location, and I am not involved with the planning process, but I am familiar with land use and soils related issues in my profession. The ideal spot seems like it would be on the rise for, across from the Sam’s Chowder House there. You can see both directions. You get out to the north. You get out to the south. I don’t know if that is even a possibility.	As stated on page 3-17 of the Draft EIR, the Obispo Road driveway at the eastern portion of the site closest to Coronado Street would provide access to and from the project site by both firefighter staff and personnel, as well as provide public access to the on-site surface parking lot. The driveway at the western portion of the project site would exclusively serve as an exit for firefighting and other emergency vehicles. The alternatives analysis in the Draft EIR evaluates three different alternatives, one of which is an alternative proposing construction of the proposed project at an alternative location. Under this alternative, the same project components would be constructed at an alternate site located at the 3.4-acre vacant parcel on the corner of Capistrano Road and the west side of Highway 1. This site was chosen because it is a vacant lot and is a sufficiently sized parcel to accommodate the project components as proposed. As discussed in Section 5.3, Selection of a Reasonable Range of Alternatives, beginning on page 5-2 of the Draft EIR, although an alternative is not considered for the site identified by the commenter, the Draft EIR does consider a reasonable range of alternatives and an alternative location.
D01-20		That leads me to think about setting this fire station with relation to tsunami potential. Tsunamis are a fact of life. We need to have our emergency services safe so they can save us when disaster strikes and I’ve been involved with a lot of projects as an earth scientist. We have reviewed a lot of projects. Moffett Nichols is a reputable firm, but I don’t think have adequately accounted for the tsunami danger. I think the station would become inundated even under a moderate tsunami situation. I know some of the structures out there at Miramar, they have a lot of walls. The structures are purposely placed on piers and columns to lift them above tsunami danger and I think that has been missed by the, in the review, and I just wanted to pick up this wood just this evening and it shows tsunami inundation here in Princeton By The Sea. It shows April of 1946, the high water came all the way out, almost out to the airport and in such an event happened some 50, 60 years ago, could be inundation for the station. I may have to balance these things out. I realize that the existing station is lower elevation and that would become inundated too. I am all for you guys having first class equipment, facilities, training, whatever you need. I fully realize that Chief Cole might be the very person that pulls me out of a wrecked car and I thank you for that part and I hope you’ll reconsider the tsunami threat. I would be happy to provide this to Steve, the reviewer, to take a look at this and please take this into consideration. I think it is a legitimate concern. Thank you.	Please refer to the response to Comment C02-04 with respect to the construction of community critical facilities within the Tsunami Hazard Zone.

COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Date	Comment	Response
D01-21		The tsunami, I want to address the tsunami thing. The _____ traffic issue, in my opinion. We are all affected in El Granada by the traffic. People take that shortcut from Montara and they bottle up the, that is why we are bottled up. If we had some traffic control to keep them on Highway 1, we wouldn't have the bottle up we have. But it affects me at the, what is that? The north end of town. So everybody comes in and that is why we have the gridlock at the center by the lights. There is no doubt about that. I have every morning when I am _____ walk _____ with my husky. My goldie died February 13th, broke my heart. I got a husky now on the 18th and I still walk. That is what is happening in the morning besides the school and not, no school buses. If we want traffic release, Cabrillo School District should start bussing people from El Granada, Montara.	Please refer to the response to Comment D01-07.
D01-22		[This comment is a photograph of a tidal wave as included in a book furnished by Alan Logriscal, as referenced in Comment D01-20.]	Refer to the response to Comment C02-04.

APPENDIX H:
Comments Received during the Public Review Period

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CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT OFFICE
45 FREMONT STREET, SUITE 2000
SAN FRANCISCO, CA 94105
PHONE: (415) 904-5260
FAX: (415) 904-5400
WEB: WWW.COASTAL.CA.GOV



January 18, 2017

Paul Cole, Assistant Fire Chief
Coastside Fire Protection District
1191 Main Street
Half Moon Bay, CA 94019

RE: Notice of Availability (NOA) of a Draft Environmental Impact Report (DEIR) -
Relocation El Granada Fire Station 41

Dear Assistant Fire Chief Cole:

Thank you for forwarding the Notice of Availability (NOA) and Draft Environmental Impact Report (DEIR), dated December 2016, and received in our San Francisco office on January 4, 2017 for review and comment. The Coastside Fire Protection District (CFPD) has submitted applications to San Mateo County for a Coastal Development Permit (CDP), Design Review, Use Permit, and Variance & Grading Permit to construct a new fire station on a 2.7-acre vacant parcel in El Granada, San Mateo County. The project referral described the building as being 12,340 square-feet while the DEIR description is for 12,425-square-foot. Please account for the increase in square-footage. Approximately one acre of the 2.7-acre parcel would be developed with the proposed project. CFPD is also requesting a minor subdivision of the existing parcel along the C-1/S-3/DR and EG/DR/CD zoning boundary line to create a separate parcel for the C-1/S-3/DR portion of the existing parcel. This proposed new fire station would replace the existing Station 41 located at 531 Obispo Road.

A01-01

Biological Resources: The proposed project, as described above, includes minor subdivision of the parcel into two parcels. The two resultant parcels, should the proposed subdivision be approved, will be 2.38 acres and 0.31 acre. The larger of the two, newly-created parcels would be zoned as EG (El Granada Gateway District) and contains the site for the proposed new station as well as riparian habitat, while the remaining westernmost parcel will be zoned as C-1/S-3/DR (Neighborhood Business). We suggest that the applicant be required to maintain and protect the existing habitat (including the required buffer) and open space character of this portion of the parcel in perpetuity. The approval of this proposed project should include this as a requirement.

A01-02

The Assessment for sensitive habitat is preliminary. The project proponent should provide a description or breakdown of what will be done to "finalize" the assessment. Mitigation BIO-1b is to address buffers for biological resources at the site; specifically nesting birds. Determination of the buffers shall be made upon consultation with the California Department of Fish and Wildlife in order to confirm the appropriate distances for the proposed project at this site. We recommend that buffers for nesting raptors be 500 feet; and 300 feet for passerines (dependent upon the identified species).

A01-03

The DEIR states that Figure 4.3-1 shows the location of the riparian corridor on the site relative to the "footprint" of the proposed project. The applicant should revise this figure so that one can see exactly where the structures and other development will be sited on the parcel in relation to the riparian habitat

A01-04

Paul Cole
Fire Station 41 Replacement
Draft EIR - State Clearing House #2015062089
January 18, 2017

and buffer. They should add an overlay of the proposed site plan onto Figure 4.3-1, for clarity and to show whether or not the buffers meet LCP Policy 7.11 requirements.

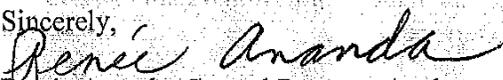
Appendix A, the Initial Study (WRA Environmental Consultants' assessment) suggests that the stream is intermittent; therefore, a 30-foot buffer is applicable. The TRA Environmental Sciences letter, however, indicates there was hydrology in August 2014 suggesting that the drainage is perennial. We recommend that the 50-foot, rather than a 30-foot, buffer be applied. It appears that the 50-foot buffer will not preclude the development as proposed; and will ensure protection of the resource as required by the LCP.

The preliminary Environmentally Sensitive Habitat Area (ESHA) analysis in Appendix A addresses California red-legged frog (CRLF) and San Francisco garter snake (SFGS). The assessment indicates that the habitat may not have value for the breeding purposes. It is possible that the culverts in the area may be used by the species and the riparian habitat may also serve as habitat that provides relief for animals in the area, although continuous habitat is preferable. The riparian habitat could be designated ESHA if CRLF and SFGS are encountered during pre-construction surveys. Saltmarsh yellowthroat is a bird species that likes to use willows as habitat. We recommend that although protocol-level surveys may not be warranted, measures (including pre-construction surveys) to avoid and or minimize potential impacts on the species mentioned above be in place prior to construction activities. The breeding/nesting season, i.e., when saltmarsh yellowthroat would be most sensitive is mid-March through the end of July. CRLF animal movement will increase following the first winter rains but they may otherwise occur within the corridor and/or small animal burrows in the upland areas. SFGS is the same as above-described for CRLF. SFGS preys on CRLF so if frog is present, the chances of the snake also occurring increase (and vice versa).

Aesthetics: The discussion regarding form, mass, and scale indicates that antennae would be mounted on the proposed station; although the exact height of the antennae has yet to be determined. The DEIR explains that the proposed antennae will likely be similar in height to what is mounted on the current station. The simulations for the proposed project do not show roof-mounted antennae. A simulation of the building should be provided in order to see the potential visual impacts, particularly on the west view from Avenue Alhambra.

Air Quality: Mitigation Measure AIR-1 should require that hydroseed used for erosion control and re-vegetated areas use native species. We recommend that all plantings be native species appropriately acclimated for site conditions in order to ensure success.

Please feel free to contact me via e-mail at renee.ananda@coastal.ca.gov or call me at 415-904-5292 if you have questions regarding our comments.

Sincerely,

Renee Ananda, Coastal Program Analyst
Coastal Commission, North Central Coast District

Cc: Summer Burlison, San Mateo County
Kerry Burke

A01-04
cont.

A01-05

A01-06

A01-07

A01-08

A01-09

A01-10

A01-11

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
 OFFICE OF TRANSIT AND COMMUNITY PLANNING
 P.O. BOX 23660, MS-10D
 OAKLAND, CA 94623-0660
 PHONE (510) 286-5528
 FAX (510) 286-5559
 TTY 711
 www.dot.ca.gov



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January 18, 2017

SCH # 2015062089
 GTS # 04-SM-2017-00074
 SM- 01 - 32.024

Mr. Cole
 Coastside Fire Protection District
 1191 Main Street
 Half Moon Bay, CA 94019

Fire Station 41 (El Granada) Replacement Project – Draft Environmental Impact Report

Dear Mr. Cole:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Port of Redwood City Wharves 3 & 4 Fender Replacement Project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), the Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Draft Environmental Impact Report (DEIR) dated December 2016.

Project Understanding

The Coastside Fire Protection District (CFPD) proposes the construction of a new Fire Station 41 (El Granada) that includes a new 12,425 sf, single story, 30-ft high, 3 apparatus bay fire station on an undeveloped 2.7-acre split zoned parcel in El Granada. The Fire Station 41 Replacement Project would serve to replace the existing 4,000 square-foot aging approximately 50 year old fire station 41 located at 531 Obispo Rd, approximately 600 feet to the west of the project site. The proposed fire station will provide facilities that are safe, modern, and adequately sized to allow the CFPD to provide for current and future service demands for the next 50 years, which the existing Fire Station 41 is not capable of providing.

In addition to the construction of the proposed fire station, CFPD is requesting a minor subdivision to divide the project site into two parcels, one for each zoning district on the property: one parcel consisting of the westernmost 0.31-acre portion of the site zoned neighborhood business is not proposed for development; the second parcel, consisting of the

A02-01

remaining 2.38 acre portion of the site zoned El Granada Gateway, would contain the proposed new fire station 41. The project is regionally accessed from State Route (SR) 1, 100 ft. via Coronado St.

A02-01
cont.

Lead Agency

As the lead agency, CFPD is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This includes any required improvements to the STN or reductions in VMT. Required improvements should be completed prior to issuance of the Building Permit. Since Caltrans will not issue an Encroachment Permit until our concerns are adequately addressed, we strongly recommend that CFPD work with both the applicant and Caltrans to ensure that our concerns are resolved during the California Environmental Quality Act (CEQA) process, and in any case prior to submittal of a permit application. See the end of this letter for more information on the Encroachment Permit process.

A02-02

Transportation Management Plan

Where vehicular, bicycle, and pedestrian traffic may be impacted during the construction of the proposed project requiring traffic restrictions and detours, a Caltrans-approved Transportation Management Plan (TMP) is required. Pedestrian and bicycle access through the construction zone must be maintained at all times and comply with the Americans with Disabilities Act (ADA) regulations. See Caltrans' *Temporary Pedestrian Facilities Handbook* for maintaining pedestrian access and meeting ADA requirements during construction at:

http://www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf

A02-03

See also Caltrans' Traffic Operations Policy Directive 11-01 "Accommodating Bicyclists in Temporary Traffic Control Zones" at: www.dot.ca.gov/trafficops/policy/11-01.pdf.

All curb ramps and pedestrian facilities located within the limits of the project are required to be brought up to current ADA standards as part of this project. The TMP must also comply with the requirements of corresponding jurisdictions. For further TMP assistance, please contact the Caltrans District 4 Office of Traffic Management Operations at (510) 286-4579. Further traffic management information is available at the following website:

www.dot.ca.gov/hq/traffops/trafmgmt/tmp_lcs/index.htm.

Transportation Permit

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a Transportation Permit that is issued by Caltrans. To apply, a completed Transportation Permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to:

A02-04

Mr. Cole, Coastside Fire Protection District
January 18, 2017
Page 3

Caltrans Transportation Permits Office
1823 14th Street
Sacramento, CA 95811-7119.

See the following website for more information about Transportation Permits:

<http://www.dot.ca.gov/trafficops/permits/index.html>

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires an Encroachment Permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed Encroachment Permit application, the adopted environmental document, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process.

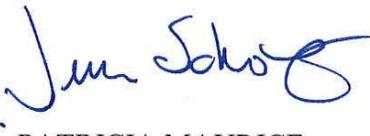
David Salladay, District Office Chief
Office of Permits, MS 5E
California Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

See the following website for more information:

<http://www.dot.ca.gov/trafficops/ep/index.html>

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jannette Ramirez at 510-286-5535 or jannette.ramirez@dot.ca.gov.

Sincerely,

FOR 

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

A02-04
cont.

A02-05

A02-06

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January 19, 2017

Paul Cole, Assistant Chief
Coastside Fire Protection District
1191 Main Street
Half Moon Bay, CA 94019

Dear Assistant Chief Cole:

SUBJECT: Fire Station 41 (El Granada) Replacement Project Draft Environmental Impact Report (EIR) Comments

Please accept the following comments for the Coastside Fire Protection District's Draft Environmental Impact Report (EIR) for the Fire Station 41 (El Granada) Replacement Project:

B01-01

Project Description, Section 3.4.1.2 (page 3-13): The maximum building height allowed in the EG Zoning District identified on Page 3-13 should be corrected to 16 feet, pursuant to Section 6229.4(2) of the County of San Mateo Zoning Regulations, not 30 feet as stated in the Draft EIR.

B01-02

Aesthetics, Section 4.1.1.1 (page 4.1-2): References made to "City" ordinances should be corrected to "County" under the subheading *San Mateo County Municipal Code*.

B01-03

Aesthetics, Section 4.1.3, AES-1 (page 4.1-9): The Draft EIR explains that ancillary equipment to the fire station will include antennas that would be mounted to the roof of the fire station and that while exact height for the antennas has not yet been determined, it is assumed that they will be similar in height to the existing station and would not obstruct views. Additional information, including the anticipated number, bulk (e.g., single individual pole-style antennas or clustered panel style) and section of rooftop (e.g., on top of the 30-foot pull-through bay roof or the 17'-10" station roof) for new rooftop antennas should be provided to adequately determine whether the antennas will have any potential scenic view impacts.

B01-04

A variance will be required for the 17-foot tall retaining wall as the maximum wall height allowed in a rear setback is 6 feet pursuant to Section 6412 of the County of San Mateo Zoning Regulations. The Draft EIR should identify, in appropriate sections, that a (height) variance is required for the 17-foot tall retaining wall.

B01-05



Aesthetics, Section 4.1.3, AES-2 (page 4.1-14): A correction should be made to the statement that the proposed project requires an exception to the “floor area ratio” as there is no floor area ratio for the EG Zoning District. There is a maximum “lot coverage” allowance in the EG Zoning District, for which the proposed project requires an exception (in the form of a variance) to exceed.

B01-06

Air Quality, Section 4.2.3, AIR-1 (page 4.2-23): Mitigation Measure AIR-1 includes a measure to “install sandbags or other erosion control measures to prevent silt runoff from public roadways”. The intent of this Bay Area Air Quality Management District Best Management Practice is to prevent silt runoff “onto” public roadways. Additionally, the County of San Mateo does not support the use of sandbags as an acceptable erosion control material as they are prone to rip and/or tear during construction, thus, turning the protective material into a potential source of silt. The County recommends the use of fiber rolls or silt fencing as a substitute for sandbags. Therefore, this measure should be updated to indicate that its intent is to prevent silt runoff “onto” public roadways and to eliminate reference to the use of sandbags as an acceptable measure.

B01-07

Air Quality, Section 4.2.3, AIR-3 (page 4.2-24): The anticipated project construction schedule, identified to start at the beginning of October 2016 and be completed by the end of December 2017, should be updated to a more current anticipated schedule.

B01-08

Biological Resources, Section 4.3 (page 4.3-1): A copy of the habitat suitability assessment for special-status species and preliminary wetland assessment for possible jurisdictional waters, prepared by the EIR biologist and relied on, in part, for the Biological Resources section of the Draft EIR, should be made available or clarified where a copy is available.

B01-09

Biological Resources, Section 4.3.3 (page 4.3-23): The arborist assessment, prepared by Kielty Arborist Services, LLC, dated June 3, 2015, appears to have incorrectly numbered the trees surveyed, or leaves out Tree #6. Therefore, there are either 10 or 11 trees on-site that would be removed. Of the trees surveyed in the arborist assessment, four (4) would qualify as Significant Trees under the County’s Significant Tree Ordinance. However, the Draft EIR identifies eight (8) of the surveyed trees to qualify as Significant Trees. Please review and update this section as applicable for the proposed project.

B01-10

Hydrology and Water Quality, Section 4.4.1.1 (page 4.4-7): Please clarify the reference in text to footnote 1 as there is no relevant footnote provided.

B01-11

Noise, Section 4.5.1.2 (page 4.5-11): Table 4.5-6 and Table 4.5-7 of the Draft EIR do not accurately represent the Exterior Noise Standards (Table I) and Interior Noise Standards (Table II) of the County of San Mateo Noise Ordinance, Sections 4.88.330 and 4.88.340, respectively. The “categories” identified under each table of the County’s Noise Ordinance are not meant to represent land use categories as depicted on the tables provided in the Draft EIR. The “categories” identified under each table of the County’s Noise Ordinance are intended to represent the various periods of time versus noise level. For example, pursuant to Section 4.88.330 (Exterior Noise Standards) of the County’s Noise Ordinance, the noise level for a residence, school, hospital, church, or public library receiving 5 minutes of 65 dBA between the hours of 7 a.m. to 10 p.m. is a

B01-12

“category 3”. The tables provided in the Draft EIR and any relevant discussion based upon these tables should be updated to reflect accurate application of the County’s Noise Ordinance.

**B01-12
cont.**

CEQA-Mandated Sections, Section 6.4.1 (page 6-4): Reference that the proposed project is a “redevelopment” of an undeveloped site is a conflicting statement, and inaccurate, and should be corrected.

B01-13

Please feel free to contact me at 650/363-1815 or via email at sburlison@smcgov.org if you have any questions or would like to discuss the above comments.

Sincerely,

B01-14



Summer Burlison
Planner III

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wittwer / parkin

January 19, 2017

Assistant Chief Mr. Cole
Coastside Fire Protection District
1191 Main Street
Half Moon Bay, CA 94019

Re: Fire Station 41 Replacement Project

Dear Mr. Cole:

The Granada Community Services District (GCSD) submits these comments in reference to the Fire Station 41 Replacement Project (Project) Environmental Impact Report (EIR). We attach and adopt our previous correspondences to you in relation to this Project at the end of this letter. These comments are being resubmitted with this letter because we are also asking that these comments be responded to in the Final EIR.

To summarize the main points of our prior letters to you, the Coastside Fire Protection District (CFPD) must accord GCSD "Responsible Agency" status and consult with GCSD through the remaining stages of its environmental review process. GCSD must make at least three separate discretionary approvals for this Project, including a Sewer Connection Permit, a Variance, and a Rural Service Zone Determination. To fully comply with the California Environmental Quality Act, both CFPD and GCSD must evaluate in the EIR any potentially significant impacts that may arise as a result of GCSD approving those aspects of the Project that fall within GCSD's jurisdiction. We request that consultation begin promptly to ensure the environmental evaluation and GCSD's discretionary approval processes proceed smoothly.

Thank you for considering our comments and for your future cooperation. If you have any questions, please contact Chuck Duffy, GCSD General Manager.

Very Truly Yours
Wittwer Parkin LLP



William P. Parkin

cc: Chuck Duffy, General Manager
Delia Comito, Assistant General Manager

B02-01

January 5, 2017

Assistant Chief Paul Cole
Coastside Fire Protection District
1191 Main Street
Half Moon Bay, CA 94019

Re: Fire Station 41 Replacement Project – Responsible Agency Status

Dear Assistant Chief Cole:

This letter is a follow up to the enclosed letter we sent to you on October 21, 2016 regarding the need to accord Responsible Agency status to the Granada Community Services District (GCSD) during the Coastside Fire Protection District's (CFPD) environmental review of the Fire Station 41 Replacement Project (Project). After reviewing CFPD's Draft Environmental Impact Report (DEIR) for the Project, we must reemphasize the need for CFPD to promptly begin consultation with GCSD, as the EIR currently does not address the impacts related to wastewater, sewer or garbage at all.

B02-02

GCSD is appreciative that the CFPD Board President recently reached out to two of our Board members regarding this Project and assured them GCSD would be consulted with appropriately and afforded the opportunity to comment on the DEIR, and that CFPD would of course do everything needed to obtain the requisite Sewer Connection Permit. GCSD is ready and willing to consult with CFPD at all stages of its environmental review; however, as our October 21, 2016 letter to you indicated, CEQA requires that this consultation occur prior to the release of the DEIR. Furthermore, there are at least two additional discretionary approvals which CFPD must obtain from GCSD. Our General Manager would be quite willing to meet with you before or after our next Board meeting, scheduled for the evening of January 19, 2017. Please let him know whether you and/or other CFPD representatives would prefer to meet anytime during the day of January 19 or the morning of January 20, 2017 to begin the required consultation with GCSD so that CFPD can conduct a full and thorough review of the potential impacts arising from all aspects of the Project that fall under GCSD's permitting jurisdiction.

B02-03

CFPD's recently published DEIR for the Project states:

A sewer connection permit would also be required from the Granada Community Services District, which may involve discretionary approval in which case Granada Community Services District would also be a Responsible Agency

B02-04

(DEIR, at 3-20.) We appreciate the DEIR's recognition of this reality, but are concerned by the word "may" in the above quote. As we mentioned in GCSD's prior letter to you, GCSD is a Responsible Agency because the Sewer Connection Permit that CFPD is required to obtain from

GCSD is subject to discretionary approval. There can be no question that the GCSD Sewer Connection Permit is a discretionary permit, because GCSD’s Sewer Connection Permit requires determinations that necessarily require an exercise of judgment on the part of staff or the GCSD Board. For instance GCSD must determine:

- (1) that the District's wastewater facilities have the capacity to accommodate the quantity and quality of wastewater to be produced by the proposed project (District Code section 602 (03) (C));
- (2) for nonconforming parcels such as the parcel that is the subject of the DEIR, District Code section 602 (03) (B) conditions Sewer Connection Permit approval upon a discretionary finding that sewer service to the permit applicant’s parcel would not adversely affect GCSD’s ability to serve a conforming parcel in view of the applicable buildout limits;
- (3) District Code section 603 (01) further allows GCSD, in its discretion, to impose additional requirements upon a permit applicant which must be satisfied before the permit will be issued; and
- (4) prior to GCSD issuing a Class 1, 2, or 3 permit, the Board must make independent discretionary findings as to the presence, among other features, of streams, riparian areas, wetlands, environmentally sensitive habitat areas, and open space zones that the wastewater or garbage aspects of the Project may significantly impact.

**B02-04
cont.**

We would also like the EIR to acknowledge that the Project is subject to two additional discretionary GCSD approvals—a Variance and a Rural Service Zone Determination. To issue a variance for CFPD’s nonconforming parcel, GCSD must make several discretionary findings, including that there are no features on the property that have the potential to have a greater than usual contribution to wet weather sewage overflows. (District Code § 603 (03).) Finally, prior to issuing a permit, GCSD must make a Rural Service Zone determination as to whether the Project is “commensurate” with the uses and densities designated in the San Mateo County Local Coastal Land Use Plan for the subject parcel.

B02-05

The lack of discussion in the DEIR regarding potential environmental impacts that fall within GCSD’s jurisdiction underscores the importance of prompt consultation. The DEIR provides no discussion of environmental impacts related to wastewater, sewer, or garbage issues. GCSD cannot provide substantive comments or propose mitigation measures without this information that is missing from the DEIR. In short, the DEIR does not (1) describe baseline sewer, water quality, or garbage service conditions; (2) discuss whether CFPD may need to extend the sewer main to obtain sewer service or how much wastewater and garbage the station will generate; (3) explain where CFPD plans to place its sewer connection, or (4) otherwise discuss potential water quality, sewer, or garbage system impacts.

B02-06

GCSD needs basic information as to where and how CFPD plans to connect its new fire station to the sewer system. CFPD and GCSD must analyze potential impacts arising from how CFPD proposes to connect its station to the sewer system, and whether this may significantly impact nearby wetlands, streams, riparian areas, environmentally sensitive habitat areas, or the open

B02-07

space qualities of the El Granada Gateway-zoned property. It is also important to discuss the location of the proposed sewer connection to determine whether this connection must pump the Project's wastewater from a lower to a higher elevation. Furthermore, CFPD must provide information regarding anticipated wastewater and garbage volumes to ensure that local sewer and water systems will have the capacity to serve all conforming parcels at full buildout of the San Mateo County General Plan. For example, on August 18, 2006, the EPA issued its NPDES Compliance Evaluation Report for the Sewer Authority Mid-coastside (SAM), which found that "[t]he SAM Sewer System does not have sufficient capacity to convey peak flows during the winter rains." This report encouraged all member agencies, including GCSD, to take all reasonable steps to reduce wet weather overflows to avoid possible overflows of untreated sewage and other wastewater in the future. GCSD must determine whether providing sewer service connections to the Project increases the risk increased severity and frequency of sewer overflow events. To determine whether the Project poses this risk, GCSD needs to know the estimated volume of wastewater the Project will generate upon completion and in the future.

B02-07
cont.

B02-08

As a side matter, the Project EIR should contain a list of Responsible Agencies. CEQA Guidelines section 15129 states, "The EIR shall identify all federal, state, or local agencies, other organizations, and private individuals consulted in preparing the draft EIR, and the persons, firm, or agency preparing the draft EIR, by contract or other authorization." Because the Lead Agency must consult with Responsible Agencies, the EIR must also contain a list of the Responsible Agencies with which the Lead Agency consulted. At minimum, CFPD did not list GCSD as a Responsible Agency in its DEIR. This should be rectified and the correction reflected in the FEIR, and GCSD should be accorded all rights of a Responsible Agency, including timely consultation.

B02-09

Thank you in advance for your consideration of this letter. If you have any questions, please contact GCSD General Manager Chuck Duffy using the contact information provided below.

B02-10

Very Truly Yours,

Jonathan Wittwer, General Counsel
Granada Community Services District

Enclosures

Cc: Chuck Duffy, General Manager (760-479-4125)
Delia Comito, Assistant General Manager



GRANADA COMMUNITY SERVICES DISTRICT

Board of Directors

Mathew Clark, President
Jim Blanchard, Vice-President
Leonard Woren, Director
Ric Lohman, Director
David Seaton, Director

October 21, 2016

Assistant Chief Paul Cole
Coastside Fire Protection District
1191 Main Street
Half Moon Bay, CA 94019

Re: Notice and Request for Coordination Regarding the Need for Coastside Fire Protection District to Accord the Granada Community Services District Responsible Agency Status in Relation to Its Fire Station 41 Replacement Project

Dear Assistant Chief Cole:

This letter is in regards to the July 16, 2015 Initial Study and Notice of Preparation of an Environmental Impact Report by Coastside Fire Protection District (CFPD) for its proposed Fire Station 41 Replacement Project (Project). That Initial Study does not identify Granada Community Services District GCSO as a "Responsible Agency" as defined by CEQA. Nor has CFPD yet commenced according GCSO Responsible Agency status, as required by CEQA Guidelines. GCSO is ready, willing and able to work with CFPD to remedy this situation as much as possible.

GCSO is responsible for the sewage collection system and the garbage and recycling services within El Granada, where CFPD has proposed to locate its new fire station. CEQA Guideline 15381 defines "responsible agencies" as "all public agencies other than the lead agency which have discretionary approval power over the project." As further discussed below, GCSO has three separate discretionary approvals that CFPD must obtain as part of the Project. Thus, GCSO is a Responsible Agency under CEQA. GCSO requests that, at a minimum, CFPD begin conferring with GCSO as soon as possible in the planning process to ensure it adequately and fully considers Project-related environmental impacts that fall within GCSO's jurisdiction and special expertise.

On July 16, 2015 CFPD issued its Initial Study and Notice of Preparation of an Environmental Impact Report. In its Initial Study, CFPD identified itself as the Lead Agency for purposes of its CEQA Project review, and named the County of San Mateo as a Responsible Agency. However, CFPD neither named GCSO as a Responsible Agency nor consulted with GCSO in the manner set forth in the CEQA Guidelines.

CEQA Guideline 15063(g), provides:

"[a]s soon as a lead agency has determined that an initial study will be required for the project, the lead agency shall consult informally with all responsible agencies ... to obtain the recommendations of those agencies as to whether an EIR or a negative declaration should be prepared."

B02-11

Nevertheless, GCSD, though not consulted, concurs with CFPD's conclusion that an EIR is required to be prepared.

Looking forward, GCSD requests that CFPD immediately begin consulting with GCSD to ensure that each agency can adequately carry out its procedural responsibilities under CEQA and that Project-related impacts that fall within GCSD's jurisdiction and realm of expertise as a Responsible Agency are fully evaluated.

CEQA provides, in part, as follows as to a Responsible Agency:

- (1) A responsible agency may require changes in a project to lessen or avoid the environmental effects, either direct or indirect, but only of that part of the project which the agency will be called on to carry out or approve. See CEQA Guideline 15041.
- (2) As set forth in CEQA Guideline 15096(b), a responsible agency is required to respond to consultation by the lead agency in order to assist the lead agency in preparing adequate environmental documents for the project and to enable the responsible agency to ensure that the documents it will use will comply with CEQA.
- (3) A responsible agency may refuse to approve a project in order to avoid direct or indirect environmental effects of that part of the project which the responsible agency would be called on to carry out or approve. See CEQA Guideline 15042.
- (4) The lead agency shall consult with and request comments on the draft EIR from responsible agencies. Prior to the close of the public review period, a responsible agency which has identified what that agency considers to be significant environmental effects shall advise the lead agency of those effects. As to those effects relevant to its decision, if any, on the project, the responsible agency shall either submit to the lead agency complete and detailed performance objectives for mitigation measures addressing those effects or refer the lead agency to appropriate, readily available guidelines or reference documents concerning mitigation measures. If the responsible agency is not aware of mitigation measures that address identified effects, the responsible agency shall so state. See CEQA Guideline 15086.
- (5) The lead agency shall require the applicant to provide a copy of the certified, final EIR to each responsible agency. See CEQA Guideline 15095.
- (6) When a final EIR identifies one or more significant effects, responsible agencies must make findings under Section 15091 for each significant effect and may need to make a statement of overriding considerations under Section 15093 for the project. Each responsible agency must certify that its decision making body reviewed and considered the information contained in the EIR prior to acting on or approving the project. See CEQA Guidelines 15050(b), 15064(a)(2).

**B02-11
cont.**

Upon reviewing CFPD's Initial Study, GCSD has identified three Project-related approvals, as listed below.

CFPD Must Obtain a Sewer Service Variance from GCSD

Because Measure A, adopted by the voters in 1986, precludes GCSD from constructing sewer infrastructure capacity exceeding that necessary to serve Local Coastal Plan ("LCP") build-out and CFPD's parcel is substandard as to the minimum parcel size, CFPD will need to obtain a sewer service variance from GCSD prior to obtaining a Sewer Connection Permit.

CFPD has proposed to construct a new fire station on a 2.7-acre parcel, 2.37 acres of which are currently zoned "EG" to allow low-intensity uses on minimum 3.5-acre parcels. According to the County's Mid-Coast LCP (which includes as an implementing ordinance in the county zoning regulations), the purpose of the EG district is to provide for low-intensity development within the "Burnham Strip" of El Granada, which is meant to preserve the visual and open space characteristics of this property. The County's Mid-Coast LCP lists this parcel as open space with a park overlay.

Because CFPD proposes to build a full-service fire station on a substandard parcel zoned for low-intensity uses, it will constitute development not included in the LCP build-out calculations and contribute to the ever-increasing sewer service demand caused by substandard parcels for which GCSD cannot construct infrastructure capacity if it is to remain in compliance with Measure A. As a result, GCSD must review this proposal under its Sewer Service Variance Ordinance procedures enacted in 2001 to assist it in addressing this problem. According to section 603(03) of the Granada Sanitary District Ordinance Code (District Code), GCSD may issue a variance for a substandard (nonconforming) parcel based on evidence submitted to the GCSD District Board (Board), but only if that evidence supports the Board making specified findings set forth in the District Code.

GCSD staff would be happy to meet with CFPD staff to discuss a Variance Application and its relationship to CFPD's proposed EIR.

CFPD Must Obtain a Rural Zone Sewer Connection Determination

The Project property is designated "rural" in the County Mid-Coast LCP even though it is a rural island inside an area designated urban in the County LCP. Under District Code section 500, enacted to comply with LCP Policy 2.14, GCSD has established an Urban Service Zone and a

B02-12

Rural Service Zone and included the Project property in its Rural Service Zone. GCSD can only issue a permit for a service provided in its Rural Service Zone if that service is “commensurate” with the uses and densities designated in the County LCP for the property in question.

Thus, prior to issuing a Sewer Connection Permit to CFPD, GCSD must make a Rural Zone connection determination finding that a Sewer Connection Permit for the Project is commensurate with the uses and densities designated in the Mid-Coast LCP. Again, GCSD staff would be happy to meet with you to discuss this Rural Zone Connection Determination process and its relationship to CFPD’s proposed EIR.

CFPD Must Obtain a Sewer Connection Permit

Finally, CFPD must obtain a Sewer Connection Permit as part of its proposed Project. GCSD permits are divided into three classes. Class 1 permits are required for residential connections; Class 2 for commercial, industrial, or institutional; and Class 3 for construction of sewer mains, pumping stations, etcetera. CFPD will have to obtain a Class 2 and, possibly, a Class 3 permit from GCSD. Sewer Connection Permits can only be issued after a Variance Approval and a Rural Zone Connection Determination.

Conclusion

GCSD requests that CFPD accord GCSD Responsible Agency status as early as possible. If you have any questions, please contact GCSD General Manager Chuck Duffy using the contact information provided below.

Very truly yours,



Chuck Duffy, General Manager
Granada Community Services District
P.O. Box 335
El Granada, CA 94018
cduffy@granada.ca.gov
760.479.4125

cc: GCSD Board of Directors
Dennis Aguirre, San Mateo County Planning and Building Department
Summer Burlison, San Mateo County Planning and Building Department
Renee Anada, California Coastal Commission

B02-12
cont.

B02-13

January 16, 2017

Coastside Fire Protection District
Attn Assistant Fire Chief Paul Cole
1191 Main Street
Half Moon Bay, CA 94019
(via email)

Re: Fire Station 41 (El Granada) Replacement Project – landscaping comments



The concept plan and story poles show the structure carefully sited to minimize obstruction of public ocean views, but the proposed landscaping, with tight rows and groupings of trees and tall shrubs, does not. Please consider limiting the tree pallet to a very few well-placed specimens, proven durable in this coastal climate, spaced well apart so that they can develop to their full natural beauty while leaving plenty of open ocean views around them.

C01-01

This particular location and the public ownership merit the effort to use more native plants. Shrubs no larger than coffeeberry, toyon, or Ceanothus should provide the benefit of native habitat and any needed screening without blocking ocean views. Please no hopseed bush when we have Pacific wax myrtle and toyon to offer. Ceanothus varieties come in various sizes and shapes from ground cover to mounding, to tree-like, in varying shades of blue, and require no water after the first season.

C01-02

The undeveloped property at the corner of Alhambra/Coronado has a “clear view easement” across the southern corner to protect public ocean views. Proposed development there will have landscaping limited to five feet at mature height in this “clear view easement”. Please consider this same approach for the area south of the fire station. Let the landscaping enhance public ocean views, not block them.

C01-03

Thank you for the opportunity to comment,
Lisa Ketcham
Moss Beach

C01-04

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January 19, 2017

To Paul Cole
Assistant Chief
Coastside Fire Protection District
1191 Main Street
Half Moon Bay, CA 94018

Subject: Fire Station 41 (El Granada) Replacement Project EIR Comments

We are writing to express our dismay and grave concerns regarding the Draft Environmental Impact Report (DEIR) that the Coastside Fire Protection District has prepared. We are writing both as members of the public in the affected area of the proposed project and as highly trained experts in the biological sciences (Lawrence Carter, Ph.D.) and in law, public policy, and political science (Beth Easter, J.D., Ph.D.). Thus, the issues that we raise constitute substantial evidence comprised of facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts.

This draft report mischaracterizes and inaccurately minimizes the significant impacts that this project would have on the aesthetics, air quality, biological resources, hydrology (specifically tsunami risk), and noise. In addition, the DEIR inappropriately dismisses the significant impacts that this project will have on the cultural resources, geology and soils, hazards and hazardous materials, land use and planning, and recreation. Unfortunately, this disregard for the views of the people of El Granada and the law has characterized the actions of the Fire District and this project from the beginning, including the Fire District's purchase of this land before initiating the CEQA process; an action that is in direct violation of the law and that has artificially narrowed the Fire Board's consideration of all possible options for a new fire station.

- The Draft EIR does not adequately describe the environmental impacts of the project.
- The proposed land use changes are not compatible with the character of the existing area.
- The identified mitigation measures are not sufficient.
- The Fire Board should find an alternative site that will not have such a negative impact on the environment and the residents of El Granada.

C02-01

- There are alternatives to the project that would significantly less the significant impacts of the project and achieve the basic objectives. The Fireboard should locate the new fire station in a location that is closer to the majority of calls and further from schools and residential neighborhoods.

C02-01
cont.

Proposed Fire Station 41 will generate long-term air pollutant emissions and subject residents to significant concentrations of air pollutions.

The construction of the 12,425-foot fire station will have a significant impact on the air quality for El Granada residents. Specifically, the proposed project will generate Toxic Air Contaminates that will elevate concentrations of air pollutants beyond legal limits. Moreover, the proposed project is within a short radius of sensitive receptors that are more sensitive to toxic air contaminants. The proposed project will be located in the middle of a residential neighborhood and in the immediate proximity to two elementary schools; the proposed fire station will be built within 115 feet of residential housing and several hundred feet of the Wilkinson School.

C02-02

Residential areas are particularly sensitive receptors to air pollution because residents tend to be at home for extended periods of time. Children are particularly vulnerable to the health impacts of air pollution; other vulnerable populations include the elderly, pregnant women, and those with serious health problems affected by air pollution.¹ The proposed mitigation measures will not reduce these hazards including the risk of cancer. Documented non-cancer health risks include triggering of asthma attacks, heart attacks, and increases in daily mortality and hospitalization for heart and respiratory diseases.²

The proposed Fire Station 41 is located in a tsunami inundation zone.

The proposed Fire Station 41 project site is located in a tsunami inundation zone. The project site falls within the tsunami inundation zone of the Cal EMA map. Moreover, the CAL-EMA map does not include the current sea level rise. By including sea-level rise, the tsunami inundation zone will increase.

C02-03

The Fire Board has argued that two other studies show that the proposed station is not within the tsunami inundation zone. Neither of these studies provides evidence that the proposed fire station will be outside of the tsunami inundation zone. First, the SAFRR report was based on a single hypothetical model of an earthquake in Alaska. As stated in the SAFRR report, the purpose of the model was to help counties plan for emergencies by providing one plausible scenario. Moreover, the SAFRR

¹ California Environmental Protection Air Resources Board, Air Quality and Land

² California Environmental Protection Air Resources Board, Air Quality and Land Use Handbook

report noted that long-term sea level rise due to climate change will increase the inundation area, which was not included in their analysis.

The Fire Board paid to have a private study conducted by Moffatt & Nichol. However, there are a number of methodological flaws with this paid study: they use buoy data from San Francisco to measure wave data, they measure water levels from Crescent City, and they failed to incorporate sea-level rise in calculating their probabilities.

The California Coastal Commission unanimously adopted policy guidance that sea level rise should be included in wave run-up analysis and tsunami hazards assessments. The policy guidance states that tsunami evacuation maps that are based on current sea level conditions need to be updated with changes in sea level rise.

California guidance also states that where practical, avoid the location of new critical facilities in areas, which contain significant natural hazards or are likely to contain significant natural hazards due to the impacts of climate change.³ The proposed location is in an area that contains significant natural hazards due to the impacts of climate change. As noted by the Coastal Commission, tsunami inundation maps need to be updated based on sea level rise.

C02-03
cont.

Proposed Fire Station 41 will not be able to provide essential public services to the community after a natural disaster.

In 1986, the California legislature determined that buildings providing essential services should be capable of providing those services to the public after a disaster (Essential Services Buildings Seismic Safety Act of 1986). The proposed Fire Station 41 will be in violation of this Act because it will be in a Tsunami Zone. In the event of a Tsunami, the propose Fire Station 41 will not be able to provide essential serves to the public after a disaster.

C02-04

Proposed Fire Station 41 will have a significant impact because of the light glare.

Proposed Fire Station 41 will cause light pollution and will substantially damage scenic resources. It cause a significant aesthetic impact by having a substantial adverse impact on a scenic vista; it will substantially degrade the existing visual character of the neighborhood and its surroundings; and it will cause a new source of substantial light and glare which will adversely affect nighttime views in the area.

C02-05

³ Critical Facilities, 15.15

Proposed Fire Station 41 will have a significant impact because of the noise.

Proposed Fire Station 41 will have a significant impact because of the noise during construction. Exposure to high noise levels affects the entire human system including functions of the heart, blood pressure, and nervous system. The location of the proposed project is being built less than 200 feet from residential housing and schools. The proposed project is in the immediate vicinity of sensitive receptors. The proposed fire station will have a significant impact because of the noise and it will expose residents and children to the generation of noise levels in excess of standards in excess of noise ordinances; and it will result in a substantial permanent increase in ambient noise levels in the project vicinity about levels existing without the proposed fire station. Moreover, the proposed project will result in significant noise during the construction period by generating excessive ground vibration and result in a periodic increase in ambient noise levels without the project.

C02-06

Proposed Fire Station 41 will degrade the visual character of the surrounding area.

The character of the El Granada community is defined by its coastal setting (e.g., beaches, parks, natural setting). The proposed fire station will degrade the visual character of the surrounding area; the proposed project would lie directly adjacent to a scenic corridor and the height of the proposed building has been acknowledged to obscure views, which would substantially damage scenic resources along a State highway that has been designated as a scenic corridor by San Mateo County. The project proposes to build 12,425 feet fire station with a parking lot, safety lighting, flagpole, and communication antenna. The project will be visible from Highway 1. It will also be visible to residents who enter the El Granada community.

C02-07

It is also important to note El Granada's Burnham Plan; the design of the public plazas, oceanfront promenades, and boulevards radiating from a central location. The site of the proposed project is designated as Open Space with Park Overlay Urban and is zoned El Granada Gateway/Design Review/Coastal Development. EG zoning has a limited number of allowed uses and strict development requirements.

The application is requesting a number of variances that demonstrate that it is not within the character of the surrounding area. The Fire Board requests to exceed the 16-foot height standing in the El Granada Zoning; a variance from the applicable 50-foot setback, and the 20-foot rear setback. This particular area that the Fire Board is proposing to build the station is zoned

The proposed project will have a significant aesthetic impact because it will have a substantial adverse effect on the scenic vista; it will substantially degrade the existing visual character and quality of the site and its surrounding; and it will

C02-08

create a new sour of substantial source of light or glare that will adversely affect nighttime views in the area.

C02-08
cont.

The Draft EIR does not adequately consider alternative sites for the proposed project.

Under CEQA, all phases of project planning, implementation, and operation must be considered. Article 1, Section 15400 states that for public projects:

“CEQA compliance should be completed prior to acquisition of a site for a public project”

and

“public agencies shall not undertake actions concerning the proposed public project that would have a significant adverse effect or limit the choice of alternatives or mitigation measures, before completion of CEQA compliance. For example, agencies shall not:

(A) Formally make a decision to proceed with the use of a site for facilities which would require CEQA review, regardless of whether the agency has made any final purchase of the site for these facilities, except that agencies may designate a preferred site for CEQA review and may enter into land acquisition agreements when the agency has conditioned the agency's future use of the site on CEQA compliance.

(B) Otherwise take any action which gives impetus to a planned or foreseeable project in a manner that forecloses alternatives or mitigation measures that would ordinarily be part of CEQA review of that public project.

C02-09

It is a fact that the Coastsides Fire Protection District has already purchased the proposed site for \$845,000 from San Mateo County Harbor District. In addition, the President of the Coastsides Fire Protection District Board of Directors, Gary Burke has stated on the recorded that he currently has it [the groundbreaking for the proposed fire station at this site] on his calendar. Thus, the Coastsides Fire Protection District is in violation of the law by failing to demonstrate CEQA compliance prior to the acquisition of a site for a public project and by undertaking actions concerning the proposed public project. This limited the choice of alternatives.

Thank you for this opportunity to provide our feedback on this proposed project.

Sincerely,

Lawrence Carter, Ph.D.

Beth Easter, J.D., Ph.D.

C02-10

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From: Graesson Berbano <graesson@hotmail.com>

Date: Thursday, January 19, 2017 at 8:25 AM

To: Paul Cole <Paul.Cole@fire.ca.gov>

Subject: Fire Station 41 (El Granada) Replacement Project EIR- Public comment period ending 5 pm on Thurs. 1/19/17

Chief Cole,

I am a 23 year resident of El Granada with my family coming to the the Coastside in September of 1993. The first 13 years we lived in the Clipper Ridge (Princeton by the Sea) subdivision. The last ten years we have lived in the El Granada Highlands just off the last level road section of El Granada Blvd. with hydrant and full turnaround. Having attended last nights meeting and processing what was presented and what I heard from fellow residents, I wish to submit my public comment as well.

My first impression of the structure you are proposing is positive. It is a well designed (dare I say beautiful) building and one which I think the community can and should be proud of. As it is laid out it will be a credit to the neighborhood. I was also pleased to hear positive comment from a local realtor along those same lines.

The location chosen is optimal given my perspective that it should remain in closest proximity to the greatest threat zone in the community- El Granada Highlands. While location can always be debated, given the the fire service's prime directive, public safety, the location at the harbor on the west side of highway one is simply unacceptable in addressing those concerns and cannot be compromised. Where seconds count, the station needs to remain on this side of Hy 1. It is after all 'El Granada fire station.'

Finally, not to ignore the concerns of those living nearby the proposed area (and my neighbors), it is my fervent hope that you will continue to conduct the evaluations and adjustments necessary in complete transparency using the latest methods and technologies available to make this station a functional reality now and for the future. Thank you for the service you provide and the opportunity to provide comment.

Graesson Berbano
127 Lewis Ave.
El Granada, CA 94018 (PO Box 1529)
(650)726-2575

C03-01

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From: "J Stockman" <stockman.justin@gmail.com>
Date: Thursday, January 19, 2017 at 12:15 PM
To: Paul Cole <pcole@coastsidefire.org>
Subject: El Granada EIR comment

Chief Cole,

My apologies for not being able to make comments at last nights meeting. I'm in the IAFF firefighter survival train the trainer class all week in Campbell. It's an exceptional class, i'm really excited to help deliver it to our line personnel.

I grew up in El Granada and consider the El Granada fire station to be ³my fire station² in the sense that it's always housed the firefighters that I trusted to keep me and my family safe. Now living in Half Moon Bay, the state and condition of that fire house and the people and equipment in it are still central to my safety as a coastside resident.

I want to express my strong support for the proposed replacement of this facility. I understand that there are concerns with building any structure near people. It's my belief that every coastside resident must see these concerns relative to the function of the facility being built.

We are not talking about a new hotel, but a fire station that is core infrastructure. Dust, light, noise are concerns to be addressed, but more than that they are concerns to overcome and put behind us. This is a facility that must go somewhere, and the district has already identified a suitable and thoughtful location.

As neighbors we must realize that this facility needs built, and that the firefighters and district staff are more than capable of being good neighbors and have a strong track record of doing so. Lets see these issues for what they are, address them and move forward.

Thank you,

Justin Stockman

C04-01

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From: Fran Pollard <franpollard832@gmail.com>
Date: Thursday, January 19, 2017 at 1:47 PM
To: Paul Cole <pcole@coastsidefire.org>
Subject: Fwd: Need Fire Station Diagram of ingress & egress

Hello again, Chief Cole,

re: Please include both my emails to you along with your diagram in the EIR comments section, as part of my comments on this Fire Station.

C05-01

Thank you for your diagram. I have a copy of that page from the draft EIR in black & white, but it's missing the red highlighting showing how the fire engines enter and exit. This page you sent me is very clear. Again, it needs to be included in the main section of the EIR.

I'm still not happy about this location in the front of town and in the most congested intersection in El Granada, possibly on the entire San Mateo County Midcoast.

Over 40 years ago, I worked on the Montara, Moss Beach. El Granada Community Plan which was adopted by the Board of Supervisors in 1978. It backs up the 110 year old Daniel Burnham Plan for the Community.

Your parcel was included as part of the Burnham Strip Open Space Parcel to be used for park and recreation for the entire Community and for adjoining facilities necessary and compatible with the Burnham Strip Park. The placement of this fire station interferes with our plan which we have been working toward completion, all these years.

C05-02

That entire parcel (both A & B which was divided after the adopted plan) should have been offered to the Community or the Granada Community Services District, but it was offered to the Fire Department, instead. I wish that had been done and we wouldn't have this problem, now.

Also, I informed you of another, and I believe, a better location in El Granada at a higher level away from the entrance to town, but you decided not to consider it. I even got a preliminary consideration from the owner. You could even put the same building in that location. Also, I didn't see it as one of the alternate sites listed in the draft EIR.

C05-03

I don't know how this will ultimately turn out, but if it is decided that this location is not proper, I hope you will consider the other location. We certainly don't want to be at odds with the Fire Dept. which we all appreciate and care highly for. We just hope we can all find a solution that would be a win, win for all.

Thank You again and Regards,

Fran Pollard, El Granada

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COASTSIDE FIRE PROTECTION DISTRICT
FIRE BOARD SPECIAL MEETING
JANUARY 18, 2017

PUBLIC COMMENTS:

Gary Burke: Alright. I have a number of speaking slips and I've shuffled them and we'll ask each person and you can probably be easier if you wouldn't mind coming to the podium to make your comments. I won't have any time limit, but I would reserve the right that if we run on too long, I'd like to ask you to summarize. But hopefully you can make your points and whatever questions you might have in an appropriate time. Larry Carter, first, please.

Larry Carter: Alright. Thanks for the opportunity to provide comments on the Draft EIR. What I wanted to say tonight is that in my view and also representing the views of my wife who is Beth Easter, we don't agree with the conclusions of the Draft EIR and feel that it is not adequate on a number of measures, including those related to hazardous and hazardous materials, land use and planning, aesthetics, the hydrology and water quality and the noise, just as a few examples. With regard to the tsunami risk, I think each of the analyses have been done, not only the Calingberg map, but the analyses that have been done for the Fire Board, are flawed in a significant way in that they do not account for sea level rise which has been a very important focus, not only of the County, but the Coastside in general. And I think we can all agree on the basic facts that tsunamis are rare and unpredictable events and that this project proposes to move the station much closer to the shore. So based on those facts, it doesn't seem appropriate for a building that under the law is intended to respond to natural disasters and also that will house people, my understanding a company on a regular basis unlike a small B&B.

D01-01

D01-02

With regard to some of the impacts in terms of noise and light and pollution and aesthetics, you know, I understand that there are sort of bars to clear in terms of the law. It is not clear to me at all that the impact of these effects have been clearly delineated in terms of what the noise will actually be, what the light impact will actually be in an area that is currently fairly quiet and fairly without light pollution. What we do know is that it moves this expanded project, you know, something that is three-fold larger than the current station much closer to homes and much closer to schools and the sensitive receptors of people who work from home and, you know, kids who are going to be at the schools there. I am not convinced either that the alternatives have really been thought about with regard to this project. So, you know, if the CEQA process was conducted before the purchase of this land or the trade for this land, for example, it wouldn't be so close and adjacent to a riparian area. So I don't think that all of the alternatives have really been sort of thought through and considered for something like this. I think that this site has been sort of settled on from the beginning and that, you know, everything has proceeded to ensure that this site would be selected and developed. And I think it is sort of prima facie evidence that the number of variances and the number of sort of exceptions and permits that are required for this show that the scope of this project doesn't fit with the character of the neighborhood and the site in that area. You know, the size of the building and all of the exceptions to the rules and regulations that are required show that it doesn't fit right now. So with that, I'll just conclude my comments. Thank you.

D01-03

D01-04

D01-05

Gary Burke: Thank you.

Larry Carter: Thank you.

Gary Burke: John Draper.

John Draper: I am John Draper, resident of El Granada. I also happen to work for the Harbor District, run the Harbor the last 35 years. I work closely with the Fire Department. Sat on this Board for a while as most of you know. I think if you look at your mission and your value and your vision statements, this is the perfect spot for the station. Not only does it help out other divisions, you know, the Harbor, the Sheriff's, Coast Guard, State Parks, you guys are above what? Fifty feet higher than the new station for the tsunami zone? You know, as the working class guy that works with you guys every day, I think it is the perfect fit and the guys at the harbor would love to see it there. We work, as I said, we work closely with all the firemen. They would like to see a new station. That station is 60 years old. When I sat on this Board, you did a facility assessment and back then, they said that station should have been replaced 10 years ago. Well now we are another 10 years after that. That is 20 years old. You guys gotta do something. It is not only for the people that work for you, but it is your constituents, the users and the people that live on this coast. That is all I can say. Thank you for listening.

_____: Thank you.

Gary Burke: Thank you, John. Peter Logan? Did I say that right? Yes.
Okay.

Peter Logan: Mr. Noack, in the CEQA presentation, you discussed...

Gary Burke: Peter, could I ask you to speak up louder, please?

Peter Logan: Sure.

Gary Burke: Yeah.

Peter Logan: I was about to ask Mr. Noack in the previous CEQA discussion, other alternatives were discussed, but I don't understand the reasons for

D01-06

those being not considered. For example, one I can recall you mentioned was that Capistrano and Highway 1, why were not any of those others considered? You stated that they were not considered. I am asking why.

**D01-06
cont.**

Steve Noack: I am not sure the question, but I think tonight is really for comments. So if you say you need clarification on how the alternatives were selected or why certain alternatives were not carried forward, that is a comment we will take and provide a response to in the EIR, in the final EIR.

Peter Logan: Oh. Okay. I have to look at my notes. Sorry. I don't know where to begin. I would like to request the cancellation of considerations, further considerations of the project to anticipate a more appropriate proposal for place because the space that you are considering is for accommodating recreation, existing recreation. It can't be denied that traffic and transportation will not be negatively impacted with the scope of the project, both during construction and were unequivocal after construction. The intersections of Highway 1, Coronado Street, Obispo Road and Santiago Avenue and Avenue Alhambra currently fail the proven standards, particularly with two school populations. But even when school is not in session or like on Monday, Martin Luther King Day, traffic courses back into the neighborhood streets heading for the highway where the traffic on the highway is not progressing. Recreation with safe access to the beach and the blush would be of the upper most concern in concert with the burden plan. A safe and secure place to park, unload the toys, the kids, the dogs with close access to an intersection with a signal to allow safe crossing. I thought was a 10,000 square foot facility, but it has grown, so I was wrong. It is a 12,000 square foot building and I don't believe that that includes the parking spaces. So anyways, I forgot to bring it, but I had a

D01-07

photograph that I pulled out and did not bring of two emergency vehicles that were involved in a devastating crash at Highway 1 and Coronado Street. I apologize. I will submit that photograph for you at another time, if you don't mind. So the question is how can Obispo Road not be considered a negative impact? The fact remains that these are dangerous intersections for safety and recreation. I remind you that the site was zoned El Granada Gateway Design Review Coastal Development. The fire station shall result in a substantial change to the Burnham Plan, recognized by San Mateo County as a significant cultural historical resource. As you know, the apartments and the homes in the service area of Fire Station 41 for many years are, have been there for a long time. Our own home has been there for over 60 years. We understand that increased population and housing are useful criterion for a new fire station. You know, you need more room for new equipment, engines and all, but shouldn't the evaluations be fair and consistent with respect to the adjacent homes within 300'? For example, the required variances for the maximum allowable height for 30', we understand that you are going to request a variance for that within the El Granada zoning district. In addition to the rear setback of just 2' instead of the required minimum of 20'. That is 18' different from what is required. The required minimum of front setback in the El Granada zoning district is 50'. The project calls for just 6' or 44' less. That is a lot. That is 80%, 87% over the minimum. My point is you can't put toothpaste back into the tube. It is too narrow a strip of land on much too narrow, a high volume road. You have created a dilemma that all of your mitigation proposals will not resolve. On the subject of lighting, I do need to have a greater understanding. I need to know more than what is described in Section 3.4.1.3 because when I set up my telescope for stargazing in our backyard, which faces east, it

**D01-07
cont.**

D01-08

D01-09

D01-10

is not dark enough to see what I am looking for because we have a milky white sky. That is due to the nurseries to the east. So the best time therefore, and I want to back up. I mean, what I said about the milky way sky, that perfectly divides glare. G-L-A-R-E, glare. The best time therefore are for me, are the wee hours of the morning where I go out to the front and face the west/southwest where it is nice and dark. 3.4.1.3 states that various illumination levels shall be provided. My question is lighting for paths, as stated in the lighting for paths, entranceways and outdoor areas. Are these lights meant to illuminate from the ground like landscape lights or from above the ground to illuminate space of ground? And also, what does skylights with glare reducing, I'm sorry. What does skylights with glare reducing devices mean? How many skylights? 3.4.1.3 also states that the lighting scores would be of equal intensity to the existing nearby commercial buildings. What commercial buildings? There are no existing nearby commercial buildings. This is a neighborhood of existing private homes and apartments. The private and open space land more closely represents the truck depot. Doesn't it? Because you have stop, you have start procedures, you have staging, you have reverse gear alarm signals, you have air brake systems, you have horns, lights, sirens. They are all part and parcel of large commercial vehicles. Then there is the inhalation of diesel fuel exhaust which has been proven harmful by the EPA. Add to that the non-emergency downtime practice procedures involving power tools, chainsaws, diesel generator, air compressors, gear maintenance, special teams practice, post-run procedures, daily routine activities, training, other emergency vehicles operations. I am sure you'll have an ambulance and visiting, practice engines come in. As I've stated before tonight and I am going to say it one time again, the fundamental purpose of open space is to maintain a community which

**D01-10
cont.**

D01-11

D01-12

D01-13

D01-14

D01-15

is already under enormous pressure of increased traffic volume and population. There is insufficient flexibility in this small neighborhood, on very narrow roads, to implement a project of this scope with so many adverse and negative effects. There is a lot more I'd like to involve in this discussion. Unfortunately, I didn't have time to prepare them all, but I did recognize also that you plan to remove some 10,000 square cubic yards of material. This is Mr. Burnham's plan that we enjoy. I don't know how you rectify that. But thank you for giving me the time to speak.

**D01-15
cont.**

Gary Burke: Thank you, Peter. Grant Walters?

Grant Walters: My comments wouldn't pertain to the environmental...

Gary Burke: I'm sorry?

Grant Walters: My comments wouldn't pertain to the environmental report.

Gary Burke: Oh. Okay.

Grant Walters: Which is the subject, but I felt. I guess I can speak.

Gary Burke: Yeah. Go ahead. Will be infallible.

Grant Walters: I have been in El Granada for 50 years and so I feel for you with the older station being outdated. I understand you are looking for a new location and I listened to the report, look, I'll look into that further. I just wanted to say I think you could do some things that make Mr. Lovack happier if you were to take a good look at the lighting. That is something we are all concerned about in El Granada, so I think that is something you guys could probably take care of. So that was the only thing that, you know, was on my mind a little bit. As long as you take special care to do with that. I think that this would be an asset to the community, but I am selling real estate and that is the comment I was going to make. If it is something that is going to improve the fire service,

D01-16

then I think within that we should be also looking at water safety down in that area. A little bit, I never really liked where the fire station was at the center of El Granada. The Berham Plan calls that to be the center of town and that always seemed to me like that should have been something else in that building. Maybe something that would serve the community better. Produce stand or something like that. I always thought that would be the case. But I know that you looked at the other sites and I know that it is so very hard to find a site when you are doing these things. I've been involved with JB and I stuff envelopes for Measure K way back when. The school finally got expanded. My son was 24 by the time. He wasn't born when we started stuffing the envelopes. So it takes time.

D01-16
cont.

_____: You got old, by the way.

Grant Walters: Yeah and it takes time. Yeah, I understand you are looking at all the different...

_____: Didn't we all?

Grant Walters: I mean, but my only concern was really just make sure to keep the lighting maybe below what one might think in a corporate kind of environment. I know this is a big facility. I don't like the look of stucco. Keep it, make it look more like wood if Mr. Lovack's house is painted a beautiful brown color. It fits into the environment better, I think, than what I saw on the board. But again, I am not here to be a designer. So I will be at the next meeting and we will see how that one goes. I don't have any complaints at this point. So just wanted to make sure and say if you do a good job here and you make it look like it fits in more in the rural environment, I think that it will actually increase the real estate values in the area because clients always ask me, do you have a good fire station? How is the school? Again, I am always careful and say, yeah, I told Ed, and

D01-17

donate money to the _____ education fund when possible because that is how we are explaining to people how the schools are doing well and I hope you'll do a good job and explaining really what the benefits are in future meetings. So that is what I am looking for to explain to people when they ask you the questions. So that's it. Thank you.

_____: Thank you.

Gary Burke: Thank you, Grant. Alan, and I don't have your last name.

Alan, I'm sorry.

Alan Logriscal: I am Alan Logriscal. I live in El Granada. Thank you for the opportunity to speak. Chief Cole, thank you. President Burke, I know Bruce Mackimmie there as well. I know it is a long process. We went through it with our own personal residence. I live right here in El Granada and there is a lot of difficulties and compromises that need to be made and I sincerely appreciate what you are trying to do. I do like the look of the building and so forth. Larry and Peter both spoke very eloquently to some of the concerns. The two I wanted to just touch on here briefly. First of all was the traffic concern. I live in that immediate neighborhood. Our view is not blocked. We are not immediately impacted by the station, other than the overall ambiance that Peter talked about. But the traffic is a major concern. The ingress and egress off of Highway 1 is really poor. Just yesterday, for example, I had to wait several minutes just to simply back out of my driveway. The cars were backed up. So in case of emergency, school, the school is right there. I am not sure how you are going to get your equipment in and out. It is going to be difficult. I think other sites should be considered. I am not trying to add extra cost, expense. I would think the ideal location, and I am not involved with the planning process, but I am familiar with land use and soils related issues in my profession.

D01-18

D01-19

The ideal spot seems like it would be on the rise for, across from the Sam's Chowder House there. You can see both directions. You get out to the north. You get out to the south. I don't know if that is even a possibility. It is on high ground and that moves into my next concern. Most importantly, I am going to digress for one second to say I often go out on Alameda and take the entrance to the Alameda tube, as I see the Oakland city and Alameda County emergency services. All the vehicles are parked directly under the freeway overcrossing at that point. This actual structure collapsed in the '89 earthquake which was a very short and sharp earthquake and I always considered how would reasonable public officials come to park all their emergency vehicles under a structure that is likely to collapse in an earthquake? That leads me to think about setting this fire station with relation to tsunami potential. Tsunamis are a fact of life. We need to have our emergency services safe so they can save us when disaster strikes and I've been involved with a lot of projects as an earth scientist. We have reviewed a lot of projects. Moffett Nichols is a reputable firm, but I don't think have adequately accounted for the tsunami danger. I think the station would become inundated even under a moderate tsunami situation. I know some of the structures out there at Miramar, they have a lot of walls. The structures are purposely placed on piers and columns to lift them above tsunami danger and I think that has been missed by the, in the review, and I just wanted to pick up this wood just this evening and it shows tsunami inundation here in Princeton By The Sea. It shows April of 1946, the high water came all the way out, almost out to the airport and in such an event happened some 50, 60 years ago, could be inundation for the station. I may have to balance these things out. I realize that the existing station is lower elevation and that would become inundated too. I am all for you guys having first

**D01-19
cont.**

D01-20

class equipment, facilities, training, whatever you need. I fully realize that Chief Cole might be the very person that pulls me out of a wrecked car and I thank you for that part and I hope you'll reconsider the tsunami threat. I would be happy to provide this to Steve, the reviewer, to take a look at this and please take this into consideration. I think it is a legitimate concern. Thank you.

D01-20
cont.

_____: Thank you.

Gary Burke: Thank you, Alan. Bob Schmidt?

Bob Schmidt: Yeah. Neighbors, Board, I am a resident of El Granada. I live at 200 in Sevilla. I also own two adjacent properties and their whales. I like the looks of the station. I actually like the place where it is located. My big, I've been retired since 2002 and I walk a lot. I walk 4, 5 hours a day. Those of you who remember Johnny from Original Johnny's in Half Moon Bay, he walked his butt all over the place. The tsunami, I want to address the tsunami thing. The _____ traffic issue, in my opinion. We are all affected in El Granada by the traffic. People take that shortcut from Montara and they bottle up the, that is why we are bottled up. If we had some traffic control to keep them on Highway 1, we wouldn't have the bottle up we have. But it affects me at the, what is that? The north end of town. So everybody comes in and that is why we have the gridlock at the center by the lights. There is no doubt about that. I have every morning when I am _____ walk _____ with my husky. My goldie died February 13th, broke my heart. I got a husky now on the 18th and I still walk. That is what is happening in the morning besides the school and not, no school buses. If we want traffic release, Cabrillo School District should start bussing people from El Granada, Montara. The other thing I want to talk about is the highlands. This is a perfect location. Those

D01-21

people are facing deadly threats worse than the Oakland fire. I walk all over those areas. There is one way out of there and that is going to be bottlenecked. So I don't know if an engine is going to get up there, but we need the bigger facility. It looks beautiful. I am not a facility guy, but it looks like we have more equipment, it is close to the area and, you know, it's got to go uphill and we've got brush out here. El Granada is a, what is it? Eucalyptus _____ we need to have _____. I think it happened with the _____ when we had _____. (hard to hear as someone is whispering over him) There is no perfect location. Keet Nerhan's property, not a perfect location. Definitely not. In my opinion. Where they wanted, I think they were planning on some ridiculous mobilehome kind of thing there. But that is a whole different issue. But I like this location. It is higher. It is 30' high. It is in the town seat and like I said, I think all the traffic problems are created by the lack of direction. We allow people to cut in on the Princeton entrance and we are bottlenecked and they don't gain anything by that either. They are worse than the people that are driving down Highway 1. So that is our concern. It is not a fire, environmental, the house isn't, you know, but that is our deal. But I am big time in favor of the new station, the new equipment and I look forward to it happening and god forbid if we ever have a fire in El Granada with the Eucalyptus we have. So it is a terrible thing. I walked Quarry Park tonight. I didn't even know it is closed and I do all the loops. I do the loops up top. But you know, if we get a fire here, a lot of things are going to happen bad. And the tsunami thing? As far as Montara, I walk that too. I walk 4 times a day. So I am privileged to walk 5 hours a day with my husky. My dog is my life. But Miramar and the pillars, I still think that we are higher here than at the Miramar. From the pillar homes they are building down there for the tsunami. So how high are you gonna

go? I mean, realistically, it is what it is where we are at. You had a location entrance that were limited. So those are my general comments. But I think it is a great idea and I am all in favor of it.

Gary Burke: Bob, thank you very much. Is there anybody else in the audience who would like to address this subject? Moving on, I'd like to ask our attorney perhaps just to give us a quick view of what to expect going forward.



and dramatic ocean views. These
During Prohibition, local rumrunners
, abalone was processed at the
Sherman for a day on the surf.
In the 1930s, it was consigned to history.

(Dooley, Mary Teixeira, Helen
Lazel (far left, wearing apron),
owner of the popular restaurant in Princeton-
Teixeira.)

IMAGES
of America

PRINCETON BY-THE-SEA

June Morrall



D01-22

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In the early part of the 20th century, these Ocean Shore Railroad passengers return to San Francisco after an enjoyable day on the Coastside. (Courtesy R. Guy Smith.)

D01-22



0s. In the era of moon flights
a space-age symbol conjuring



Ronnie Mangué, standing in front of a small corner of the Abalone Factory, lived through the tidal wave of 1946. His sister Jeanne, who now runs a restaurant like her mother's in Fort Jones, California, also vividly recalls the terror of that April day. As the children of fishermen, Jeanne and Ron knew the third wave was the most lethal. And when that wave rolled toward them, it was scarier and more powerful than anything they had ever seen. (Courtesy Ron Mangué.)



This photograph dramatically illustrates the devastation of the tidal wave. It ripped off the front porch and steps of the house the Mangué family was then renting near Romeo's Pier. Ron and Jeanne remember seeing their beloved dog riding a piece of torn-up fencing out to sea. The children were convinced they would never see their dog again. Unbelievably, their pet was found safe a few days later, hungry on the beach. (Courtesy Maryanne Dimare.)

D01-22