COUNTY OF SAN MATEO
PLANNING AND BUILDING DEPARTMENT

DATE: April 13, 2016

TO: Planning Commission

FROM: Planning Staff

SUBJECT: EXECUTIVE SUMMARY: Consideration of a Grading Permit and certification of a Mitigated Negative Declaration, to upgrade the Skylonda Fire Station by replacing three existing buildings with a new 13,500 sq. ft. firehouse building and a 1,600 sq. ft. reserve apparatus building on two County-owned parcels totaling 2.29 acres located at 17290 Skyline Boulevard (Skylonda Fire Station No. 58), in the unincorporated North Skyline area of San Mateo County. The project includes 2,600 cubic yards of fill and the removal of 11 trees. The project parcels are located within the Skyline State Scenic Corridor.

County File Number: PLN 2015-00502

PROPOSAL

The County proposes to upgrade the facilities at Skylonda Fire Station No. 58, by replacing an existing office building (700 sq. ft.), barracks building (1,500 sq. ft.), and apparatus building (500 sq. ft.) with a new two-story 13,500 sq. ft. firehouse building and a new single-story 1,600 sq. ft. reserve apparatus building, on two County-owned parcels totaling 2.29 acres located at 17290 Skyline Boulevard in the unincorporated North Skyline area of San Mateo County.

The new firehouse building will serve as a combined apparatus/barracks/office building, with two drive-through apparatus bays and two back-in apparatus bays. Personnel living space will be located on the second floor with administrative offices and conference/training areas to be located on the ground floor level to facilitate accessibility for the public to meet with fire station personnel or to utilize the areas for community events. The new single-story 1,600 sq. ft. reserve apparatus building will serve two reserve fire apparatuses along with storage and support functions.

A new emergency vehicle access driveway with a traffic warning signal (flashing yellow) to Skyline Boulevard is proposed to improve traffic sightlines and vehicle turning radiuses and to separate the emergency vehicle travel route from the public parking area at Alice's Restaurant.

The project includes 2,600 cubic yards of grading (imported fill) to construct the new emergency vehicle driveway, parking areas, and other miscellaneous site improvements. A total of 11 trees are proposed for removal, 10 of which are within the footprint of the proposed development and 1 tree that is in poor health as documented

by an arborist. Replacement trees and additional vegetation will be installed to replace the trees removed and to enhance on-site landscaping.

As an Essential Services Facility, the Skylonda Fire Station must remain operational at all times during proposed construction. Therefore, a two-phase construction schedule is proposed over the course of a twelve-month period anticipating to commence in April 2016. Construction activities would occur Monday to Friday from 7:00 a.m. to 4:00 p.m. with off-hours and weekend work avoided to the extent possible to minimize conflict with the areas' high weekend visitor populations.

RECOMMENDATION

That the Planning Commission certify the Mitigated Negative Declaration and approve the Grading Permit, County File Number PLN 2015-00502, by making the required findings and adopting the conditions of approval in Attachment A.

SUMMARY

The project site is zoned R-1/S-10 (Single-family residential/20,000 sq. ft. lot minimum) and is located within the Skyline State Scenic Corridor. Fire stations are generally allowed in the R-1 Zoning District subject to the issuance of a Use Permit. Additionally, development within the Skyline State Scenic Corridor typically requires an Architectural Review Permit when visible from Skyline Boulevard. The County, as a local government agency, is exempt from the application of Zoning Regulations and, therefore, exempt from the requirement for a Use Permit and Architectural Review Permit. Nonetheless, the project must comply with the County's General Plan, the Grading Ordinance (which is not part of the Zoning Regulations), and the California Environmental Quality Act (CEQA).

Based on staff's review, the project, as proposed and conditioned, complies with the applicable policies and standards of the General Plan and the Grading Ordinance. As proposed and conditioned, the project would reduce adverse impacts to wildlife species through the requirement for pre-construction surveys and employee education; include tree replacement and landscaping with native and/or drought tolerant plants; implement appropriate erosion and sediment control measures, as well as dust control measures, to reduce erosion and runoff from the project area and minimize adverse air quality impacts during construction; use appropriate colors and materials to minimize adverse visual impacts from public views, including Skyline Boulevard; and comply with the County's Municipal Regional National Pollution Discharge Elimination System (NPDES) Permit for on-site stormwater treatment.

An Initial Study (IS) and Mitigated Negative Declaration (MND) were prepared by MIG/TRA Environmental Sciences, Inc. and circulated for public review from December 24, 2015 to January 26, 2016 (end of State Clearinghouse review period), in compliance with the California Environmental Quality Act (CEQA). The IS and MND conclude that the project, as proposed and mitigated, will not generate any significant environmental impacts. All mitigation measures from the MND have been included as conditions of approval in Attachment A to the staff report.

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COUNTY OF SAN MATEO
PLANNING AND BUILDING DEPARTMENT

DATE: April 13, 2016

TO: Planning Commission

FROM: Planning Staff

SUBJECT: Consideration of a Grading Permit, pursuant to Section 8600 of the County Ordinance Code, and the certification of a Mitigated Negative Declaration, pursuant to the California Environmental Quality Act, to upgrade Skylonda Fire Station No. 58 by replacing three existing buildings with a new 13,500 sq. ft. firehouse building and a 1,600 sq. ft. reserve apparatus building, along with associated site improvements, on two County-owned parcels totaling 2.29 acres located at 17290 Skyline Boulevard in the unincorporated North Skyline area of San Mateo County. The project includes 2,600 cubic yards of fill and the removal of 11 trees. The project parcels are located within the Skyline State Scenic Corridor.

County File Number: PLN 2015-00502 (County of San Mateo)

PROPOSAL

The County proposes to upgrade the facilities at Skylonda Fire Station No. 58, by replacing an existing office building (700 sq. ft.), barracks building (1,500 sq. ft.), and apparatus building (500 sq. ft.) with a new two-story 13,500 sq. ft. firehouse building and a new single-story 1,600 sq. ft. reserve apparatus building, on two County-owned parcels totaling 2.29 acres located at 17290 Skyline Boulevard in the unincorporated North Skyline area of San Mateo County.

The project includes 2,600 cubic yards of grading (imported fill) to construct the new emergency vehicle driveway, parking areas, and other miscellaneous site improvements. A total of 11 trees are proposed for removal, 10 of which are within the footprint of the proposed development and 1 tree that is in poor health as documented by an arborist. Replacement trees and additional vegetation will be installed to replace the trees removed and to enhance on-site landscaping.

See the Detailed Project Components section for further description of all of the project components.

RECOMMENDATION

That the Planning Commission certify the Mitigated Negative Declaration and approve the Grading Permit, County File Number PLN 2015-00502, by making the required findings and adopting the conditions of approval in Attachment A.

BACKGROUND

Report Prepared By: Summer Burlison, Project Planner, Telephone 650/363-1815

Applicant: County of San Mateo, Department of Public Works, c/o Theresa Yee, Capital Projects Manager

Owner: County of San Mateo

Location: 17290 Skyline Boulevard, unincorporated North Skyline area

APNs: 075-094-010 and 075-101-010

Size: 1.49 acres and 0.8 acres, respectively

Parcel Legality: Legal parcels per past County-issued permits

Existing Zoning: R-1/S-10 (Single-family residential/20,000 sq. ft. lot minimum)

General Plan Designation: Low Density Residential (Rural)

Sphere-of-Influence: Town of Woodside

Existing Land Use: Skylonda Fire Station No. 58

Water Supply: Existing water service will continue to be provided by California Water Service Company.

Sewage Disposal: Existing on-site septic disposal system will be replaced.

Flood Zone: Flood Zone X (areas of minimal flooding); Community Panel Number 06081C0294E, effective October 16, 2012.

Environmental Evaluation: An Initial Study and Mitigated Negative Declaration were prepared by MIG/TRA Environmental Sciences, Inc. and circulated by the County for public review from December 24, 2015 to January 26, 2016 (end of State Clearinghouse review period). Mitigation measures have been included as conditions of approval in Attachment A. Public comments received during the 30-day public review period are discussed in Section B of this report.

Setting: The Skylonda community is a heavily wooded area developed with mostly residential structures not readily visible from Skyline Boulevard. The area consists of sloped terrain amidst dense vegetation.

Skylonda Fire Station No. 58 is located just north of the Skyline Boulevard and La Honda Road (State Route 84) intersection. Surrounding land uses consist of rural residential properties, a small water reservoir located below the project site, and a small commercial development at the Skyline Boulevard and La Honda Road intersection that includes Alice's Restaurant, a small gas station, a deli, and several other small businesses.

Existing Site Character/Background: The project site is approximately 2.29 acres and is said to have been used as a fire station since the original wood (office and barracks) structures were built in the 1930s. The site slopes steeply down from Skyline Boulevard, west toward Blakewood Way and the Skylonda Mutual Water Company reservoir. Developed portions of the property are roughly 10 feet lower in elevation than Skyline Boulevard. Much of the site has been disturbed with past grading to create level roadways and building areas. Site development is located in the portion of the site closest to Skyline Boulevard. The lower portions of the site appear to be a natural slope with annual grasses and trees. Past grading of the site has created a terraced layout with a natural slope running down a short distance from Skyline Boulevard to a retaining wall that starts at the right-of-way by Alice's Restaurant and travels parallel to Skyline Boulevard to the office building.

The existing office and barracks structures are believed to have been constructed in the mid-1930s, and the apparatus building is estimated to have been constructed around 1950 with the last identified modifications permitted in 1984. The office and barracks buildings are wood-framed buildings, tucked close to the graded slope and retaining wall. Due to the elevation difference between these buildings and Skyline Boulevard, the small footprints of the buildings, and intervening vegetation, these buildings are not readily visible from Skyline Boulevard. The existing apparatus building is a pre-engineered metal building that is visible from Skyline Boulevard due to its lessened elevation difference from Skyline Boulevard.

Other existing site improvements include two existing driveway entrances to the site, from Skyline Boulevard at Alice's Restaurant and along Linwood Way, with a road running past the office and barracks buildings and a large paved area in front of the apparatus building. There is a 250-gallon propane tank south of the apparatus building and a 500-gallon propane tank between the office and barracks buildings. On-site vegetation consists mostly of (naturally growing) trees and shrubs including mature redwood, fir, cedar, pine, and oak trees.

History/Operation: Fire protection services from Skylonda Fire Station No. 58 are provided by the California Department of Forestry and Fire Protection (Cal-Fire) under contract to the County. The Skylonda Fire Station provides fire protection to over 60,000 acres of State Responsibility Area in San Mateo County, including direct

protection to the San Francisco Watershed which contains Crystal Springs and San Andreas Reservoirs. The station is estimated to have been built in the mid-1930s as a County fire department station. Since 1962, Cal-Fire has provided the fire protection services from this station under a service contract with the County, providing both personnel and fire-fighting apparatus. The station services Kings Mountain, La Honda, Upper Woodside, and Skyline Boulevard areas.

Skylonda Fire Station involves 24/7 operations and houses an average of eight (8) staff per shift with each shift on rotation for 72 hours. The station currently houses all of its firefighting equipment within a single apparatus building. The station responds to an average of 50 calls per month. Approximately 80% of the emergency calls leaving the fire station go south on Skyline Boulevard and 20% of calls go north on Skyline Boulevard. Southbound vehicles exit and return via the station driveway at Alice's Restaurant. Northbound vehicles exit the station driveway turning right onto Linwood Way and left (north) onto Skyline Boulevard, and return via Linwood Way turning left into the fire station.

The project is being initiated in response to numerous deficiencies (e.g., space allocation, structural integrity, vehicle access, circulation, security) in the station facilities that provide challenges for meeting the emergency response time goals, performance levels, and service objectives for the fire station, as outlined in a Facility Needs Assessment (MWA Architects 2014) prepared by the County.

Detailed Project Components:

Firehouse Building: A new two-story 13,500 sq. ft. firehouse building to serve as a combined apparatus/barracks/office building, with two drive-through apparatus bays for the front line engines, two back-in apparatus bays for staff vehicles, four offices for use by station staff, a training room, storage space, kitchen and dining space, dorm rooms with 13 beds, separate gender neutral shower/restroom facilities, and a day room. The building is designed to segregate the dorm rooms and associated living and restroom/shower functions (second floor) from the administrative offices and conference/training area (ground floor). The firehouse building will be built to an Essential Services Facility standard per the California Building Code, and designed to continue to operate after extreme environmental events such as earthquakes, flooding, wind, and severe storms. The facility's ability to be self-sufficient is targeted at three days before generator fuel, food, and facility water (potable and graywater) supplies will need to be replenished. The proposed building is being designed to meet the County's Sustainable Building Policy and is proposed to be Leadership in Energy and Environmental Design (LEED) Silver certified.

The new single-story 1,600 sq. ft. reserve apparatus building will serve two reserve fire apparatuses along with storage and support facilities.

Access Driveway: A new emergency vehicle access driveway from the firehouse to Skyline Boulevard, approximately 300 feet northwest of the current station driveway at

Alice's Restaurant, will be constructed to improve traffic sightlines and vehicle turning radiuses and separate the emergency vehicle travel route from the public parking area at Alice's Restaurant. The new driveway will be limited to a primary egress route for all responding emergency vehicles exiting the fire station (whether headed north or south on Skyline Boulevard) and will not be used for returning vehicles. The driveway will be marked and signed to prohibit visitor use. The driveway will be up to 50 ft. wide to accommodate the required turning radius for emergency vehicles. A traffic warning signal (flashing yellow) capable of being operated from the fire-fighting apparatus vehicles will be installed to improve safety for ingress and egress onto Skyline Boulevard. The existing station driveway on the north side of the property at Linwood Way will be widened to allow emergency vehicles returning from the south to access the station from Blakewood Way. Fire apparatus returning to the station via northbound on Skyline Boulevard will no longer enter the station driveway at Alice's Restaurant but will instead use Blakewood Way and Linwood Way. On-site staff and visitor parking (14 spaces) will be constructed nearest the existing southern driveway adjacent to Alice's Restaurant.

The project includes 2,600 cubic yards of grading (imported fill) to construct the new emergency vehicle driveway, parking areas, and other miscellaneous site improvements. On-site retaining walls will be constructed to support the new driveway but are not expected to be visible from Skyline Boulevard. A total of 11 trees are proposed for removal, 10 of which are within the footprint of the proposed development and 1 tree that is in poor health as documented by an arborist. The trees proposed for removal include 2 coast redwood (21" and 45" dbh), 2 Douglas fir (6" and 15" dbh), 2 coast live oak (27" and 31" dbh), 3 Pacific madrone (5", 10", and 11" dbh), 1 tanoak (14" dbh), and 1 plum (10" dbh). Replacement trees and additional vegetation will be installed to replace the trees removed and to enhance on-site landscaping (see Planting Plan Sheet Attachment C.6). Additionally, a stormwater treatment facility (bioretention basin) will be constructed to collect and retain stormwater in compliance with Provision C.3 of the Municipal Regional Permit for stormwater pollution prevention.

Other Site Improvements: The project includes removing the existing on-site septic system and installing a new system to accommodate the increased wastewater loads that will be generated from the new firehouse. An existing propane fuel tank will be replaced with a newer tank of larger capacity. An existing emergency diesel generator located between the barracks and office buildings will be replaced with a new generator and a 500-gallon diesel fuel tank to provide a total of three days of emergency fuel supply for the new firehouse. New pole-mounted LED (light emitting diodes) lights will be installed in strategic locations on-site to illuminate the parking areas and pedestrian walkways, along with LED building-mounted lights at all entries.

As an Essential Services Facility, the Skylonda Fire Station must remain operational at all times during proposed construction. Therefore, a two-phase construction schedule is proposed over the course of a twelve month period anticipating to commence in April 2016. Construction activities will occur Monday to Friday from

7:00 a.m. to 4:00 p.m. with off-hours and weekend work avoided to the extent possible to minimize conflict with the areas' high weekend visitor populations.

Construction Phasing:

Phase 1: The majority of the project improvements (90%) would be constructed in Phase I, including the new firehouse building, reserve apparatus building, new driveway to Skyline Boulevard, and 75% of all site access and paving requirements. The existing office building will be vacated and moved to a temporary office trailer to continue providing office services; existing site access adjacent to Alice's Restaurant and off Linwood Way will continue to remain available, including the vehicle re-fueling area near Linwood Way; and the existing barracks building would remain in use and fully operational during the Phase I construction. The apparatus building will be demolished and a temporary apparatus structure (16 ft. x 70 ft.) will be located off Blakewood Way near Skylonda Mutual Water Company's adjacent water reservoir. This temporary apparatus location is a flat gravel site where grading or demolition will not be needed. Temporary storage containers would be located next to the existing barracks building to help off-set storage needs of the demolished apparatus building. As needed, temporary utility sources will be used during Phase I. At the completion of Phase I, personnel and equipment will be moved into the new firehouse and reserve apparatus buildings. All temporary buildings and facilities no longer needed will be removed.

Phase 2: Phase 2 will consist of demolishing the remaining existing facilities, constructing staff and visitor parking areas, repaving a portion of the on-site roadway, and drainage and landscape improvements. During Phase 2, no site access from the driveway adjacent to Alice's Restaurant will be accessible. Temporary site access for visitors will be relocated to Linwood Way.

DISCUSSION

A. KEY ISSUES

The project site is zoned R-1/S-10 (Single-family residential/20,000 sq. ft. lot minimum) and is located within the Skyline State Scenic Corridor. Fire stations are generally allowed in the R-1 Zoning District subject to the issuance of a Use Permit. Additionally, development within the Skyline State Scenic Corridor typically requires an Architectural Review Permit when visible from Skyline Boulevard. The County as a local government agency is exempt from the application of Zoning Regulations and therefore exempt from the requirement for a Use Permit and Architectural Review Permit. Nonetheless, the project must comply with the County's General Plan, the Grading Ordinance, and the California Environmental Quality Act (CEQA), which are discussed below.

1. Conformity with the General Plan

Staff has reviewed and determined that the project complies with all of the applicable General Plan Policies, including the following:

a. Vegetation, Water, Fish and Wildlife Resources

Policies 1.23 through 1.28 of the General Plan seek to regulate land uses and development to prevent, or mitigate to the extent possible, significant adverse impacts on vegetative, water, fish, and wildlife resources.

MIG/TRA Environmental Sciences, Inc. (MIG/TRA) conducted a query of the California Natural Diversity Database (CNDDB) and California Native Plant Society Inventory and identified a number of special-status plant species that have a potential to occur in the project area (see Mitigated Negative Declaration [MND] Appendix C, included in Attachment D to this staff report). Since the proposed development will be located primarily within already disturbed/developed areas of the site, and/or no evidence of any identified special-status plant species or suitable habitat was observed by a qualified biologist during a site visit conducted on February 5, 2015, MIG/TRA has determined that any special-status species in the project area have a low or no potential of occurring.

Three special-status wildlife species, California red-legged frog, Hoary bat, and Townsend's big-eared bat, were determined to have a moderate potential to occur in the project area. While MIG/TRA has determined that the project site does not contain any primary constituent elements to support the presence of the California red-legged frog, Skylonda Mutual Water Company's water supply reservoir south of the project site could provide suitable aquatic breeding habitat for the species. MIG/TRA determined that only marginal-quality suitable dispersal habitat exists on the project site due to the urban nature of the site and the presence of barriers to movement (e.g., paved road and parking areas).

Three CNDDB occurrences for Hoary bat have been documented on the project site. Despite that there was no sign of this species observed by the biologist on the project site, MIG/TRA reports that the trees and buildings on the project site provide suitable foraging and roosting habitat for the species. Appendix C of the MND, included as Attachment D to this staff report, provides a full inventory of all special-status fish and/or wildlife species that have a potential to occur in the project area. Aside from the California red-legged frog and Hoary bat, all other identified species have been determined to have no or low

potential for occurrence due to the absence of suitable habitat on the project site, marginal-quality of suitable dispersal habitat on-site due to physical barriers, or no evidence of species observed by the biologist during site reconnaissance.

Additionally, while no sign of Townsend's big-eared bat was observed by the biologist on the project site, MIG/TRA reports that the species could forage within the trees on-site. Also, the trees and buildings on-site provide maternal or colony roosting habitat for the species. Therefore, this species is identified as having a moderate potential to occur. Furthermore, nesting birds, including raptors protected under the Migratory Bird Treaty Act and California Fish and Game Code are potentially present in the trees and shrubs in the project area. No known major corridors or waterways that contain fish are within the project site or vicinity.

Mitigation measures from the MND have been incorporated into the project conditions of approval (nos. 39 through 47) for employee education, covering of all excavations left open overnight, and preconstruction surveys to minimize construction activity impacts on special-status wildlife species.

On-site vegetation consists of natural trees and shrubs that are generally consistent with the types of species in the surrounding area. The project proposes the removal of 11 trees, which are identified below by HortScience, Inc. (November 24, 2015):

Tree #	Species	Trunk DBH *	Reason for Removal
19	Coast redwood *(Sequoia sempervirens)*	21	Grading, new retaining wall.
20	Coast redwood *(Sequoia sempervirens)*	45	New driveway and biotreatment facility area.
21	Douglas fir *(Pseudotsuga menziesii)*	6	New parking lot.
22	Coast live oak *(Quercus agrifolia)*	27	New stormwater filtration system.
23	Douglas fir *(Pseudotsuga menziesii)*	15	New access driveway to Skyline Boulevard.
24	Pacific madrone *(Arbutus menziesii)*	11	New access driveway to Skyline Boulevard.
25	Tanoak *(Lithocarpus densiflorus)*	14	New access driveway to Skyline Boulevard.
26	Pacific madrone *(Arbutus menziesii)*	5	New access driveway to Skyline Boulevard.

Tree #	Species	Trunk DBH *	Reason for Removal
27	Pacific madrone *(Arbutus menziesii)*	10	New access driveway to Skyline Boulevard.
42	Coast live oak *(Quercus agrifolia)*	31	New on-site driveway to apparatus bay.
89	Plum	10	Declining health.
***** *DBH (Diameter at Breast Height) refers to the trunks' diameter measured at 4.5 feet above ground.*			

Most of the trees proposed for removal are assessed by the Arborist, HortScience, Inc., as being in moderate to declining health and structural condition. Two of the trees (Tree #21 and #23) were evaluated as being in fair condition and generally characterized with slight declines in vigor, small amounts of twig dieback, and minor structural defects. Tree replacement is proposed at a minimum of 1:1 ratio for the significant trees[1] removed, minimum 24-inch box container size, consisting of a mix of Douglas fir, coast live oak, and coast redwoods. A mitigation measure from the MND has been incorporated as Condition of Approval No. 44 for preserved trees to be properly protected during construction and for replacement plantings.

The perimeter around the proposed development footprint will be landscaped with native and/or drought tolerant plants. Additionally, the proposed on-site bioretention swale will contain plants consistent with the C.3 Stormwater Technical Guidance, Appendix A, for appropriate plant species for stormwater treatment. See Attachment C.6 for the proposed Planting Plan.

b. Soil Resources

Policy 2.17 (*Regulate Development to Minimize Soil Erosion and Sedimentation*) and Policy 2.23 (*Regulate Excavation, Grading, Filling, and Land Clearing Activities Against Soil Erosion*) seek to minimize grading, soil erosion, and sedimentation including, but not limited to, ensuring disturbed areas are stabilized; and protecting and enhancing natural plant communities and nesting and feeding areas of fish and wildlife.

The project involves 2,600 cubic yards (c.y.) of grading (i.e., imported fill) to construct a new emergency access driveway to Skyline Boulevard, staff and visitor parking areas, and other miscellaneous site improvements. On-site retaining walls will be constructed to

[1] Significant trees are trees within a single-family residential (R-1) Zoning District that are 12" dbh or greater in trunk size, pursuant to the County's Significant Tree Ordinance.

support the new driveways. A total of 11 trees are proposed for removal with replacement trees and additional vegetation to be installed to replace the trees removed and to enhance on-site landscaping with a mix of native and/or drought tolerant plant species.

The applicant has provided conceptual erosion control plans, prepared by Michael Baker International, that include measures such as inlet protection, perimeter silt fencing, fiber rolls on slopes, a temporary stabilized construction entrance, and construction Best Management Practices (BMPs) to minimize the transport of sediment runoff from the immediate project site. Additionally, the applicant will implement dust control measures, such as covering haul trucks transporting soil or other loose material, watering exposed surface areas daily, and ensuring roadways are kept clean from mud and dirt tracks.

c. Visual Quality

Policy 4.15 (*Appearance of New Development*), Policy 4.21 (*Utility Structures*), Policy 4.22 (*Scenic Corridors*), Policy 4.24 (*Rural Development Design Concept*), and the Rural Site Planning Policies 4.25 through 4.33 seek to protect the natural visual character of scenic areas, including scenic corridors, by regulating the appearance of new development to promote good design, site relationship, and other aesthetic considerations; and minimizing the adverse visual quality of utility structures.

The project site is located within the Skyline State Scenic Corridor. The project site is highly disturbed with a terraced layout that naturally slopes from east (Skyline Boulevard) to west. Views of the project site from Skyline Boulevard are limited due to vegetation and topography, with the project site approximately 10 feet below the elevation of Skyline Boulevard. On-site vegetation is primarily composed of natural trees and shrubs that are generally consistent with types found in the surrounding area. Of the over 90 trees on-site, primarily consisting of Douglas fir, coast redwood, and coast live oak trees, a total of 10 are proposed for removal due to interference with proposed construction. See Section A.2.a. above for further details of the trees proposed for removal. Tree re-plantings (Douglas firs, coast redwoods, and coast live oaks) are proposed in the general areas where trees will be removed, including around the new access driveway to/along Skyline Boulevard, to minimize gaps in natural vegetation cover that also provide screening from Skyline Boulevard. Additional landscaping is proposed around the perimeter footprint of proposed development, including proposed parking areas, to soften public and private residential views of the project site from Skyline Boulevard, Blakewood Way, and Linwood Way.

A majority of the proposed development will occur in currently developed areas of the site with minimal change to site topography, except for the new access driveway to Skyline Boulevard. The majority of the proposed grading work will be to construct the new access driveway. Both the firehouse and apparatus building will be constructed at grade level, in previously developed areas, to minimize grading. Architectural design, building materials and colors, and replacement tree plantings and landscaping will help to minimize visual impacts on the scenic quality of the rural, rustic area. See the next section (Architectural Design Standards and Site Planning for Rural Scenic Corridors) for discussion of specific architectural design elements.

Security site lighting will be installed as pole-mounted LEDs (light emitting diodes) and building-mounted lights to illuminate vehicular driveways, parking areas and pedestrian walkways, and building entrances. Exterior lighting will be designed to be energy efficient and to direct light downward to minimize glare towards neighboring properties or roadways.

Architectural Design Standards and Site Planning for Rural Scenic Corridors

Policies 4.48 through 4.55 for *Architectural Design Standards for Rural Scenic Corridors* and Policies 4.56 through 4.69 for *Site Planning for Rural Scenic Corridors* seek to ensure structures are complementary and compatible with the surrounding environment and minimally visible from public views through the regulation of colors and materials, size and scale, lot coverage, height, building setbacks, minimizing tree and vegetation removal, outdoor lighting, limiting the number of driveways to a scenic road when possible, and minimizing the visibility of existing utility lines.

The General Plan does not provide a numerical threshold for lot coverage; however, as a point of comparison, the site's "S-10" Zoning District allows a maximum lot coverage ratio of 25%. The project site is approximately 2.29 acres and proposed development will result in a lot coverage ratio of 17%. Due to the natural topography of the project site, the buildings will be located as far away from Skyline Boulevard as reasonably possible. Existing tree canopies on the site will remain substantially higher than the height of any proposed building and replacement trees will be planted in the same areas where tree removal will occur. See the previous section for detailed discussion of outdoor lighting, and tree and vegetation removal.

The new access driveway will be approximately 300 ft. away from the site's existing eastern driveway to Skyline Boulevard, adjacent to Alice's Restaurant, and more than 300 ft. away from Linwood Way's intersection with Skyline Boulevard. The new access driveway will be utilized as a primary egress route for emergency response vehicles from the fire station. The driveway will not be used for returning vehicles or as an access drive for staff or visitors. The new driveway will minimize current safety and response time challenges, including the eastern driveway adjacent to Alice's Restaurant being blocked by parked visitor vehicles, and will eliminate the need for emergency response vehicles to rely on accessing Skyline Boulevard from Linwood Way, which connects to the western driveway and is a narrow single-lane shared road (with the neighboring residential area).

The proposed firehouse building will be two-stories, 13,500 sq. ft., with a maximum height of 33'-6" (to top of parapet). The building has been designed with multiple rooflines and both vertical and horizontal exterior material elements to provide architectural interest and to break-up the building mass appearance. The building will include accommodation for two drive-through apparatus bays for the front line engines and two back-in apparatus bays for staff vehicles. The proposed exterior building elevations will be earth-toned in colors and consist of cement treated fiberboard shingle, horizontal, and vertical siding; split-faced concrete block walls for the apparatus bays (for durability and easy maintenance); brown trim, doors, window frames; and a dark brown standing seam metal roof.

The reserve apparatus accessory building will be one story, 1,600 sq. ft., with a maximum height of 23 ft. As an ancillary building to the main firehouse, this apparatus building will have a simple design that consists of a low-profile roof with two bays on the front elevation and a total of three pedestrian doors on the side elevations. The building will be constructed with beige insulated metal vertical panels and a brown standing seam metal roof to complement the fire station building in color.

Both of the proposed buildings will blend and complement the surrounding natural wooded environment (see Attachment C.13 for Exterior Renderings). Additionally, the proposed exterior building materials will be durable and low-maintenance, and meet the requirements for "Moderate Fire Hazard Severity Zones" per the California Building Code.

Two new fire hydrants will be installed on-site. Existing power and communication lines run along the east property lines, along Skyline Boulevard. The new driveway to Skyline Boulevard will not conflict

with any existing power poles. No changes are proposed to the poles and no modifications are proposed to the power lines. Cable and phone lines, located lower down on the power poles, will conflict with the vertical clearances required by fire apparatus that will utilize the new access driveway to Skyline Boulevard; therefore, these lines will be undergrounded beneath the new driveway. Propane and diesel generators will be located between the new buildings and toe of slope to Skyline Boulevard. Due to the elevation difference, these utilities are not expected to be visible from Skyline Boulevard.

d. Historical and Archaeological Resources

Policy 5.20 (*Site Survey*) and Policy 5.21 (*Site Treatment*) require that appropriate precautions be taken to avoid damage to historical or archaeological resources.

Based on two previous cultural resource studies (1996 and 2007) on record that cover the proposed project area, and the Northwest Information Center's (NWIC) review of base maps, the NWIC concludes that the project area contains no recorded archaeological resources (NWIC, 2016). Nonetheless, Condition of Approval No. 15 has been included that identifies appropriate measures to minimize potential impacts to any unknown archaeological resources during construction.

The NWIC reports that there are no recorded historic buildings or structures within or adjacent to the project area per the State Office of Historic Preservation's Historic Property Directory and NWIC's base maps. Nonetheless, the NWIC recognizes the office and barracks buildings as unrecorded buildings/structures that meet the Office of Historic Preservation's minimum age standard that buildings, structures, and objects 45 years or older may be of historical value. Therefore, a condition of approval (No. 17) has been included to require a historical consultant to assess the office and barracks buildings to record any historical value prior to their demolition.

Furthermore, the NWIC reports that there are no Native American resources in or adjacent to the project area referenced in ethnographic literature; however, Native American resources in this part of the County have been found primarily on midslope terraces and benches along waterways and near springs. The NWIC describes that the project area meets the topographic conditions (i.e., midslope terraces in close proximity to La Honda Creek) to conclude that there is a moderate potential for unrecorded Native American resources in the project area. Consultation letters were issued to Native American tribes in the project vicinity on February 9, 2016 notifying them of the

proposed project. A condition of approval (No. 18) has been included to ensure that any responses from Native American tribes be addressed.

e. Water Supply Policies

Policy 10.15 (*Water Suppliers in Rural Areas*) and Policy 10.25 (*Efficient Water Use*) consider water systems and wells as appropriate methods of water supply and encourage efficient water use for new development.

The project will include continued water service from the California Water Service Company (CWSC). The project has been conditionally approved by the CWSC. Additionally, the project will be required to comply with the State's Model Water Efficient Landscape Ordinance for efficient water use and conservation with landscape irrigation.

f. Wastewater Policies

Policy 11.10 (*Wastewater Management in Rural Areas*) seeks to require individual sewage disposal systems in rural areas. The project includes replacement of the on-site septic system. The County Environmental Health Division has reviewed and provided conditional approval of the proposed on-site septic system.

g. Man-Made Hazards Policies

Policy 16.11 (*Regulate Distribution of Land Uses*) and Policy 16.14 (*Noise Barriers Noise Control*) seek to regulate the distribution of noise generating land uses from noise sensitive land uses and encourage the use of noise barriers into the design of new development, such as earth berms, walls, fencing or landscaping.

The project vicinity consists of low density single-family residential development along Skyline Boulevard and throughout the neighboring streets (Blakewood Way, Linwood Way) with the nearest residential property boundaries approximately 30 to 40 feet away. The proposed facility will include new sound speakers with volume control to allow exterior speakers to be muted or deactivated during nighttime hours to reduce the outdoor noise associated with emergency call broadcasts. The new firehouse will include apparatus bays on the east side of the firehouse, closest to the upward sloping embankment of Skyline Boulevard and facing away from residential properties; the current bays face Blakewood Way. Therefore, noise from the apparatus bays will be directed away from residential properties. Additionally, the on-site generator will be installed within a weatherproof enclosure and

the new egress driveway to Skyline Boulevard will result in reduced emergency vehicle siren noise impacts to nearby residences as the travel path for emergency vehicles exiting the site will be directed in the opposite direction of residences (i.e., toward Skyline Boulevard).

Policy 16.53 (*Regulate Location of Hazardous Material Uses*) seeks to regulate the location of uses involving hazardous materials through siting, design, and operating standards.

The project site currently houses two propane tanks (250 gallon and 500 gallon) for domestic uses as there is no direct gas supply to the site. The proposed facility will continue use of these gas supplies. Additionally, a new diesel generator (with a 500-gallon diesel fuel tank) will be installed for emergency purposes to provide a total of three days of emergency fuel supply for the facility. These structures will be located on the eastern side of the property, between the firehouse and reserve apparatus building, away from the residential vicinity and screened from Skyline Boulevard by the upward sloping hillside.

Hazardous Materials Investigation Reports for the project site identified asbestos containing materials (ACM) and lead-based paint within the existing buildings in concentrations high enough to be classified as California non-RCRA (Resource Conservation and Recovery Act) hazardous waste requiring disposal at an authorized landfill facility. A mitigation measure from the Mitigated Negative Declaration has been included as Condition of Approval No. 46 to minimize environmental impacts from the demolition, removal, and transport of ACM and lead-based paints.

2. Energy Efficiency Climate Action Plan (EECAP)

The project is designed to achieve Leadership in Energy and Environmental Design (LEED) Silver certification to minimize energy use. Additionally, use of recycled materials in construction; compliance with Best Management Practices from the Bay Area Air Quality Management District (to minimize Greenhouse Gas Emissions) as well as the installation of trash and recycling enclosures and installation of a smart meter will ensure compliance with the County's EECAP.

3. Conformity with the Grading Ordinance

The project involves approximately 1.19 acres of land disturbance and 2,600 cubic yards (c.y.) of imported fill to construct a new access driveway with a maximum 15% slope ramping up to Skyline Boulevard, parking areas, miscellaneous fill adjacent to the buildings, a stormwater treatment basin, and slope conformation. The project site is located within the Skyline State

Scenic Corridor. Therefore, per Section 8604.3 of the Grading Regulations, the grading permit is subject to review by the Planning Commission. In order to approve this project, the Planning Commission must make the required findings contained in the Grading Regulations. The findings and supporting evidence are discussed below:

a. That the project will not have a significant adverse effect on the environment.

The proposed grading is necessary to implement the project. Per the Initial Study (IS) and Mitigated Negative Declaration (MND), erosion and sedimentation impacts, and water quality impacts generated from project grading/construction will be less than significant with the implementation of proposed erosion and sediment control measures, including dust control measures and Best Management Practices, as described in Section A.1.b. Conditions of approval are included that require the project engineer to monitor erosion control measures throughout the duration of the project and schedule grading activities so that they do not occur during inclement weather.

In addition, the County's Geotechnical Section and the Department of Public Works have reviewed and approved the project with conditions. Therefore, staff has determined that the project, as proposed and conditioned, will not have a significant adverse impact on the environment. For a detailed discussion of potential environmental impacts associated with the project, including biological, hazardous materials, and traffic, please refer to Attachment D. Additionally, mitigation measures from the MND have been incorporated as Conditions of Approval Nos. 39 - 47 in Attachment A.

b. That the project conforms to the criteria of Chapter 8, Division VII, San Mateo County Ordinance Code, including the standards referenced in Section 8605.

The project, as proposed, mitigated, and conditioned, conforms to standards in the Grading Ordinance, including those relative to erosion and sediment control, dust control, fire safety, and the timing of grading activity. The project plans have been reviewed and approved by both the County's Geotechnical Section and the Department of Public Works. Conditions of approval have been included in Attachment A to ensure compliance with the County's Grading Ordinance.

c. That the project is consistent with the General Plan.

The General Plan land use designation for the property is Low Density Residential (Rural) within which fire stations and public facilities are a permitted use. As proposed and conditioned, the project complies with applicable General Plan policies, as discussed in Section A.1 of this report.

B. ENVIRONMENTAL REVIEW

An Initial Study and Mitigated Negative Declaration were prepared by MIG/TRA Environmental Sciences, Inc. and circulated by the County for a 30-day public review and comment period running from December 24, 2015 to January 22, 2016. In addition, a Notice of Completion was submitted to the State Clearinghouse and their review period commenced on December 28, 2015 and ended on January 26, 2016. One comment letter from Caltrans was received during the 30-day public review period (see Attachment E). Below is a summary of Caltrans' comments with staff's response:

Comment 1: A Traffic Impact Study may be necessary.

Staff's Response: Upon clarification from Caltrans, the Traffic Impact Study is applicable if there will be an increase in staff or services that will generate additional trips. The proposed project does not involve an increase in staff or services. Therefore, a traffic impact study is not required.

Comment 2: A current archaeological record search from the Northwest Information Center shall be completed and evidence that Native American consultation has occurred prior to Caltrans' issuance of an encroachment permit for project-related work in the State right-of-way.

Staff's Response: A current archaeological record search by the Northwest Information Center (NWIC) was completed as confirmed in a letter from the NWIC regarding the proposed project. See staff's discussion in Section A.1.d.

Comment 3: A Caltrans' issued encroachment permit for work in the State right-of-way is required prior to the start of any work within such right-of-way.

Staff's Response: The applicant has submitted an application for an encroachment permit to Caltrans, which is currently under Caltans' review. Furthermore, a condition of approval has been added that requires the issuance of an encroachment permit prior to the start of any work within the State right-of-way.

C. REVIEWING AGENCIES

Building Inspection Section
Geotechnical Section
Department of Public Works
Environmental Health Division
California Water Service Company
Caltrans

ATTACHMENTS

A. Recommended Findings and Conditions of Approval
B. Vicinity/Location Map
C. Project Plans:
    1. Title Sheet, T-1
    2. Existing Site Conditions, C-2, C-3
    3. Grading Plan, C-4, C-5
    4. Profiles, C-6
    5. Erosion Control, C-7
    6. Planting Plan, L1.0
    7. Demo Plan, A1.0
    8. Site Plan, A1.1
    9. First Floor Plan, A2.1
    10. Second Floor Plan, A2.2
    11. Floor Plan - Reserve Building, A2.3
    12. Exterior Elevations, A3.1, A3.2, A3.3
    13. Exterior Renderings, A3.4
    14. Exterior Colors and Materials List
    15. Equipment and Site Staging Plan, A3.5
    16. Site Section, A3.6
D. Initial Study/Mitigated Negative Declaration, prepared by MIG/TRA Environmental Sciences, Inc., dated December 2016. Appendix A, B, and D - H not included, but available upon request to the County Planning and Building Department.
E. Caltrans Comment Letter

SSB:jlh – SSBAA0090_WJU.DOCX

Attachment A

County of San Mateo
Planning and Building Department

RECOMMENDED FINDINGS AND CONDITIONS OF APPROVAL

Permit or Project File Number: PLN 2015-00502 Hearing Date: April 13, 2016

Prepared By: Summer Burlison
Project Planner

For Adoption By: Planning Commission

RECOMMENDED FINDINGS

For the Environmental Review, Find:

1. That the Initial Study and Mitigated Negative Declaration are complete, correct and adequate and prepared in accordance with the California Environmental Quality Act (CEQA) and applicable State and County Guidelines. An Initial Study and a Mitigated Negative Declaration were prepared and issued for a public review period from December 24, 2015 to January 26, 2016 (last day of State Clearinghouse review period).

2. That, on the basis of the Initial Study, comments received hereto, and testimony presented and considered at the public hearing, there is no substantial evidence that the project, if subject to the mitigation measures contained in the Mitigated Negative Declaration, will have a significant effect on the environment. The Initial Study and Mitigated Negative Declaration identify potential significant impacts to biological resources, hazards and hazardous materials, and transportation/traffic. The mitigation measures contained in the Mitigated Negative Declaration have been included as conditions of approval in this attachment. Therefore, as proposed and mitigated, the project will not result in any significant environmental impacts.

3. That the mitigation measures identified in the Mitigated Negative Declaration, agreed to by the applicant, placed as conditions on the project, and identified as part of this public hearing, have been incorporated as conditions of project approval (Conditions of Approval Nos. 39 through 47 below).

4. That the Initial Study and Mitigated Negative Declaration reflect the independent judgment of the County.

For the Grading Permit, Find:

5. That the granting of the permit will not have a significant adverse effect on the environment. The Initial Study and Mitigated Negative Declaration required by CEQA found that the implementation of all mitigation measures will prevent the project from having a significant adverse effect on the environment. All recommended mitigation measures in the Mitigated Negative Declaration have been incorporated as conditions of approval below.

6. That the project conforms to the criteria of Chapter 8, Division VII, San Mateo County Ordinance Code, including the standards referenced in Section 8605. The project, as proposed and conditioned, conforms to the standards in the County Grading Regulations, including those relative to erosion and sediment control, dust control, fire safety, and timing of grading activity. The project has been reviewed and approved by the County's Department of Public Works and the County's Geotechnical Engineer.

7. That the project is consistent with the General Plan. The project, as proposed and conditioned, conforms to all applicable General Plan policies, including applicable Vegetative, Water, Fish and Wildlife Resources; Soil Resources; Visual Quality; Historical and Archaeological Resources; Water Supply; and Man-Made Hazards policies as discussed in detail in the staff report dated April 13, 2016.

RECOMMENDED CONDITIONS OF APPROVAL

Current Planning Section

1. This approval applies only to the proposal, documents, and plans described in this report and submitted and approved by the Planning Commission on April 13, 2016. Minor modifications to the project may be approved by the Community Development Director if they are consistent with the intent of, and in substantial conformance with, this approval.

2. The Grading Permit shall be valid for eight (8) months from the date of final approval in which time the approved grading work shall have commenced under a valid, issued Grading Permit "Hard Card." Any extension of the permit shall require submittal of a written request for permit extension no less than sixty (60) days prior to the expiration date.

3. No grading activities shall commence until the applicant has been issued a Grading Permit "Hard Card" by the Planning Department. Prior to the issuance of a Grading Permit "Hard Card," the applicant shall submit a schedule to the Current Planning Section stating the date when grading operations will begin, anticipated end date of grading operations, including dates of revegetation and estimated date of establishment of newly planted vegetation.

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

5. The site is considered a Construction Stormwater Regulated Site (SWRS). Any grading activities conducted during the wet weather season (October 1 to April 30) will require monthly erosion and sediment control inspections in compliance with the National Pollutant Discharge Elimination System Municipal Regional Permit Section C.6 (Construction Site Control) and Planning and Building Department's Enforcement Response Plan.

6. The applicant shall pay an environmental filing fee of $2,210.25, as required under the California Department of Fish and Game Code Section 711.4, plus a $50.00 recording fee. Thus, **the applicant shall submit a check, in the total amount of $2,260.25 made payable to San Mateo County**, to the County Clerk within four (4) working days of the final approval date of the subject permit to file with the Notice of Determination.

7. The provision of the San Mateo County Grading Ordinance shall govern all grading on the project site. Per San Mateo County Ordinance Code Section 8605.5, all equipment used in grading operations shall meet spark arrester and firefighting tool requirements, as specified in the California Public Resources Code.

8. The engineer who prepared the final approved grading and drainage plans shall be responsible for the inspection and certification of the grading as required by Section 8606.2 of the Grading Ordinance. The engineer's responsibilities shall include those relating to non-compliance detailed in Section 8606.5 of the Grading Ordinance.

9. In order to receive final sign-off on the Grading Permit "Hard Card," the applicant shall ensure performance of the following activities within thirty (30) days of the completion of grading at the project site:

    a. The engineer shall submit written certification, that all grading has been completed in conformance with the approved plans, conditions of approval/mitigation measures, and the Grading Regulations, to the Department of Public Works and the Planning and Building Department's Geotechnical Engineer.

    b. The geotechnical consultant shall observe and approve all applicable work during construction and sign Section II of the Geotechnical Consultant

Approval form, for submittal to the Planning and Building Department's Geotechnical Engineer and the Current Planning Section.

Please include the Geotechnical File Number, 15G-44, in all correspondence with the Geotechnical Section of the Planning and Building Department.

10. Prior to issuance of the Grading Permit "Hard Card," the applicant shall submit to the Current Planning Section, subject to review and approval by the Community Development Director, a revised erosion and sediment control plan that includes the following revisions:

    a. A separate Erosion and Sediment Control Plan shall be submitted for each Phase of the project.

    b. Identify tree protection details for all trees to remain throughout construction, in accordance with the recommended Tree Preservation Guidelines from the Arborist Report prepared by HortScience, Inc., dated November 25, 2015.

    c. Show temporary construction logistics areas, including location of any proposed construction office trailers; storage sheds; temporary power poles; portable toilets; and storage location and containment of construction materials during work, and afterhours and weekends.

    d. Show locations and details for proposed stockpiles.

    Once approved, erosion and sediment control measures shall be installed prior to beginning any site work and maintained throughout the duration of grading. Failure to install or maintain these measures will result in stoppage of construction until the corrections have been made and/or other enforcement measures taken, pursuant to the Planning and Building Department's Enforcement Response Plan.

11. Erosion and sediment control during the course of grading work shall be according to a plan prepared and signed by the engineer of record, and approved by the Community Development Director pursuant to Condition #10. Revisions to the approved erosion and sediment control plan shall be prepared and signed by the engineer and reviewed and approved by the Community Development Director.

12. The applicant shall submit a dust control plan to the Planning and Building Department prior to the issuance of any Grading Permit "Hard Card" that, at a minimum, includes the Bay Area Air Quality Management District's Basic Construction Best Management Practices. These measures shall be implemented prior to beginning any ground disturbance and shall be maintained for the duration of the project activities:

    a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access road) shall be watered two times per day.

b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

c. All visible mud or dirt track-out onto adjacent paved roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

d. All vehicle speeds on unpaved roads shall be limited to 15 mph.

e. Roadways and building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

f. Idling times shall be minimized either by shutting equipment or vehicles off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.

h. Post a publicly visible sign with the telephone number and person to contact at the County regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District's phone number shall also be visible to ensure compliance with applicable regulations.

13. The applicant shall adhere to the San Mateo County Stormwater Pollution Prevention Program "General Construction and Site Supervision Guidelines," including, but not limited to, the following:

a. Stabilizing all denuded areas and maintaining erosion control measures continuously between October 1 and April 30.

b. Storing, handling, and disposing of construction materials and wastes properly, so as to prevent their contact with stormwater.

c. Controlling and preventing the discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, wash water or sediments, and non-stormwater discharges to storm drains and watercourses.

d. Using sediment controls or filtration to remove sediment when dewatering the site and obtaining all necessary permits.

e. Avoiding cleaning, fueling, or maintaining vehicles on-site, except in a designated area where wash water is contained and treated.

f. Delineating with field markers clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees and drainage courses within the vicinity of areas to be disturbed by grading.

g. Protecting adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.

h. Performing clearing and earth-moving activities only during dry weather.

i. Limiting and timing application of pesticides and fertilizers to prevent polluted runoff.

j. Limiting construction access routes and stabilizing designated access points.

k. Avoiding tracking dirt or other materials off-site; cleaning off-site paved areas and sidewalks using dry sweeping methods.

l. Training and providing instruction to all employees and subcontractors regarding the Watershed Protection Maintenance Standards and construction Best Management Practices.

m. Additional Best Management Practices in addition to those shown on the plans may be required by the Building Inspector to maintain effective stormwater management during construction activities. Any water leaving the site shall be clear and running slowly at all times.

n. Failure to install or maintain these measures will result in stoppage of construction until the corrections have been made and fees paid for staff enforcement time.

14. It shall be the responsibility of the engineer of record to regularly inspect the erosion control measures for the duration of all grading activities, especially after major storm events, and determine that they are functioning as designed and that proper maintenance is being performed. Deficiencies shall be immediately corrected, as determined by and implemented under the observation of the engineer of record.

15. In the event that any archaeological or paleontological resources are encountered at any time during construction, it will be the responsibility of the construction/project manager to stop work within 50 feet of any discovery and contact a qualified archaeologist. Work in the area shall be suspended until the

archaeologist prepares a plan for the evaluation of the resource and the plan is submitted and approved by the County.

16. Pursuant to Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code of the State of California, in the event of the discovery of human remains during construction, the construction manager shall stop work and notify the San Mateo County Coroner. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the Native American Heritage Commission (NAHC) who shall attempt to identify descendants of the deceased.

17. The applicant shall consult with a historical consultant to assess the office and barracks buildings to record any historical value of these structures prior to their demolition. A copy of the report, to include interior and exterior photos of each building, shall be submitted to the Current Planning Section for the San Mateo County Historical Resources Advisory Board prior to demolition.

18. The applicant shall contact any local Native American tribes, as recommended by the Native American Heritage Commission, to identify any traditional, cultural, and/or religious heritage values in the project area. The applicant shall coordinate with any local Native American tribes that identify heritage values in the project area to preserve and protect those values. Evidence of this consultation and coordination shall be submitted to the Current Planning Section prior to issuance of the grading hard card.

19. Noise sources associated with demolition, construction, repair, remodeling, or grading of any real property shall be limited to the hours from 7:00 a.m. to 6:00 p.m. weekdays and 9:00 a.m. to 5:00 p.m. Saturdays. Said activities are prohibited on Sundays, Thanksgiving, and Christmas (San Mateo Ordinance Code Section 4.88.360).

20. Prior to the commencement of grading or construction at the project site, an information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels.

21. The applicant shall implement the approved colors and materials for all proposed structures as shown on the approved plans associated with this planning case. Color and materials verification by the Current Planning Section is required prior to final building inspection.

22. Any exterior lighting shall be designed and located so as to confine direct rays to the subject property and prevent glare in the surrounding area. Manufacturer cut sheets for any proposed lighting shall be reviewed and approved by the Planning Department during the building permit process to verify compliance with this

condition. Installed exterior lighting shall be subject to inspection and approval by the Current Planning Section prior to final building inspection.

23. The approved Landscape/Tree Planting Plan shall be implemented and verified by the Current Planning Section prior to final building inspection.

24. The applicant shall submit one (1) set of building plans to the Current Planning Section, separate from the plan sets submitted for the building permit, for referral to the San Mateo County Mosquito Abatement District.

25. The applicant shall submit a State Water Resources Control Board Waste Discharge Identification (WDID) number to the Current Planning Section prior to issuance of the grading permit hard card.

National Pollutant Discharge Elimination System (NPDES) Municipal Regional Permit (MRP) Provision C.3 Requirements:

26. A separate C.3 and C.6 Development Review Checklist shall be submitted as part of the building permit submittal.

27. Based on the completed C.3 and C.6 Development Review Checklist submitted by the applicant on January 15, 2016, new and replaced project impervious surface exceeds 10,000 sq. ft. Therefore, the applicant shall prepare a Stormwater Management Plan (SWMP) that includes, at a minimum, exhibit(s) showing drainage areas and location of Low Impact Development (LID) treatment measures; project watershed; total project site area and total area of land disturbed; total new and/or replaced impervious area; treatment measures and hydraulic sizing calculations; a listing of source control and site design measures to be implemented at the site; hydromodification management measures and calculations, if applicable; NRCS soil type; saturated hydraulic conductivity rate(s) at relevant locations or hydrologic soil type (A, B, C, or D) and source of information; elevation of high seasonal groundwater table; a brief summary of how the project is complying with Provision C.3 of the Municipal Regional Permit (MRP); and detailed Maintenance Plan(s) for each site design, source control and treatment measure requiring maintenance. Treatment controls shall be designed and sized to treat runoff from new and/or replaced impervious areas only.

28. LID treatment measures to be shown on final improvement or grading plans shall not differ materially from the LID treatment measures presented on the project plans, approved on April 13, 2016, without written approval from the Planning Department.

29. No treatment measures shall have standing water for more than five (5) days, for vector control.

30. The project shall comply with all requirements of the Municipal Regional Stormwater NPDES Permit Provision C.3. Please refer to the San Mateo Countywide Water Pollution Prevention Program's (SMCWPPP) C.3 Stormwater Technical Guidance Manual, for assistance in implementing LID measures, at the site at http://www.flowstobay.org/bs_new_development.php.

31. Efficient irrigation systems shall be used throughout all landscaped areas in accordance with the Model Water Efficient Landscape Ordinance.

32 The project shall incorporate at least one site design measure, pursuant to Provision C.3.c.i.(2)(a) of the Municipal Regional Permit.

33. Biotreatment measures (including bioretention areas, flow-through planters and non-proprietary tree well filters) shall be sized to treat runoff from 100% of the applicable drainage area (all impervious areas and applicable landscaped areas) using flow- or volume-based sizing criteria as described in the Provision C.3.d of the MRP, or using the simplified sizing method (4% rule of thumb), described in the C.3 Technical Guidance and based on the flow-based sizing criteria in Provision C.3.d.i.(2)(c).

34. Plant species used within the biotreatment measure area shall be consistent with Appendix A of the C.3 Technical Guidance.

35. Biotreatment soil mix for biotreatment measures shall have a minimum percolation rate of 5 inches per hour and a maximum percolation rate of 10 inches per hour, and shall be in conformance with Attachment L of the MRP, which is included in Appendix K of the C.3 Technical Guidance.

36. Design of biotreatment measures shall be consistent with technical guidance for the applicable type of biotreatment measure provided in Chapter 6 of the C.3 Technical Guidance.

37. The County, as property owner, shall comply with the following operation and maintenance measures, as required by the NPDES Municipal Regional Permit:

    a. The County shall be responsible for conducting all servicing and maintenance as described and required by the treatment measure(s) in the Maintenance Plan(s). Maintenance of all site design and treatment control measures shall be the County's responsibility.

    b. The County is responsible for submitting an Annual Report to the Planning and Building Department by December 31 of each year.

    c. Approved Maintenance Plan(s) shall be kept on-site and made readily available to maintenance crews. Maintenance Plan(s) shall be strictly adhered to.

d. Site access shall be granted to all applicable representatives of the San Mateo County Mosquito and Vector Control District, and the Water Board, at any time, for the sole purpose of performing operation and maintenance inspections of the installed stormwater treatment systems.

38. Within one (1) week of the installation date of the approved facility, the project civil engineer shall notify Richard Lee, Associate Engineer, Department of Public Works, by email at rlee@smcgov.org or by fax at 650/363-4859. Notice shall include the installation date of the last component of the approved facility and the name of the project civil engineer. The County will perform a final inspection of the approved facility within 45 days of the date of installation.

Conditions of Approval Nos. 39 through 47 are mitigation measures from the Mitigated Negative Declaration (changes made to the mitigation measures are shown in strike through and underline format):

39. An employee education program shall be conducted, consisting of a brief presentation to explain special-status species concerns to contractors, their employees, and any other personnel involved in construction of the project. The program will include the following:

    a. A description of relevant special-status species and their habitat needs as they pertain to the project;

    b. A report of the occurrence of these species in the project vicinity, as applicable;

    c. An explanation of the status of these species and their protection under the federal and state regulations;

    d. A list of measures being taken to reduce potential impacts to natural resources during project construction and implementation;

    e. Instructions if a special-status species is found on-site. A fact sheet conveying this information shall be prepared for distribution to the above-mentioned people and anyone else who may enter the project site. Upon completion of training, employees will sign a form stating that they attended the training and agree to all of the conservation and protection measures.

40. All excavations left open overnight shall either be covered to prevent wildlife from becoming entrapped or will include escape ramps. In addition, excavations shall be inspected for the California red-legged frog at the start of each workday and prior to back filling. The U.S. Fish and Wildlife Services (USFWS) and/or the California Department of Fish and Wildlife (CDFW) shall be contacted prior to removing or relocating any special-status wildlife within the excavation.

41. The day construction starts, prior to the initial onset of project activity, a qualified biologist shall conduct a pre-construction survey within the project site for the presence of the California red-legged frog. If California red-legged frogs are found, work shall not commence until the USFWS is contacted and avoidance measures are in place.

42. *Nesting Bird Survey*: If project construction occurs during the nesting season of raptors and migratory birds, a focused survey for active nests shall be completed by a biologist approved by the CDFW within 15 days before the start of any construction activities that could disturb nesting birds. Surveys shall be conducted in all suitable habitat located at the project work site(s), and in staging and storage areas. The minimum survey radius is 250 feet for passerines, 500 feet for small raptors such as accipiters, and 1,000 feet for larger raptors such as buteos. The bird survey methodology and the results of the survey shall be submitted to the CDFW prior to the start of construction, and the radius may be modified in consultation with the CDFW if the project is in an urban area.

    The nesting season is defined as March 15 to August 30 for smaller birds (passerines) and February 15 to September 15 for raptors.

    Nest Buffer and Monitoring: If active nests are found, the wildlife agency approved biologist shall consult with the CDFW and the USFWS migratory bird program regarding appropriate actions to comply with state and federal law. Active nest sites shall be designated as an environmentally sensitive area and protected while occupied during project activities. The protective buffer may be 250 feet for passerines, 500 feet for small raptors, and 1,000 feet for large raptors. A wildlife agency approved biologist shall monitor the behavior of the birds at the nest site to ensure that they are not disturbed by project-related construction work until the young have fully fledged, are no longer being fed by the parents, and have left the nest site, as determined by the approved biologist.

    No vegetation shall be disturbed, trimmed or pruned that contains active bird nests until all eggs have hatched, and young have fully fledged (no longer being fed, have completely left the nest). No habitat modification shall occur within the designated environmentally sensitive area even if the nest continues to be active beyond the typical nesting season for the species.

43. A pre-construction survey for maternity (March 1 to August 1) or colony bat roosts (year-round) shall be conducted by a qualified biologist within 14 days prior to activities that remove vegetation or structures. If an occupied maternity or colony roost is detected, CDFW shall be contacted about how to proceed. Typically, a buffer exclusion zone will be established around each occupied roost until bat activities have ceased. The size of the buffer will take into account:

a. Proximity and noise level of project activities;

b. Distance and amount of vegetation or screening between the roost and construction activities;

c. Species-specific needs, if known, such as sensitivity to disturbance.

If a special-status bat species is found, construction work shall not start until authorized by the appropriate wildlife agencies.

Due to restrictions of the California Health Department, direct contact by workers with any bat is not allowed. The qualified bat biologist shall be contacted immediately if a bat roost is discovered during project construction.

44. Tree protection measures shall be included in the approved project Landscape Plan to avoid damage to significant trees during project construction. If the removal of significant trees cannot be avoided, significant trees shall be replaced at a 1:1 ratio on the project site consistent with the San Mateo County Significant Tree Ordinance. Replacement trees shall be in good health and should be from local stock, if feasible. The minimum size for replacement trees shall be a 15-gallon container. Irrigation shall be installed to ensure that newly planted trees receive appropriate watering for the species. Newly planted trees shall also be protected from deer browse. Replacement trees shall be monitored for at least five years and shall be replanted if they die.

45. The proposed project shall implement all Tree Protection Guidelines detailed in the Preliminary Arborist Report prepared for the project ~~(Appendix B)~~ by HortScience, Inc., dated November 25, 2015, including the design recommendations, pre-construction treatments and recommendations, recommendations for tree protection during construction, and maintenance of impacted trees. Key guidelines include the establishment of the Tree Protection Zone (TPZ) around trees to be retained, regular consultations with the Arborist throughout all project phases, protection of root structures, and supplemental irrigation and monitoring of damaged trees following construction.

46. The County or its Contractor shall develop and implement a demolition debris management and disposal plan for the non-RCRA (Resource Conservation and Recovery Act) hazardous materials that are to be removed from the project site. The plan shall be designed to prevent releases of hazardous materials in quantities that could pose a risk to human health and the environment, as determined using appropriate Bay Area Air Quality Management District (BAAQMD), Regional Water Quality Control Board (RWQCB), Department of Toxic Substances Control (DTSC), and/or other appropriate agency screening thresholds.

The plan shall identify the receiving qualified landfill and present proof of waste acceptance. The plan shall specify measures to minimize airborne dust during building deconstruction and soil movement to protect construction workers and neighboring residents from exposure to hazardous material emissions. The plan shall address protection of worker exposure to airborne lead paint particulates through use of personal protective gear, clear identification of the location of hazardous materials, and removal by properly trained/certified workers, and proper cover and transport of hazardous materials, etc.

47. The Project Contractor shall submit a traffic control plan to the County Department of Public Works and Caltrans for review and approval. The traffic plan shall:

    a. Identify hours of construction work. All construction traffic and activity within the Skyline Boulevard right-of-way shall be scheduled to avoid peak commute hours (weekdays 7:00 a.m. to 9:00 a.m. and 5:00 p.m. to 6:00p.m.).

    b. Identify lane closure requirements and safety control measures to be implemented such as signage, speed limits, and use of flagmen for work affecting Skyline Boulevard.

    c. Prohibit on-street construction worker parking and identify on- and/or off-site parking areas with sufficient capacity for the number of construction workers involved in the project.

    d. Prohibit on-street equipment staging and identify on- and/or off-site construction staging areas with sufficient capacity to store equipment and materials, including soil stockpiles.

    e. Identify the final construction truck haul route for project soil import and export activities; potential conflicts from the use of this route, such as turning radii, noise and dust issues, or pedestrian conflicts; and means to reduce potential conflicts, such as flagmen or limiting deliveries and hauling activity times.

Department of Public Works

48. Prior to the issuance of the building permit or planning permit (for Provision C.3 Regulated Projects), the applicant shall have prepared, by a registered civil engineer, a drainage analysis of the proposed project and submit it to the Department of Public Works for review and approval. The drainage analysis shall consist of a written narrative and a plan. The flow of the stormwater onto, over, and off of the property shall be detailed on the plan and shall include adjacent lands as appropriate to clearly depict the pattern of flow. The analysis shall detail the measures necessary to certify adequate drainage. Post-development flows and velocities shall not exceed those that existed in the pre-developed state.

Recommended measures shall be designed and included in the improvement plans and submitted to the Department of Public Works for review and approval.

49. The applicant shall submit to the Department of Public Works, for review, documentation of existing easements.

50. Prior to the issuance of the building permit, the applicant will be required to provide payment of "roadway mitigation fees" based on the square footage (assessable space) of the proposed building per Ordinance #3277.

51. The applicant shall provide an as-built plan of all site work, including grading and drainage plans, prior to the issuance of a Certificate of Occupancy. The “As-Built” plans shall be accompanied by a written certification from the project engineer that all private facilities have been completed in conformance with the approved plans.

Environmental Health Division

52. The applicant shall comply with all standards and regulations of the Environmental Health Division.

California Water Service Company

53. The project shall comply with the California Water Service Company’s regulations for Backflow Devices.

Caltrans

54. The applicant shall obtain an encroachment permit from Caltrans prior to the start of any work or traffic control activities that would encroach onto the State right-of-way.

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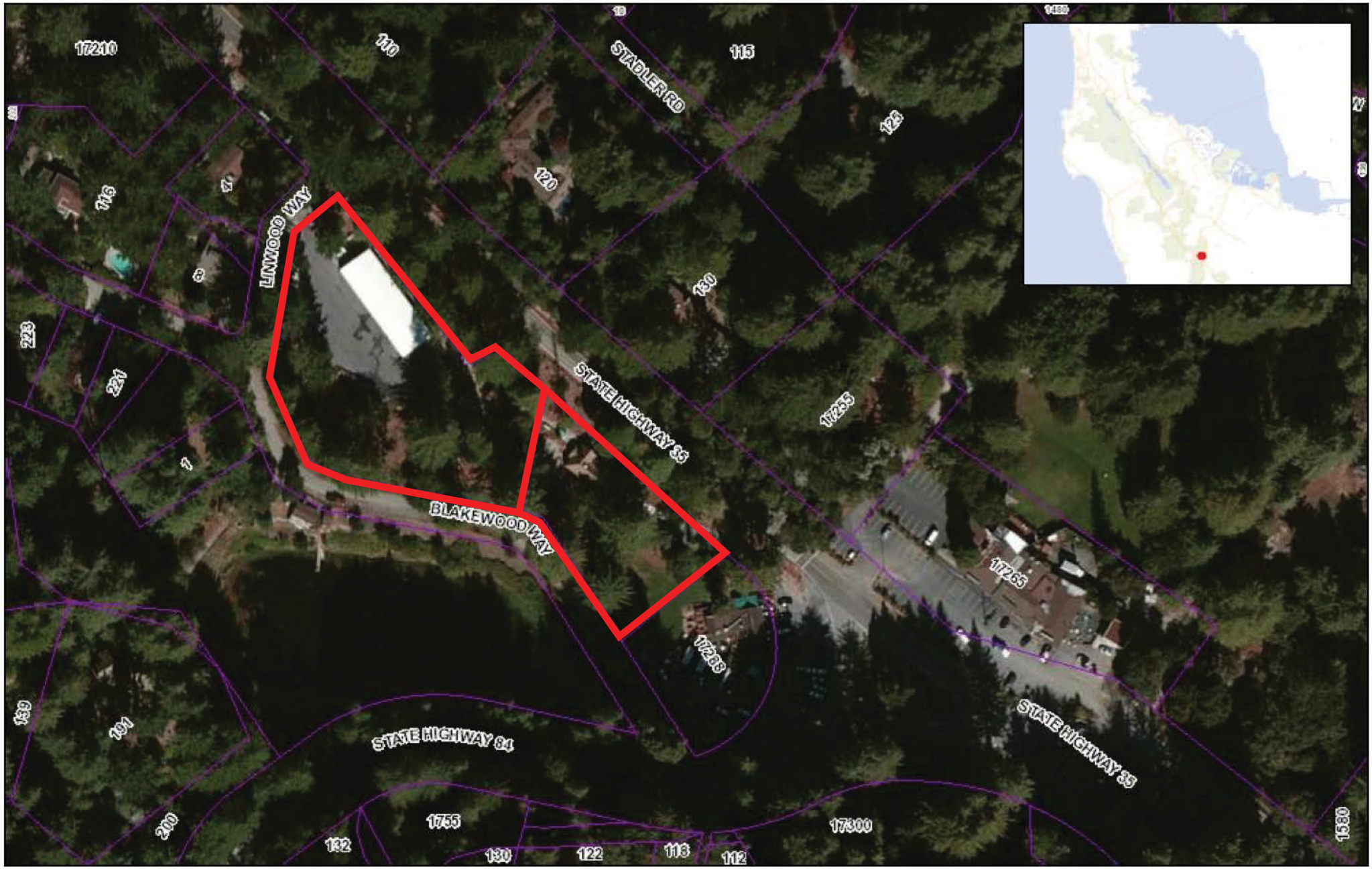


San Mateo County Planning Commission Meeting

Owner/Applicant: County of San Mateo

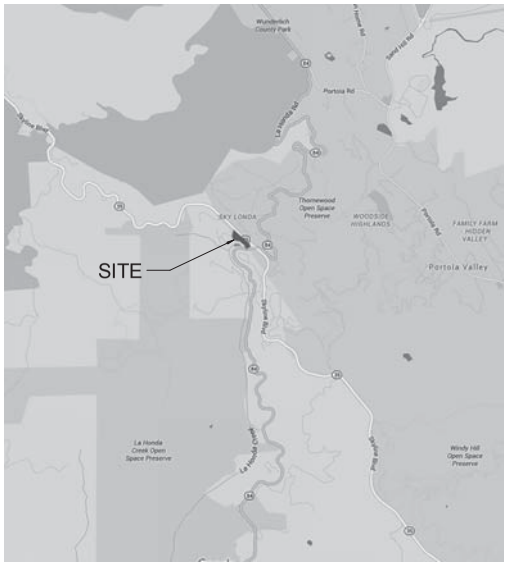
Attachment: B

File Numbers: PLN 2015-00502

SKYLONDA FIRE STATION

17290 SKYLINE BLVD. WOODSIDE, CA 94062

Location Map



Vicinity Map

Project Data

PROJECT ADDRESS:	17290 SKYLINE BLVD. WOODSIDE, CA 94062
ASSESSOR'S PARCEL NO.	075 094 010 075 101 010
OWNER:	COUNTY OF SAN MATEO 555 COUNTY CENTER - FIFTH FLOOR REDWOOD CITY, CA 94063
GOVERNING AGENCY:	SAN MATEO COUNTY PLANNING AND BUILDING DEPARTMENT
GOVERNING CODES:	2013 CBC
SCOPE OF WORK:	DEMOLITION OF AN EXISTING FIRE STATION BARRACKS, OFFICE AND APPARTATUS BUILDING AND NEW CONSTRUCTION OF A FIRE STATION AND RESERVE APPARATUS BUILDING
ZONING:	RESIDENTIAL R-1 COMBINING DISTRICT S-10
OCCUPANCY GROUP:	B, R-3, S-2
CONSTRUCTION TYPE:	V-B

ALLOWABLE BLDG AREA:

B	9,000 S.F.
R-3	UNLIMITED S.F.
S-2	13,500 S.F.

ACTUAL BLDG AREA:

FIRST FLOOR	4,569 S.F.
SECOND FLOOR	6,542 S.F.
RESERVE BUILDING	1,593 S.F.
TOTAL BUILDING AREA	15,115 S.F.

ACTUAL AREA:

B ACTUAL:	2,411 S.F.
R-3 ACTUAL:	6,542 S.F.
S-2 ACTUAL:	6,162 S.F.

SITE AREA:	92,800 S.F. (2.13 ACRES)
NUMBER OF STORIES:	2
MAX BUILDING HEIGHT:	ALLOWABLE PER MND: 35'-0" ACTUAL: 33' - 6"

PARKING:

Parking Provided:	Accessible Parking Spaces:	1
Public Parking:	Standard Parking Spaces:	16
	Total:	17

PLANNING NUMBER: PLN2015-00502

Legal Description

PARCEL: 075 094 010
075 101 010

LEGAL DESCRIPTION

NOTE:
A REGISTERED CALIFORNIA ARCHITECT, CIVIL OR STRUCTURAL ENGINEER SHALL OBSERVE THE WORK OF CONSTRUCTION AND SUBMIT AFFIDAVITS ATTESTING TO THE COMPLIANCE OF THE CONSTRUCTION WITH THE APPROVED CONTRACT DOCUMENTS.

Project Team

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dorie@orie2.com

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disaaks@mcparlane.com

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Sheet Index

Planning Commission Meeting

Owner/Applicant: **COUNTY OF SAN MATEO**

File Numbers: PLN 20**15-00502**

Attachment: **C.1**

T.B. PENICK & SONS INC.
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JKA ARCHITECTURE
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Project:
COUNTY OF SAN MATEO
SKYLONDA FIRE STATION 58 REPLACEMENT PROJECT PC008
17290 SKYLINE BLVD.
WOODSIDE, CA 94062

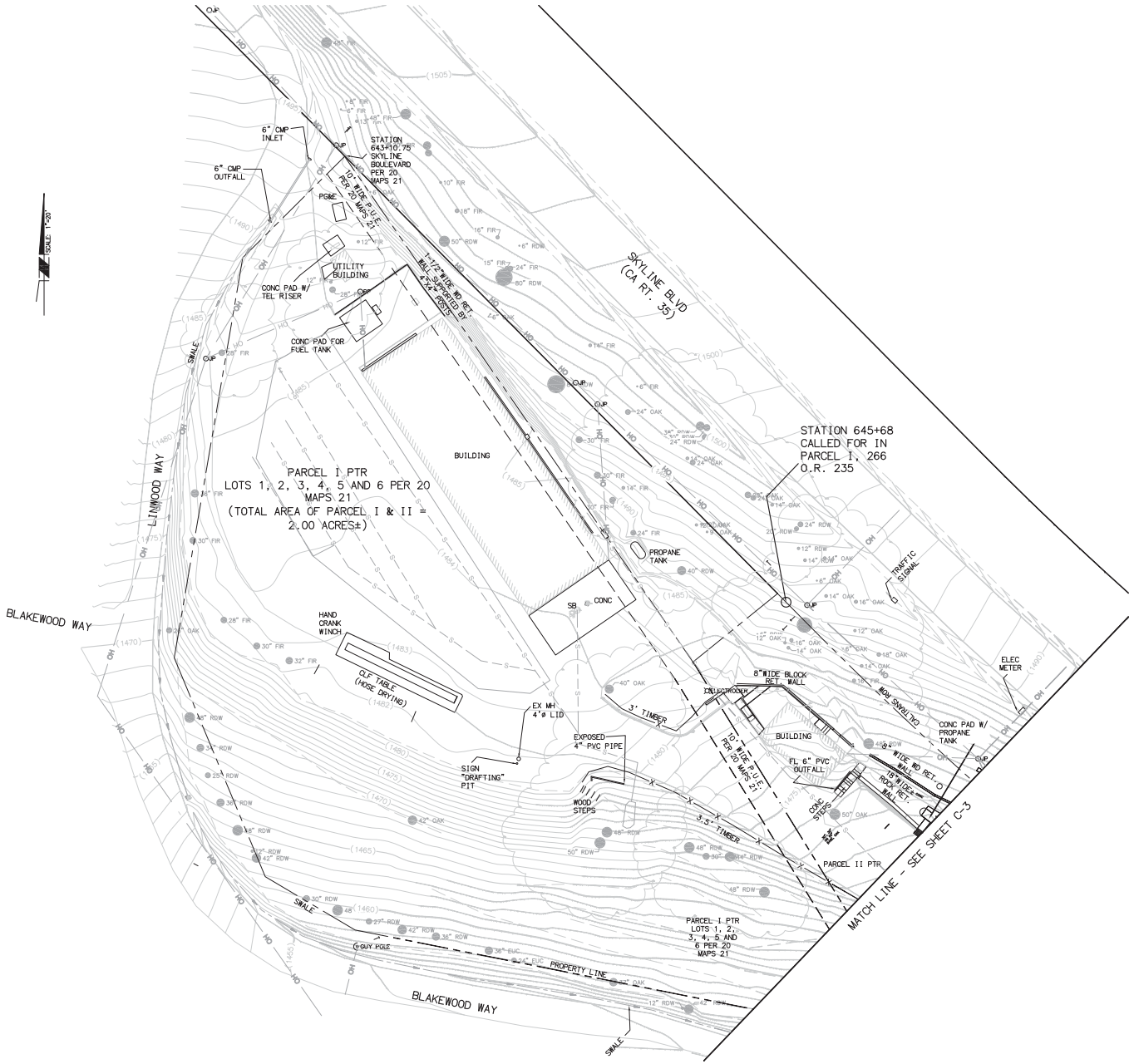
Description:	Date:
PLANNING SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

Project Number:	151003
Approved By:	Approver
Checked By:	JK
Drawn By:	Author

Sheet Title:
TITLE SHEET

Sheet: 1 OF 100
Sheet Number:
T-1



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Project:
COUNTY OF SAN MATEO
SKYLONDA FIRE
STATION 58
REPLACEMENT
PROJECT PC008
17290 SKYLINE BLVD.
WOODSIDE, CA 94062

Description:	Date:
SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

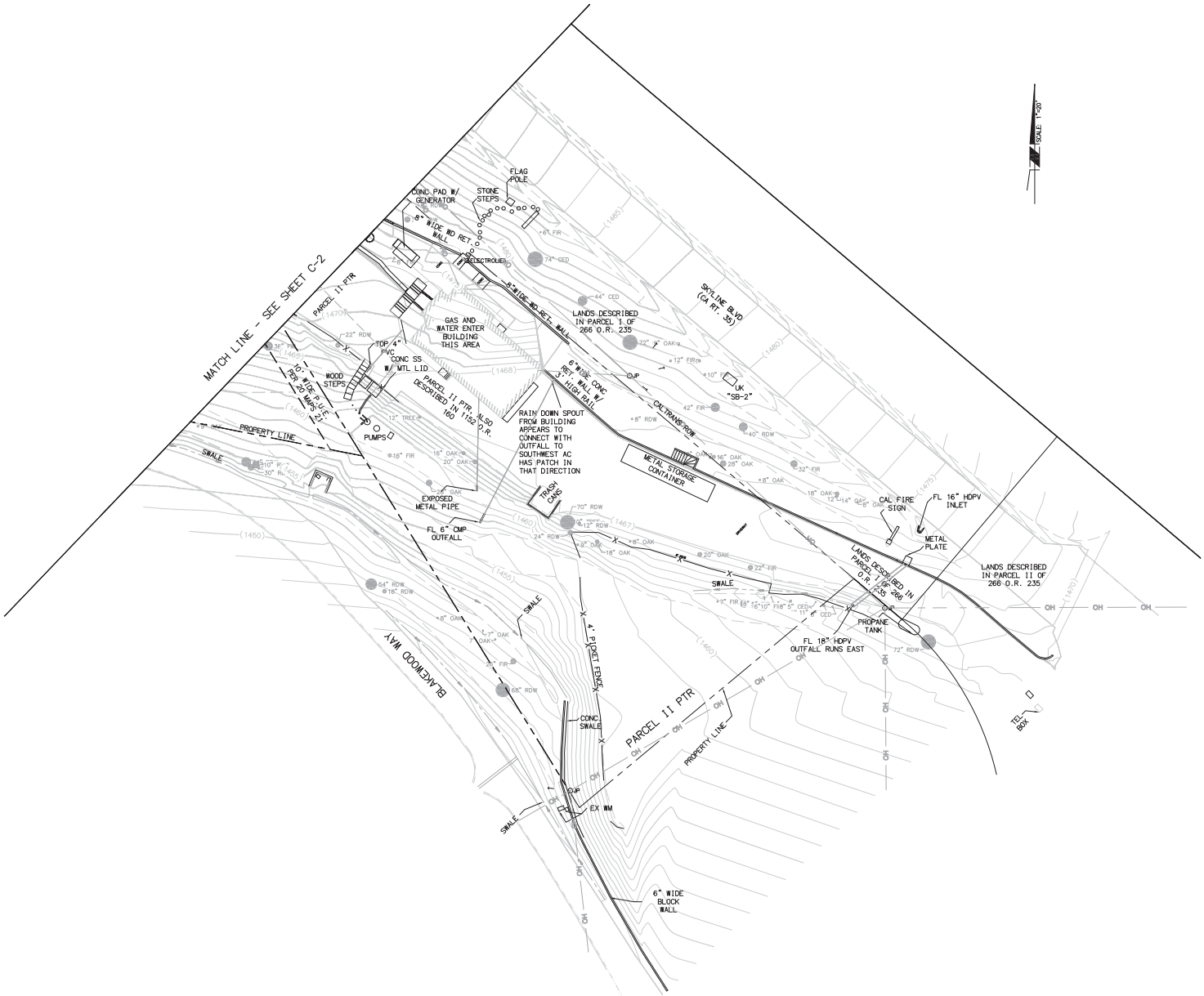
Project Number:	151003
Approved By:	Approver
Checked By:	Checker
Drawn By:	Author

Sheet Title:
EXISTING SITE CONDITION

Sheet: OF 100
Sheet Number:
C-2

Planning Commission Meeting

Owner/Applicant: **COUNTY OF SAN MATEO**
File Numbers: PLN 20**15-00502**
Attachment: **C.2**



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Project:
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SKYLONDA FIRE STATION 58
REPLACEMENT
PROJECT PC008
17290 SKYLINE BLVD.
WOODSIDE, CA 94062

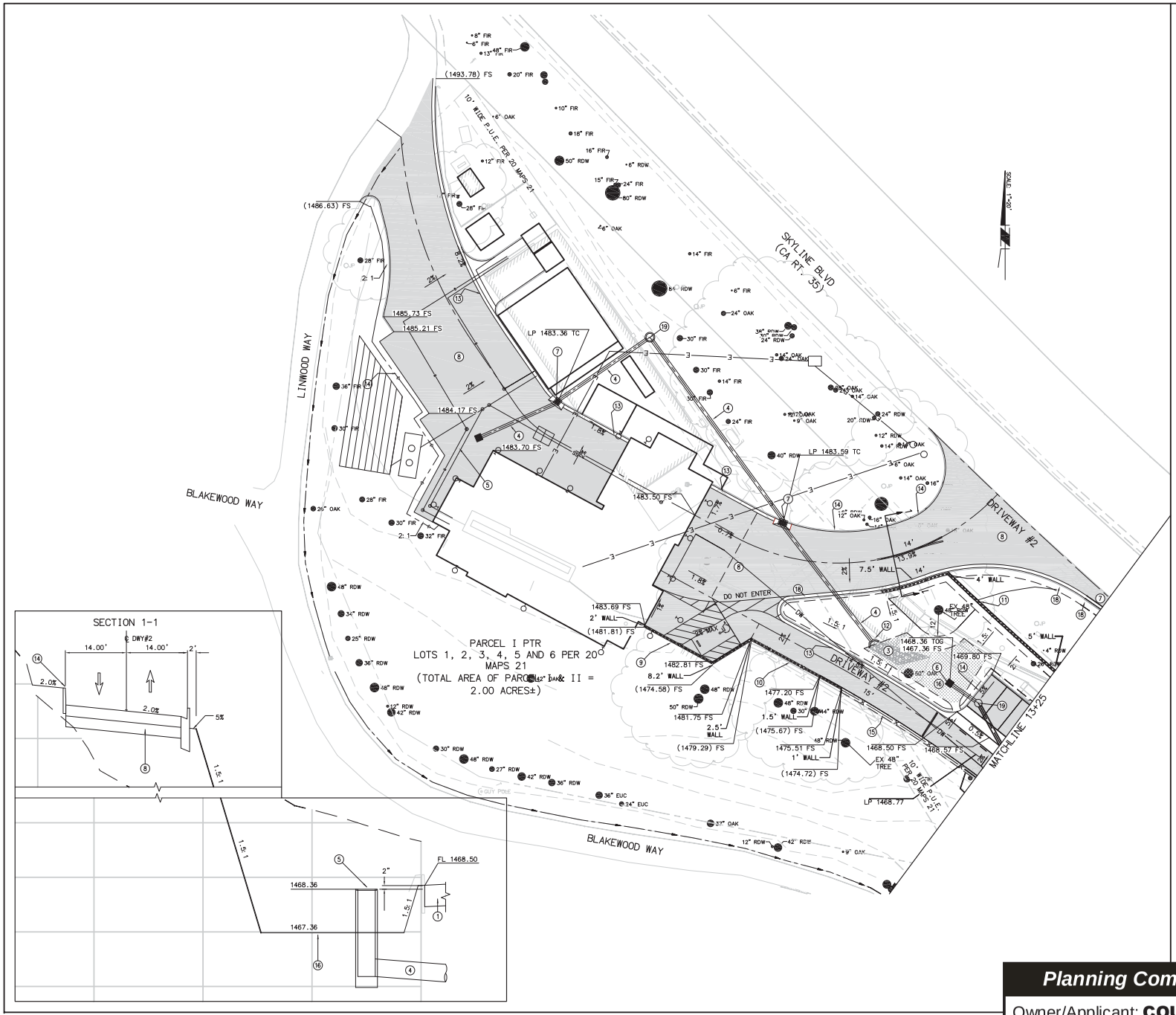
Description:	Date:
SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

Project Number:	151003
Approved By:	Approver
Checked By:	Checker
Drawn By:	Author

Sheet Title:
EXISTING SITE CONDITION

Sheet: OF 100
Sheet Number:
C-3



CONSTRUCTION NOTES

1. Install 10' wide concrete valley gutter
2. Install loose Rip Rap.
3. Install Grouted Rip Rap
4. Install 18"HDPE Strom Drain Pipe.
5. Install 24'x24' Drain Inlet.
6. Install 24'24" Side Drain Inlet.
7. Install catch basin
8. Install Asphalt Pavement with 3" Asphalt over varied Aggregate Base 6"-12".
9. Construct Retaining Wal 'A'l with Hand Rails; Height Varies 1'-7'.
10. Construct Retaining Wal 'B'l with Fence; Height Varies 1'-2'.
11. Construct Retaining Wall; Height Varies.
12. Construct concrete headwall.
13. Construct Modified 6" curb and gutter.
14. Construct Modified 8" curb.
15. Install Chainlink Fence.
16. Construct Biotreatment Area per Detail.
17. Install permeable pavers
18. Install Metal Beam Guardrail.
19. Install Storm Drain Manhole.
20. Turf Area.

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SKYLONDA FIRE
STATION 58
REPLACEMENT
PROJECT PC008
17290 SKYLINE BLVD.
WOODSIDE, CA 94062

Description:	Date:
SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

Project Number:	151003
Approved By:	Approver
Checked By:	Checker
Drawn By:	Author

Sheet Title:

GRADING PLAN

Sheet: OF 100

Sheet Number:

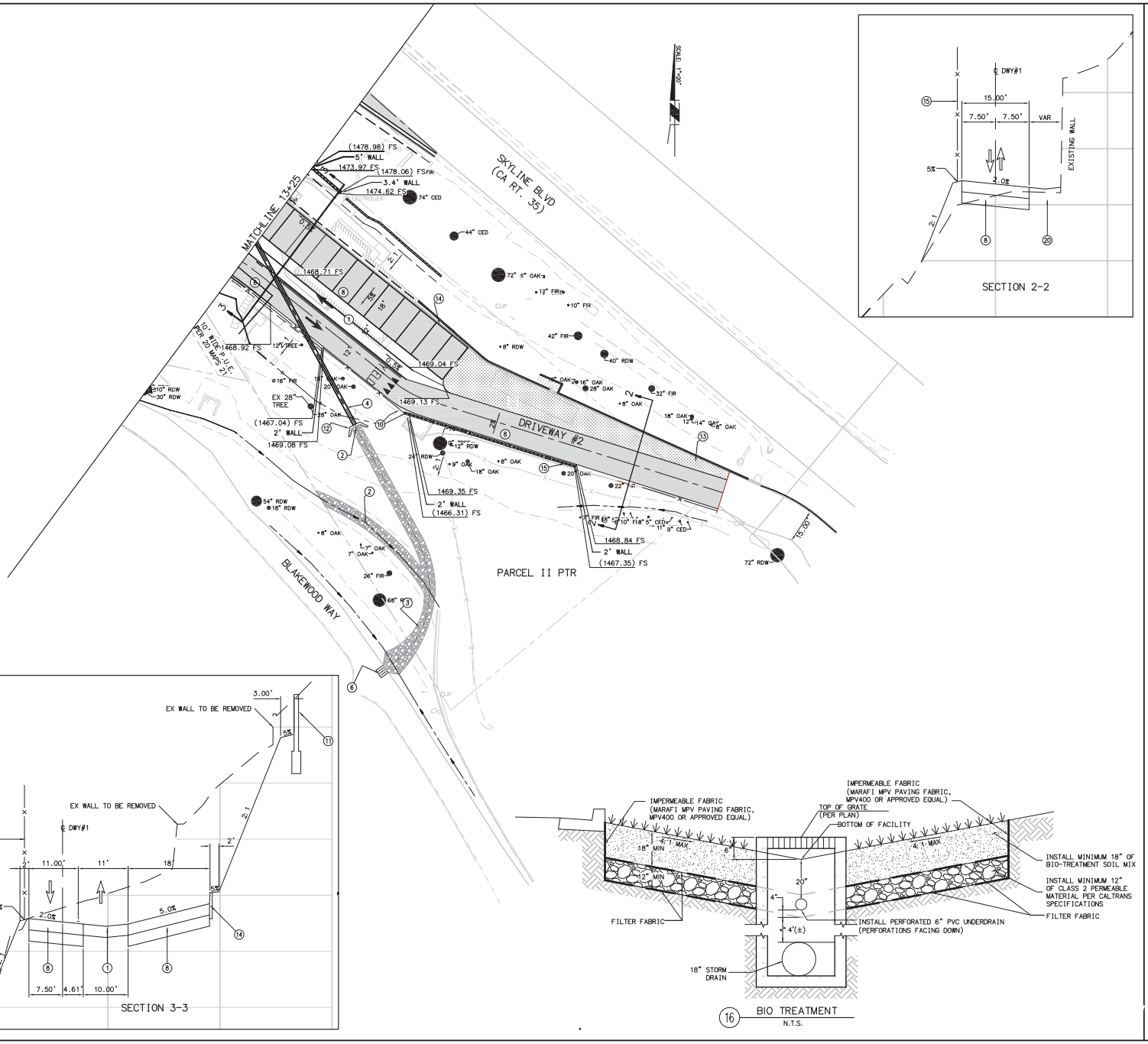
C-4

Planning Commission Meeting

Owner/Applicant: **COUNTY OF SAN MATEO**

File Numbers: PLN 20**15-00502**

Attachment: **C.3**



CONSTRUCTION NOTES

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12. Construct concrete headwall.
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14. Construct Modified 8" curb.
15. Install Chainlink Fence.
16. Construct Biotreatment Area per Detail.
17. Install permeable pavers
18. Install Metal Beam Guardrail.
19. Install Storm Drain Manhole.

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Project:
COUNTY OF SAN MATEO
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STATION 58
REPLACEMENT
PROJECT PC008
17290 SKYLINE BLVD.
WOODSIDE, CA 94062

Description:	Date:
SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

Project Number:	151003
Approved By:	Approver
Checked By:	Checker
Drawn By:	Author

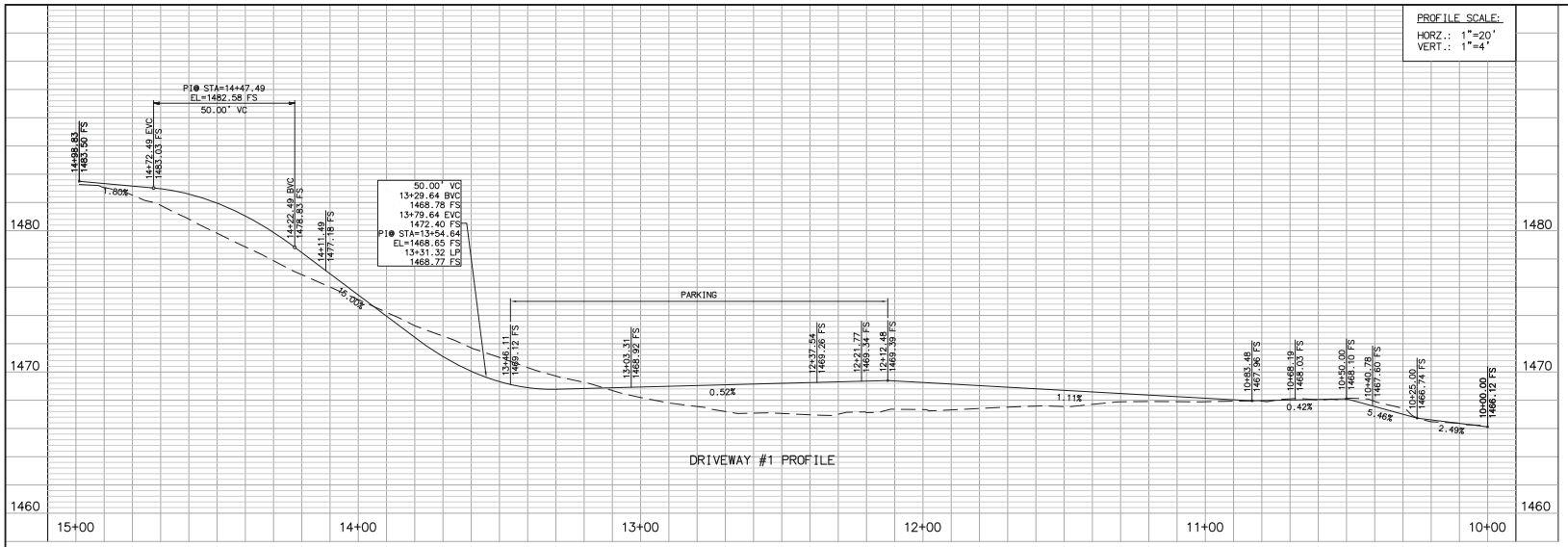
Sheet Title:

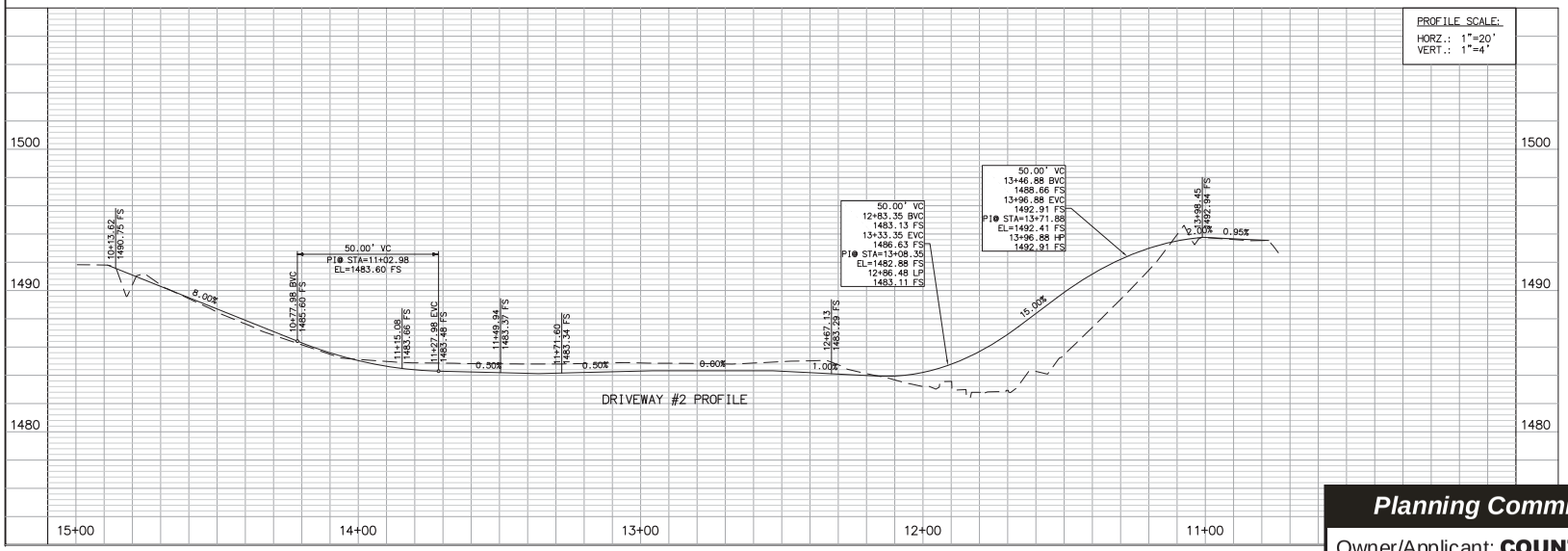
GRADING PLAN

Sheet: OF 100

Sheet Number:

C-5





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Description:	Date:
SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

Project Number:	151003
Approved By:	Approver
Checked By:	Checker
Drawn By:	Author

Sheet Title:
PROFILES

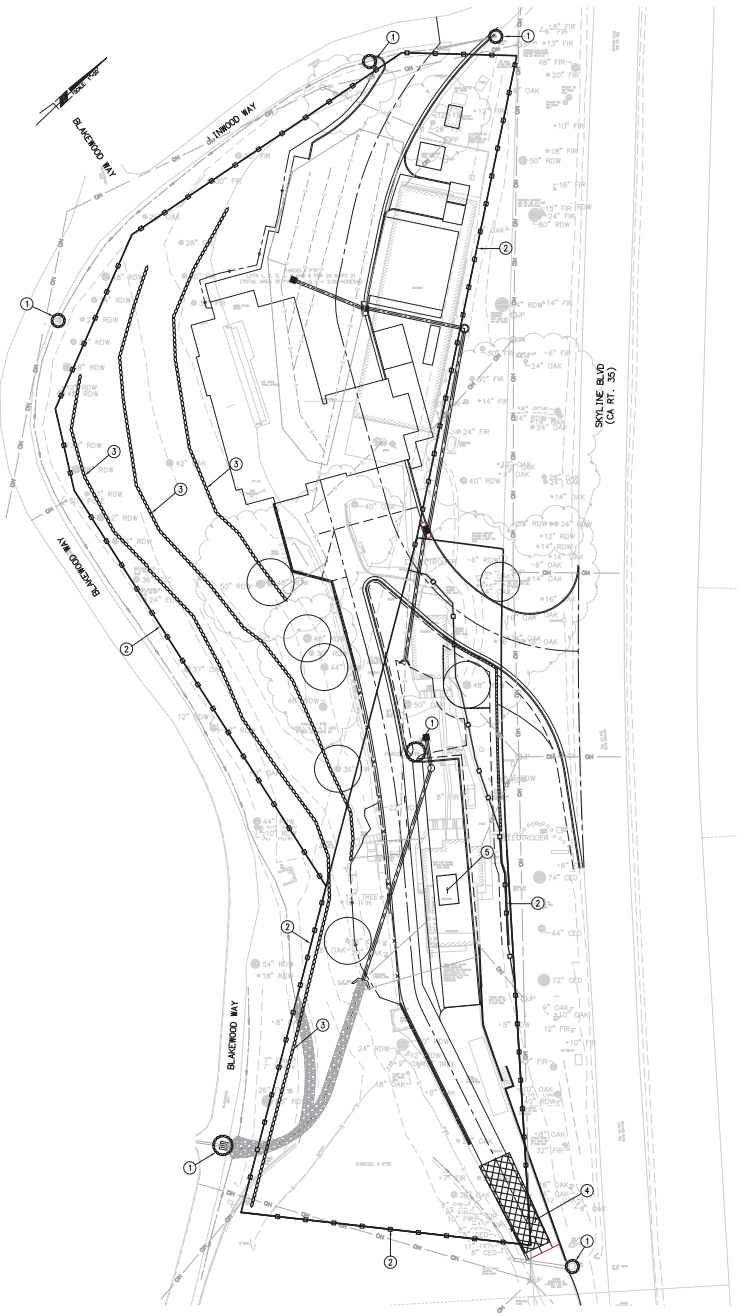
Sheet: OF 100
Sheet Number:
C-6

Planning Commission Meeting

Owner/Applicant: **COUNTY OF SAN MATEO**

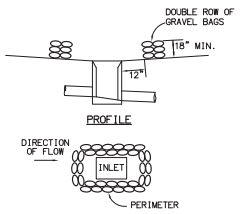
File Numbers: PLN 20**15-00502**

Attachment: **C.4**

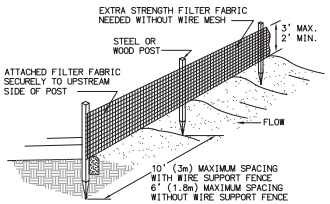


CONSTRUCTION NOTES

1. INSTALL SAND BAGS AT INLETS PER DETAIL.
2. INSTALL SILT FENCE AROUND PROJECT PERIMETER PER DETAIL.
3. INSTALL STRAW ROLL BARRIER PER DETAIL.
4. INSTALL STABILIZED CONSTRUCTION ENTRANCE PER DETAIL.

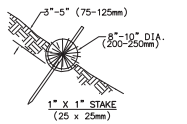


① SAND BAGS AT INLET
NOT TO SCALE



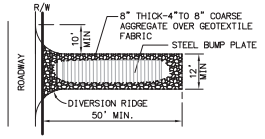
② TYPICAL SILT FENCE
NOT TO SCALE

NOTE:
SILT FENCE LOCATION IS SCHEMATIC. CONTRACTOR TO INSTALL FENCE ON SITE IN A MANNER COMPATIBLE WITH NEEDS OF SITE WHILE PROTECTING EXISTING TREES.

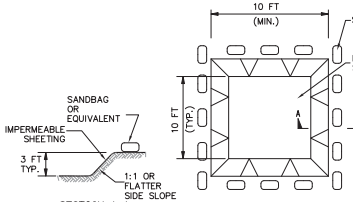


NOTE:
1. STRAW ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 3"-5" (75-125mm) DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND ROLL.

③ STRAW ROLL BARRIER
NOT TO SCALE



④ STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE



⑤ CONCRETE WASHOUT STRUCTURE
NOT TO SCALE

WASHOUT STRUCTURE NOTES

1. LOCATE WASHOUT STRUCTURE A MINIMUM OF 50 FEET AWAY FROM OPEN CHANNELS, STORM DRAIN INLETS, SENSITIVE AREAS, WETLANDS, BUFFERS AND WATER COURSES AND AWAY FROM CONSTRUCTION TRAFFIC.
2. SIZE WASHOUT STRUCTURE FOR VOLUME NECESSARY TO CONTAIN WASH WATER AND SOLIDS AND MAINTAIN AT LEAST 4 INCHES OF FREEBOARD. TYPICAL DIMENSIONS ARE 10 FEET X 10 FEET X 3 FEET DEEP.
3. PREPARE SOIL BASE FREE OF ROCKS OR OTHER DEBRIS THAT MAY CAUSE TEARS OR HOLES IN THE LINER. FOR LINER, USE 10 MIL OR THICKER UV RESISTANT, IMPERMEABLE SHEETING, FREE OF HOLES AND TEARS OR OTHER DEFECTS THAT COMPROMISE IMPERMEABILITY OF THE MATERIAL.
4. PROVIDE A SIGN FOR THE WASHOUT IN CLOSE PROXIMITY TO THE FACILITY.
5. KEEP CONCRETE WASHOUT STRUCTURE WATER TIGHT. REPLACE IMPERMEABLE LINER IF DAMAGED (E.G., RIPPED OR PUNCTURED). EMPTY OR REPLACE WASHOUT STRUCTURE THAT IS 75 PERCENT FULL, AND DISPOSE OF ACCUMULATED MATERIAL PROPERLY. DO NOT REUSE PLASTIC LINER. WET-VACUUM STORED LIQUIDS THAT HAVE NOT EVAPORATED AND DISPOSE OF IN AN APPROVED MANNER. PRIOR TO FORECASTED RAINSTORMS, REMOVE LIQUIDS OR COVER STRUCTURE TO PREVENT OVERFLOWS. REMOVE HARDENED SOLIDS, WHOLE OR BROKEN UP, FOR DISPOSAL OR RECYCLING. MAINTAIN RUNOFF DIVERSION AROUND EXCAVATED WASHOUT STRUCTURE UNTIL STRUCTURE IS REMOVED.

EROSION AND SEDIMENT CONTROL NOTES:

1. ALL GRADING WORK SHALL BE WINTERIZED PRIOR TO OCTOBER 15.
2. THIS PLAN IS INTENDED FOR EROSION CONTROL ONLY. OTHER INFORMATION SHOWN HEREIN MAY NOT BE THE MOST CURRENT.
3. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS AND FILING ALL PLANS WITH THE RELATED AGENCIES ASSOCIATED WITH THEIR WORK. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO, PERMITS FOR STORAGE OF HAZARDOUS MATERIALS, BUSINESS PLANS, PERMITS FOR STORAGE OF FLAMMABLE LIQUIDS, GRADING PERMITS, OR OTHER PLANS OR PERMITS REQUIRED BY THE COUNTY OF SAN MATEO. ALL PROPERTY OWNERS, CONTRACTORS, OR SUBCONTRACTORS WORKING ON-SITE ARE INDIVIDUALLY RESPONSIBLE FOR OBTAINING AND SUBMITTING ANY BUSINESS PLANS OR PERMITS REQUIRED BY CITY, STATE OR LOCAL AGENCIES.
4. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED, DURING THE RAINY SEASON (OCT. 15 TO MAY 15), UNTIL DISTURBED AREAS ARE STABILIZED. CHANGES TO THIS PLAN TO MEET FIELD CONDITIONS WILL BE MADE ONLY WITH THE APPROVAL OF, OR AT THE DIRECTION OF THE DISTRICT. CHANGES REQUIRED TO SUIT FIELD CONDITIONS WILL BE MADE ONLY WITH THE APPROVAL OF OR AT THE DIRECTION OF THE CITY.
5. ALL EROSION CONTROL FACILITIES MUST BE INSPECTED AND REPAIRED AS NECESSARY AT THE END OF EACH WORKING DAY, AFTER SIGNIFICANT RAIN OR DAILY DURING THE RAINY SEASON.
6. IF SIGNIFICANT SEDIMENT OR OTHER VISUAL SYMPTOMS OF IMPURITIES ARE NOTICED IN THE STORM WATER, CONTACT THE COUNTY IMMEDIATELY.
7. CONTRACTOR IS RESPONSIBLE FOR INSPECTION AND RESTORATION OF ALL ASPECTS OF THE EROSION CONTROL PLAN. SEDIMENT ON THE SIDEWALKS AND GUTTERS SHALL BE REMOVED BY SHOVEL AND BROOM AND DISPOSED APPROPRIATELY.
8. ALL EMPLOYEES, CONTRACTORS, AND SUBCONTRACTORS ARE RESPONSIBLE FOR CONFORMING TO THE ELEMENTS SHOWN ON THIS PLAN AND RELATED DOCUMENTS.
9. CONTRACTOR TO EMPLOY BEST MANAGEMENT PRACTICES (BMP'S) IN ACCORDANCE WITH THE ASSOCIATION OF BAY AREA GOVERNMENTS (ABAG) LATEST RECOMMENDATIONS.
10. ALL DUMPSTERS OR OTHER TRASH STORAGE ENCLOSURES SHALL BE UTILIZED SOLELY FOR NON-HAZARDOUS MATERIALS.
11. DURING THE RAINY SEASON, ALL PAVED AREAS WILL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS, THE SITE SHALL BE MAINTAINED SO THAT A MINIMUM OF SEDIMENT-LADEN RUNOFF ENTERS THE STORM DRAIN SYSTEM. THESE PLANS SHALL REMAIN IN EFFECT UNTIL THE IMPROVEMENTS ARE ACCEPTED BY THE CITY OF CONCORD.
12. REMOVE SPOILS PROMPTLY AND AVOID STOCKPILING OF MATERIALS WHEN RAIN IS FORECAST. IF RAIN IS FORECAST OR APPARENT, STOCKPILED SOILS AND OTHER MATERIALS SHALL BE COVERED WITH PLASTIC OR A TARP, BY THE CONTRACTOR.
13. STORE, HANDLE AND DISPOSE OF CONSTRUCTION MATERIALS AND WASTES SO AS TO PREVENT THEIR ENTRY INTO THE STORM DRAIN SYSTEM. CONTRACTOR MUST NOT ALLOW CONCRETE, WASHWATERS, SLURRIES, PAINT OR OTHER MATERIALS TO ENTER THE CATCH BASINS, STORM DRAINAGE, OR ENTER SITE RUNOFF.
14. USE FILTRATION OR OTHER APPROVED MEASURES TO REMOVE SEDIMENT FROM DEWATERING EFFLUENT.
15. NO CLEANING, FUELING OR MAINTAINING VEHICLES ON SITE SHALL BE PERMITTED TO ALLOW DELETERIOUS MATERIALS FROM ENTERING THE CATCH BASINS, STORM DRAINAGE, OR ENTER SITE RUNOFF.

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Michael Baker INTERNATIONAL
500 Ygnacio Valley Road, Suite 300
Walnut Creek, CA 94596
Phone: (925) 906-1460 MBAKERINTL.COM

Project:
COUNTY OF SAN MATEO
SKYLONDA FIRE STATION 58 REPLACEMENT
PROJECT PC008
17290 SKYLINE BLVD.
WOODSIDE, CA 94062

Description:	Date:
SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

Project Number:	151003
Approved By:	Approver
Checked By:	Checker
Drawn By:	Author

Sheet Title:

EROSION CONTROL

Sheet: OF 100
Sheet Number:
C-7

Planning Commission Meeting

Owner/Applicant: **COUNTY OF SAN MATEO**

File Numbers: PLN 20**15-00502**

Attachment: **C.5**

PRELIMINARY PLANT LIST:

SYMBOL	ABREVIATION	SCIENTIFIC NAME	COMMON NAME	SIZE
TREES - 11				
		Pseudotsuga menziesii	Douglas Fir	36" BOX
		Quercus agrifolia	Coastal Live Oak	36" BOX
		Sequoia sempervirens	Coast Redwood	36" BOX
PERIMETER - 13,863 SF				
		Arctostaphylos edmundsii	Little Sur Manzanita	5 GAL.
		Asarum caudatum	Wild Ginger	1 GAL.
		Blechnum spicant	Deer Fern	5 GAL.
		Calycanthus occidentalis	Spice Bush	5 GAL.
		Deschampsia 'Goldschleier'	Tufted Hairgrass	1 GAL.
		Festuca californica	California Fescue	1 GAL.
		Muhlenbergia rigens	Deer Grass	1 GAL.
		Monardella villosa	Coyote Mint	1 GAL.
		Polystichum munitum	Sword Fern	5 GAL.
		Rhamnus calfornica 'Eve Case'	Coffeeberry	5 GAL.
		Ribes sanguineum 'Claremont'	Red Flowering Currant	5 GAL.
		Ribes viburnifolium	Evergreen Currant	5 GAL.
		Rhododendron macrophyllum	Pacific rhododendron	5 GAL.
		Vaccinium ovatum	Huckleberry	5 GAL.
		Woodwardia fimbriata	Giant Chain fern	5 GAL.
SWALE - 923 SF				
		Achillea millefolium	Yarrow	1 GAL.
		Calycanthus occidentalis	Spice Bush	5 GAL.
		Carex tumulicola	Berkeley Sedge	1 GAL.
		Deschampsia 'Goldschleier'	Tufted Hairgrass	1 GAL.
		Festuca californica	California Fescue	1 GAL.
		Iris douglasiana	Douglas Iris	1 GAL.
		Juncus patens	California Gray Rush	1 GAL.
		Muhlenbergia rigens	Deer Grass	1 GAL.
		Ribes sanguineum 'Claremont'	Red Flowering Current	1 GAL.
		Ribes viburnifolium	Evergreen Currant	5 GAL.
		Woodwardia fimbriata	Giant Chain fern	5 GAL.

NOTE: PLANT AREA SQUARE FOOTAGE FOR ESTIMATES ONLY

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Project:
COUNTY OF SAN MATEO
SKYLONDA FIRE STATION 58 REPLACEMENT PROJECT PC008
17290 SKYLINE BLVD. WOODSIDE, CA 94062

Description:	Date:
SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

Project Number:	151003
Approved By:	MSD/MK
Checked By:	MSD
Drawn By:	MSD/CL
Sheet Title:	

PLANTING PLAN

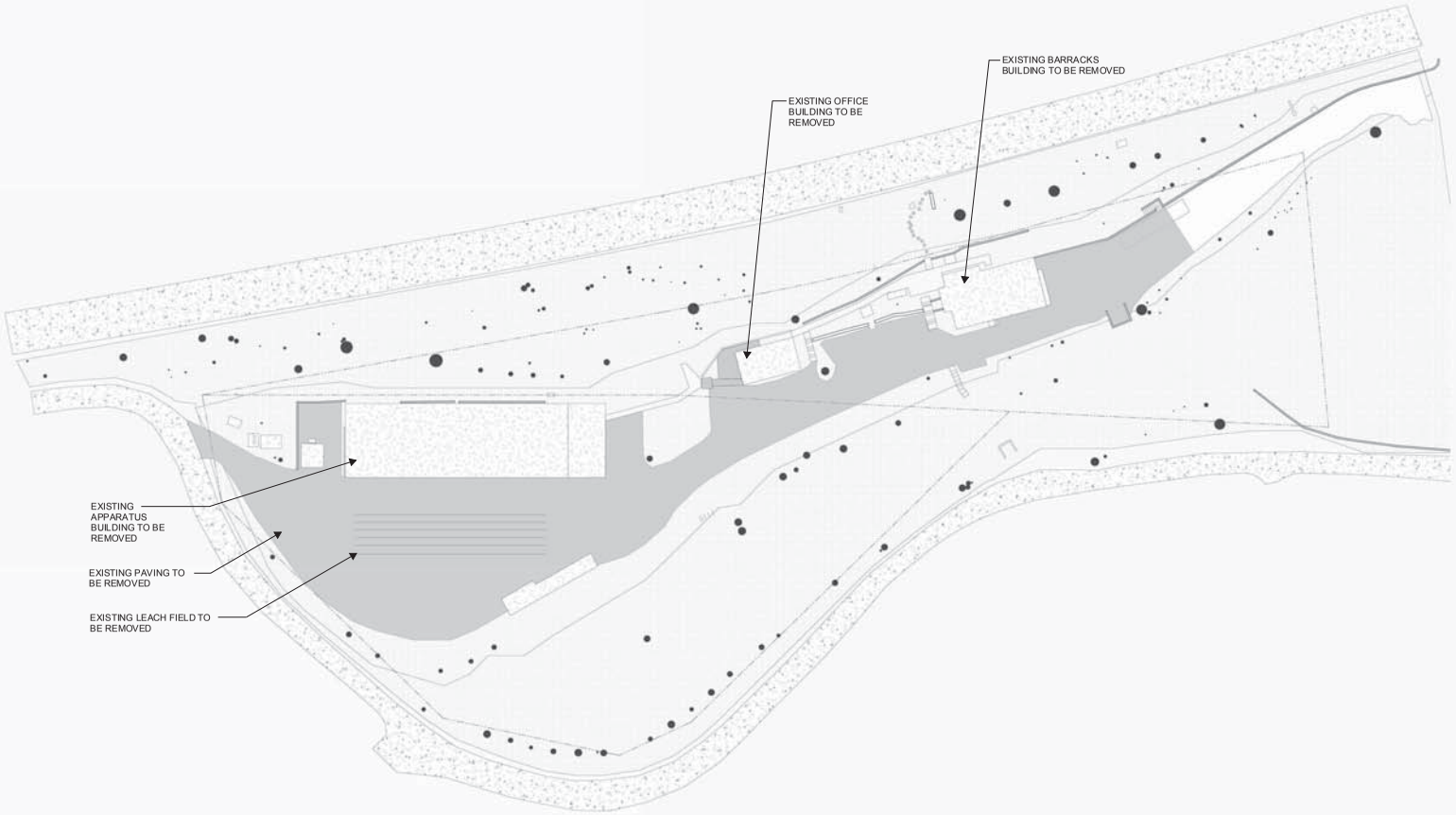
Sheet: OF
Sheet Number:
L1.0

Planning Commission Meeting

Owner/Applicant: **COUNTY OF SAN MATEO**

File Numbers: PLN 20**15-00502**

Attachment: **C.6**



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JKA ARCHITECTURE

Project:
COUNTY OF SAN MATEO
SKYLONDA FIRE STATION 58 REPLACEMENT PROJECT PC008
17290 SKYLINE BLVD.
WOODSIDE, CA 94062

Description:	Date:
PLANNING SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

Project Number:	151003
Approved By:	Approver
Checked By:	JK
Drawn By:	Author

Sheet Title:
DEMO PLAN

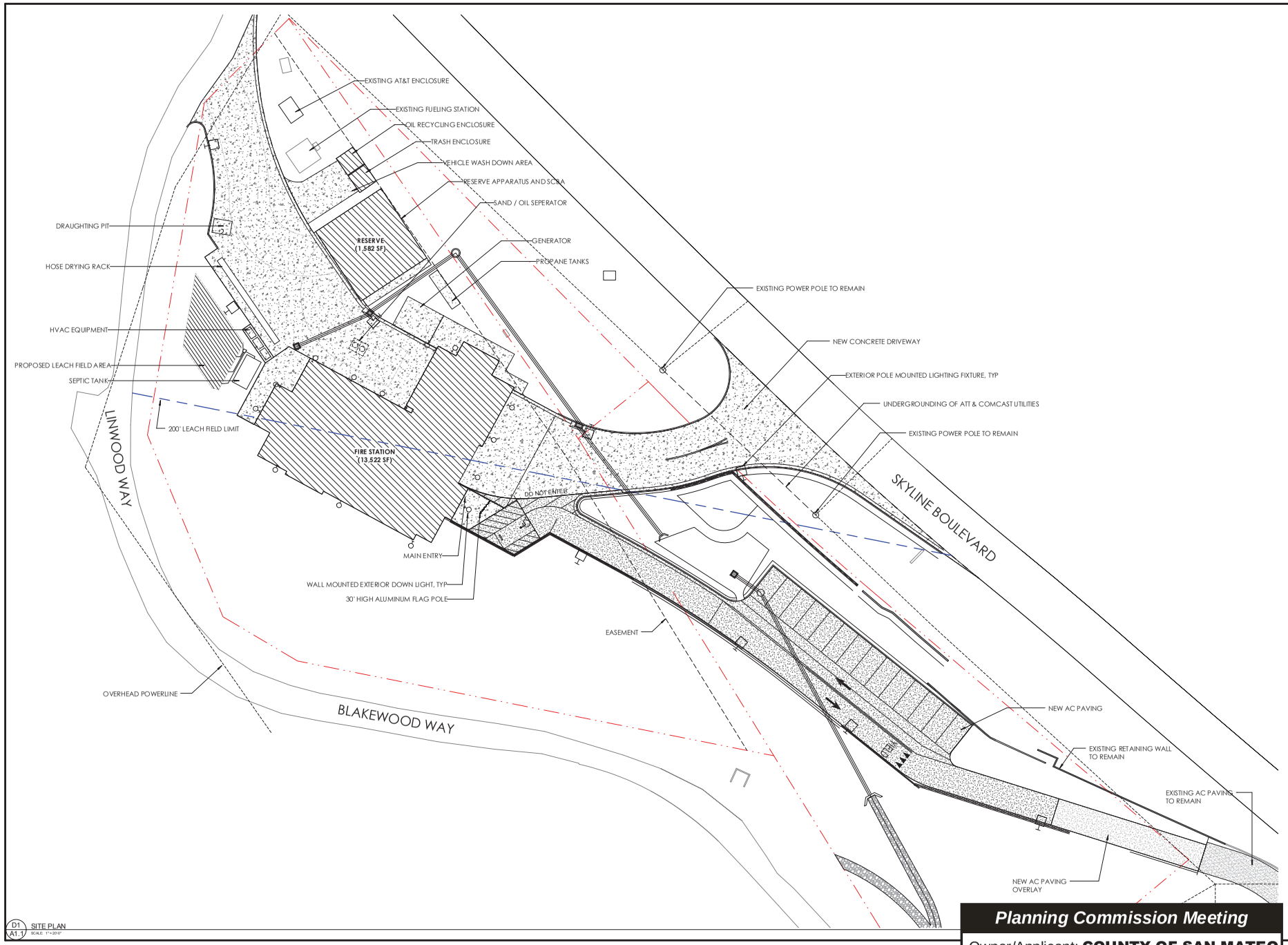
Sheet: OF 100
Sheet Number:
A1.0

Planning Commission Meeting

Owner/Applicant: **COUNTY OF SAN MATEO**

File Numbers: PLN 20**15-00502**

Attachment: **C.7**



D1 / A1.1 SITE PLAN
SCALE: 1" = 20'-0"

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Description:	Date:
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Approved By:	Approver
Checked By:	JK
Drawn By:	Author

Sheet Title:
SITE PLAN

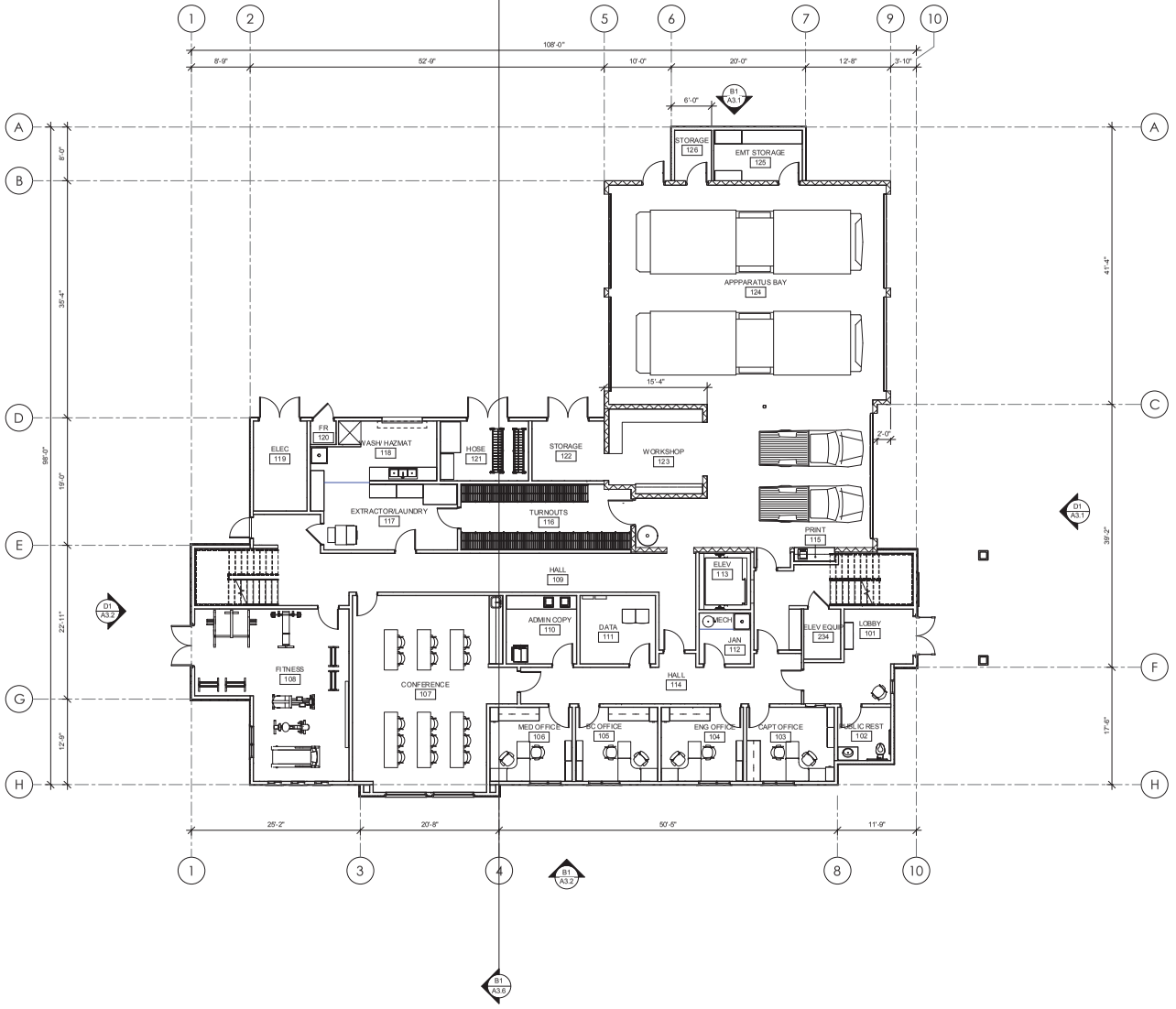
Sheet: OF 100
Sheet Number:
A1.1

Planning Commission Meeting

Owner/Applicant: **COUNTY OF SAN MATEO**

File Numbers: PLN 20**15-00502**

Attachment: **C.8**



D1 FIRST FLOOR PLAN
A2.1 SCALE: 1/8"=1'-0"

CONSTRUCTION NOTES

ROOM NAME	GROSS AREA
ADMIN COPY	114 SF
BC OFFICE	144 SF
CAPT OFFICE	153 SF
CONFERENCE	674 SF
DATA	122 SF
ELEV	68 SF
ELEV EQUIP	43 SF
ENG OFFICE	144 SF
HALL	506 SF
JAN	48 SF
LOBBY	172 SF
MECH	13 SF
MED OFFICE	144 SF
PUBLIC REST	67 SF
LEVEL 1 - ADMINISTRATION	2411 SF
APPPARATUS BAY	2096 SF
ELEC	114 SF
EMT STORAGE	106 SF
EXTRACTOR/LAUNDRY	218 SF
FITNESS	511 SF
FR	14 SF
HALL	624 SF
HOSE	124 SF
PRINT	7 SF
STORAGE	102 SF
STORAGE	44 SF
TURNOUTS	261 SF
WASH/ HAZMAT	162 SF
WORKSHOP	185 SF
LEVEL 1 - APPARATUS	4569 SF
BUNK	194 SF
BUNK	194 SF
BUNK	194 SF
BUNK	194 SF
BUNK	224 SF
BUNK	124 SF
BUNK	122 SF
BUNK	124 SF
DAY ROOM	559 SF
ELEC	21 SF
ELEV	
HALL	659 SF
KITCHEN/DINING	568 SF
LAUNDRY/JAN	152 SF
MECH	9 SF
MEZZANINE	2256 SF
PANTRY	110 SF
REST	93 SF
REST	93 SF
REST	93 SF
REST	93 SF
STAIRS	160 SF
STAIRS	195 SF
STOR	53 SF
STOR	58 SF
LEVEL 2	6542 SF
GENERATOR	
OIL / BATTERY RECYCLE	
RESERVE APPARATUS BAY	1305 SF
SCBA	103 SF
SCBA COMPRESSOR	53 SF
STOR	65 SF
STOR	67 SF
RESERVE	1593 SF
TOTAL AREA	15115 SF

Planning Commission Meeting

Owner/Applicant: **COUNTY OF SAN MATEO**

File Numbers: **PLN2015-0050**

Attachment: **C.9**

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Project:
COUNTY OF SAN MATEO
SKYLONDA FIRE STATION 58 REPLACEMENT PROJECT PC008
17290 SKYLINE BLVD.
WOODSIDE, CA 94062

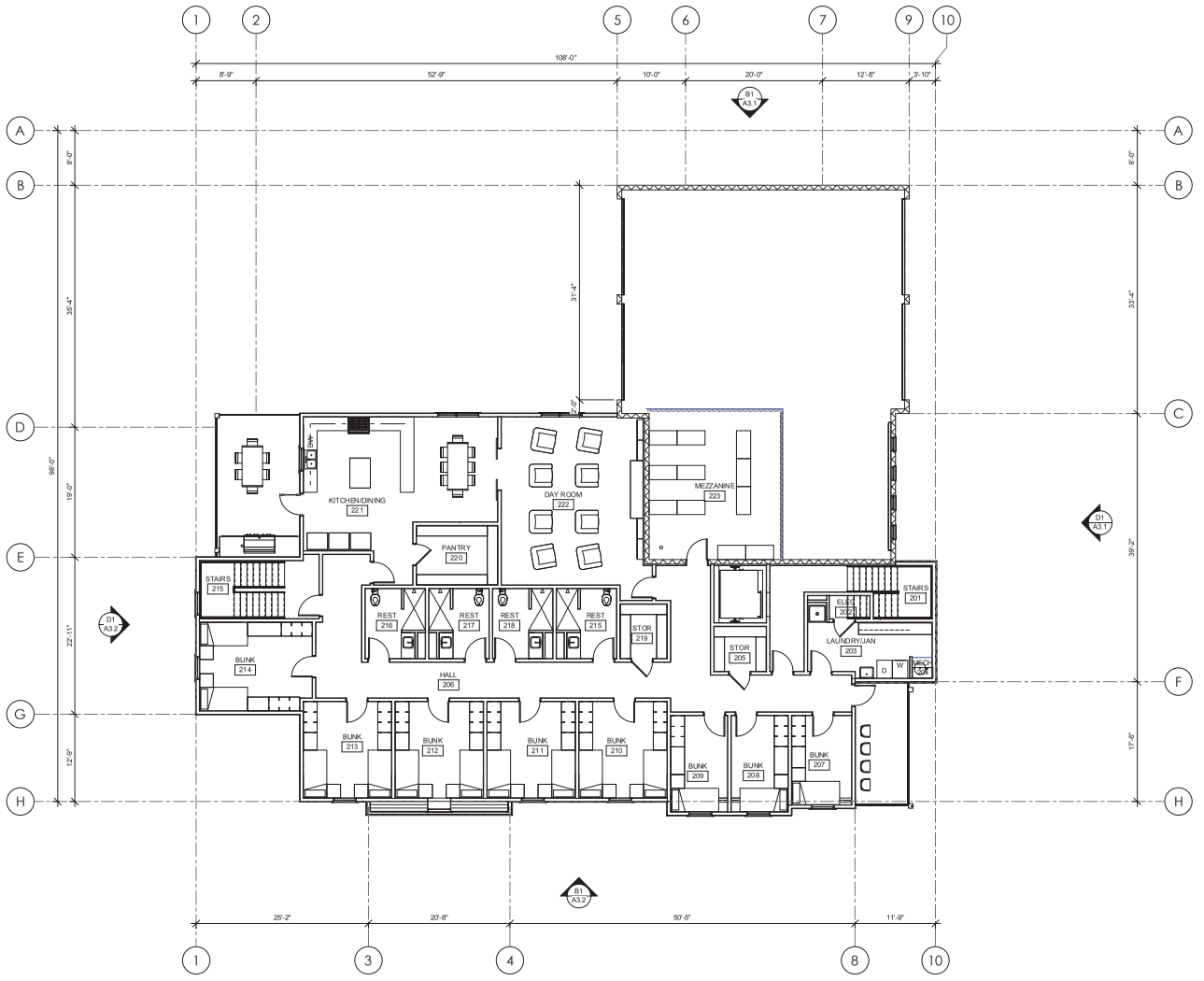
Description:	Date:
PLANNING SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

Project Number:	151003
Approved By:	Approver
Checked By:	JK
Drawn By:	Author

Sheet Title:
FIRST FLOOR PLAN

Sheet: OF 100
Sheet Number:
A2.1



D1 A2.2 SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"

CONSTRUCTION NOTES

ROOM NAME	GROSS AREA
ADMIN COPY	114 SF
BC OFFICE	144 SF
CAPT OFFICE	153 SF
CONFERENCE	674 SF
DATA	122 SF
ELEV	68 SF
ELEV EQUIP	43 SF
ENG OFFICE	144 SF
HALL	506 SF
JAN	48 SF
LOBBY	172 SF
MECH	13 SF
MED OFFICE	144 SF
PUBLIC REST	67 SF
LEVEL 1 - ADMINISTRATION	2411 SF

APPPARATUS BAY	2096 SF
ELEC	114 SF
EMT STORAGE	106 SF
EXTRACTOR/LAUNDRY	218 SF
FITNESS	511 SF
FR	14 SF
HALL	624 SF
HOSE	124 SF
PRINT	7 SF
STORAGE	102 SF
STORAGE	44 SF
TURNOUTS	261 SF
WASH/ HAZMAT	142 SF
WORKSHOP	185 SF
LEVEL 1 - APPARATUS	4569 SF

BUNK	194 SF
BUNK	194 SF
BUNK	194 SF
BUNK	194 SF
BUNK	224 SF
BUNK	124 SF
BUNK	122 SF
BUNK	124 SF
DAY ROOM	509 SF
ELEC	21 SF
ELEV	
HALL	659 SF
KITCHEN/DINING	568 SF
LAUNDRY/JAN	152 SF
MECH	9 SF
MEZZANINE	2256 SF
PANTRY	110 SF
REST	93 SF
REST	93 SF
REST	93 SF
REST	93 SF
STAIRS	160 SF
STAIRS	195 SF
STOR	53 SF
STOR	58 SF
LEVEL 2	6542 SF

GENERATOR	
OIL / BATTERY RECYCLE	
RESERVE APPARATUS BAY	1305 SF
SCBA	103 SF
SCBA COMPRESSOR	53 SF
STOR	65 SF
STOR	67 SF
RESERVE	1593 SF
TOTAL AREA	15115 SF

Planning Commission Meeting

Owner/Applicant: **COUNTY OF SAN MATEO**

File Numbers: PLN 20**15-00502**

Attachment: **C.10**

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Project:
COUNTY OF SAN MATEO
SKYLONDA FIRE STATION 58 REPLACEMENT PROJECT PC008
17290 SKYLINE BLVD.
WOODSIDE, CA 94062

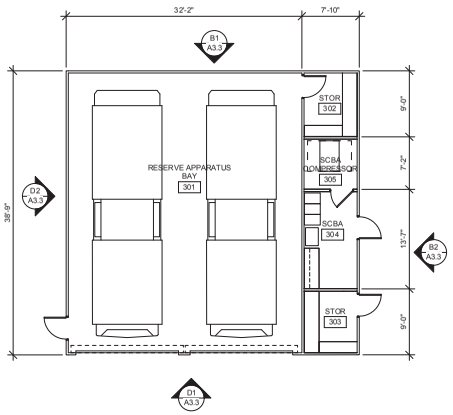
Description:	Date:
PLANNING SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

Project Number:	151003
Approved By:	Approver
Checked By:	JK
Drawn By:	Author

Sheet Title:
SECOND FLOOR PLAN

Sheet: OF 100
Sheet Number:
A2.2



1 A2.3 FIRST FLOOR PLAN - RESERVE
SCALE: 1/8"=1'-0"

ROOM NAME	GROSS AREA
ADMIN COPY	114 SF
BC OFFICE	144 SF
CAPT OFFICE	153 SF
CONFERENCE	674 SF
DATA	122 SF
ELEV	68 SF
ELEV EQUIP	43 SF
ENG OFFICE	144 SF
HALL	506 SF
JAN	48 SF
LOBBY	172 SF
MECH	13 SF
MED OFFICE	144 SF
PUBLIC REST	67 SF
LEVEL 1 - ADMINISTRATION	2411 SF

APPPARATUS BAY	2096 SF
ELEC	114 SF
EMT STORAGE	106 SF
EXTRACTOR/LAUNDRY	218 SF
FITNESS	511 SF
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STORAGE	102 SF
STORAGE	44 SF
TURNOUTS	261 SF
WASH/ HAZMAT	162 SF
WORKSHOP	185 SF
LEVEL 1 - APPARATUS	4569 SF

BUNK	194 SF
BUNK	194 SF
BUNK	194 SF
BUNK	194 SF
BUNK	224 SF
BUNK	124 SF
BUNK	122 SF
BUNK	124 SF
DAY ROOM	559 SF
ELEC	21 SF
ELEV	
HALL	659 SF
KITCHEN/DINING	568 SF
LAUNDRY/JAN	152 SF
MECH	9 SF
MEZZANINE	2256 SF
PANTRY	110 SF
REST	93 SF
REST	93 SF
REST	93 SF
REST	93 SF
STAIRS	160 SF
STAIRS	195 SF
STOR	53 SF
STOR	38 SF
LEVEL 2	6542 SF

GENERATOR	
OIL/ BATTERY RECYCLE	
RESERVE APPARATUS BAY	1305 SF
SCBA	103 SF
SCBA COMPRESSOR	53 SF
STOR	65 SF
STOR	67 SF
RESERVE	1593 SF
TOTAL AREA	15115 SF

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PLANNING SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

Project Number:	151003
Approved By:	Approver
Checked By:	JK
Drawn By:	Author

Sheet Title:
FLOOR PLAN - RESERVE BUILDING

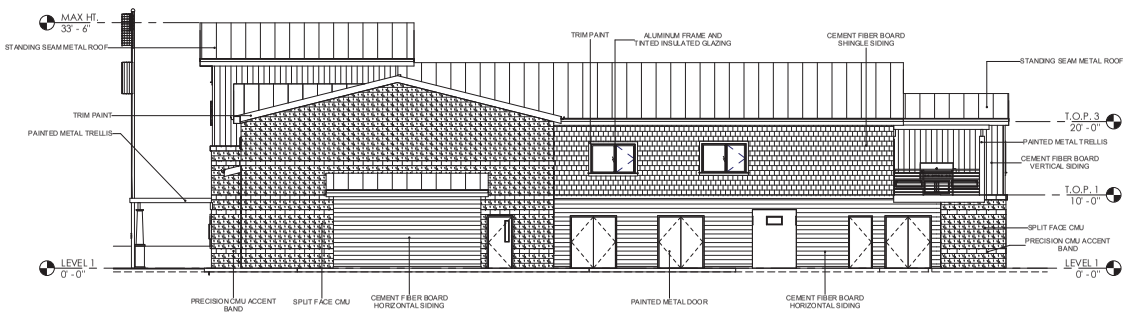
Sheet: OF 100
Sheet Number:
A2.3

Planning Commission Meeting

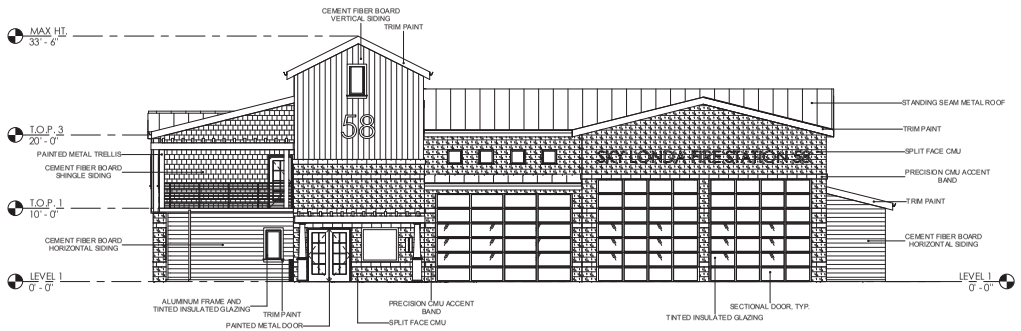
Owner/Applicant: **COUNTY OF SAN MATEO**

File Numbers: PLN 20**15-00502**

Attachment: **C.11**



B1 A3.1 NORTH
SCALE: 1/8" = 1'-0"



D1 A3.1 EAST
SCALE: 1/8" = 1'-0"

CONSTRUCTION NOTES

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Project Number:	151003
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Sheet Title:
EXTERIOR ELEVATIONS

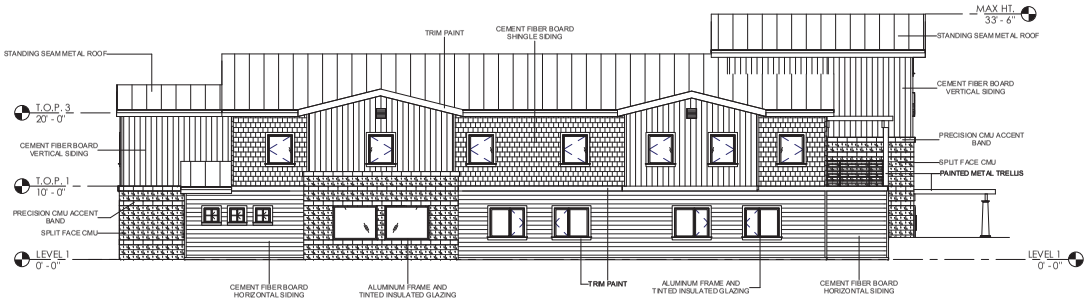
Sheet: OF 100
Sheet Number:
A3.1

Planning Commission Meeting

Owner/Applicant: **COUNTY OF SAN MATEO**

File Numbers: PLN 20**15-00502**

Attachment: **C.12**



B1 / A3.2 SOUTH
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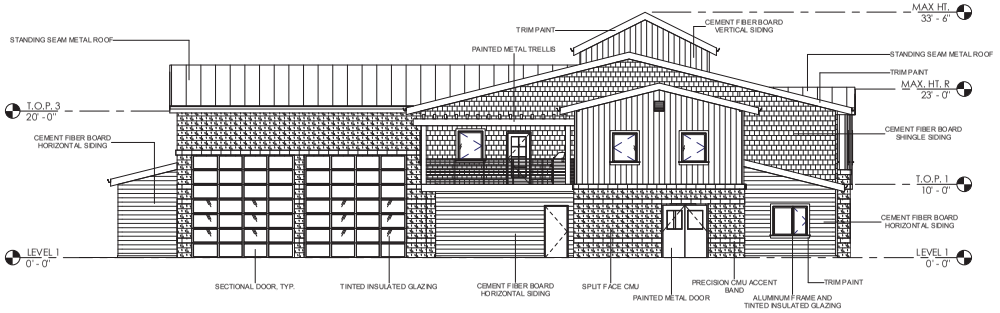

D1 / A3.2 WEST
SCALE: 1/8"=1'-0"

CONSTRUCTION NOTES

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Description:	Date:
PLANNING SUBMITTAL	12/4/15

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Project Number:	151003
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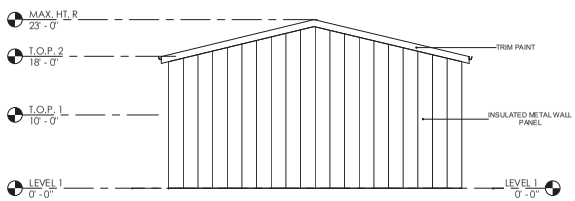
Drawn By:	Author

Sheet Title:
EXTERIOR ELEVATIONS

Sheet: OF 100
Sheet Number:
A3.2



B1 A3.3 RESERVE - NORTH
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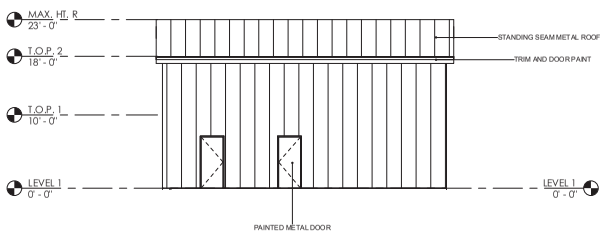
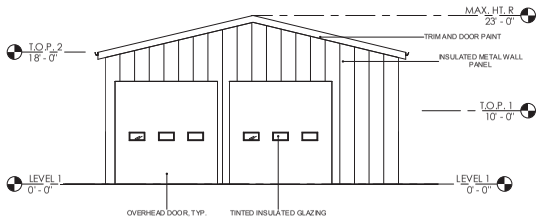
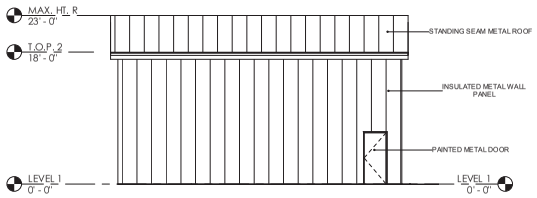


B2 A3.3 RESERVE - EAST
SCALE: 1/8" = 1'-0"



D1 A3.3 RESERVE - SOUTH
SCALE: 1/8" = 1'-0"



D2 A3.3 RESERVE - WEST
SCALE: 1/8" = 1'-0"

CONSTRUCTION NOTES

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PLANNING SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

Project Number:	151003
Approved By:	Approver
Checked By:	JK
Drawn By:	Author

Sheet Title:
EXTERIOR ELEVATIONS

Sheet: OF 100
Sheet Number:
A3.3

T.B. PENICK & SONS, INC.

JKA ARCHITECTURE

Project:
COUNTY OF SAN MATEO
SKYLONDA FIRE STATION 58 REPLACEMENT PROJECT P1008
17290 SKYLINE BLVD.
WOODSIDE, CA 94062

Description:	Date:
PLANNING SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

Project Number:	151003
Approved By:	Approver
Checked By:	JK
Drawn By:	Author
Sheet Title:	

EXTERIOR RENDERINGS

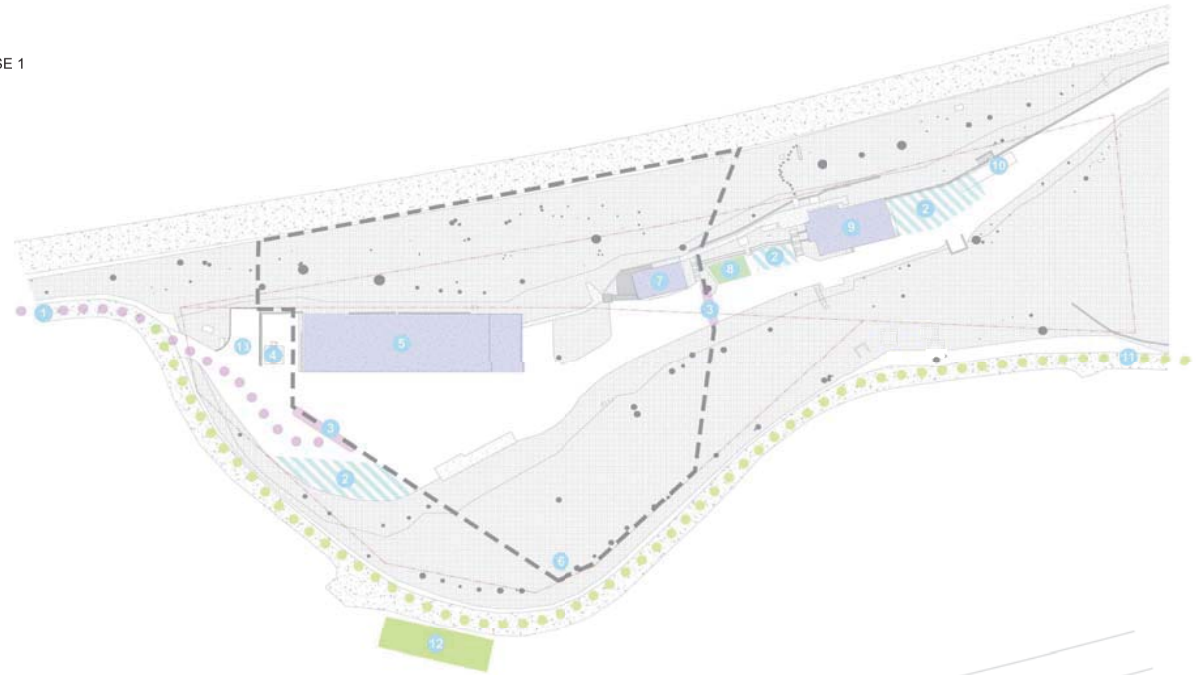
Sheet: OF 100
Sheet Number:
A3.4

Planning Commission Meeting

Owner/Applicant: **COUNTY OF SAN MATEO**
File Numbers: PLN 20**15-00502**
Attachment: **C.13**

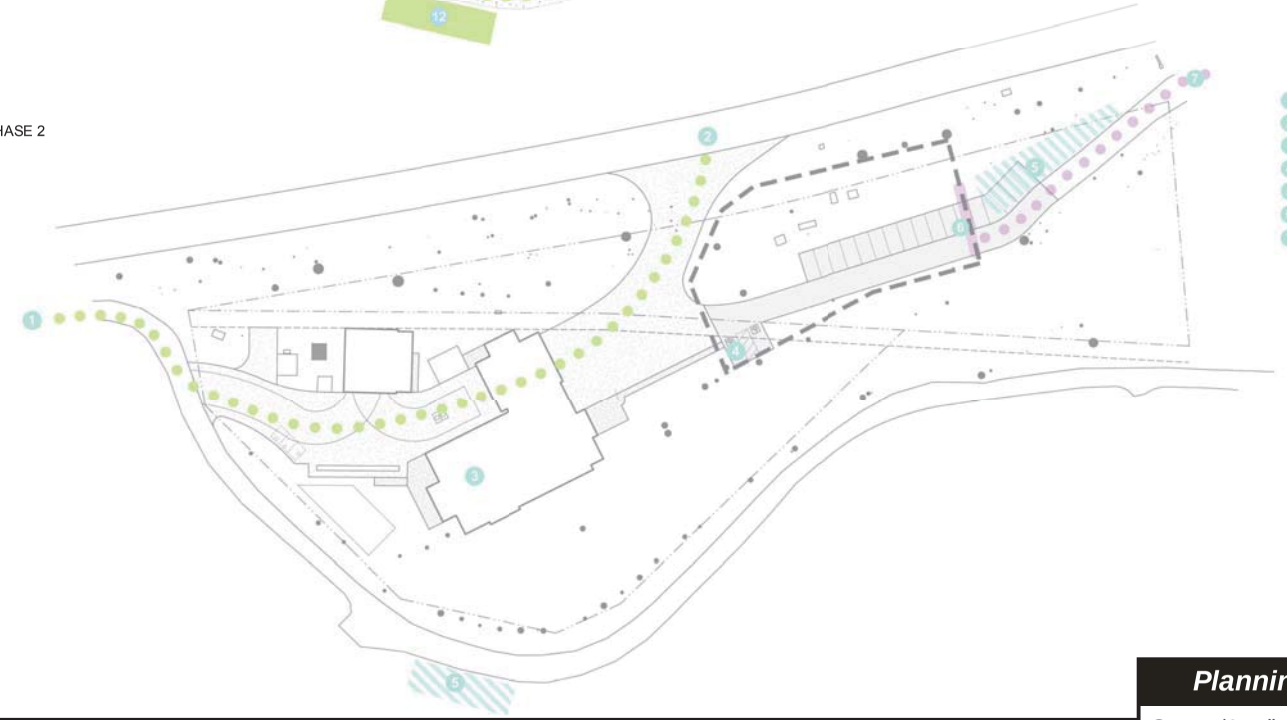
SKYLONDA EXTERIOR FINISH SCHEDULE				
	MATERIAL	PROPOSED MANUFACTURER	TYPE/TEXTURE	COLOR
1	Cement Fiber Board Horizontal Siding	James Hardie - HardiePlank Lap Siding	Smooth	SW 6134 - Netsuke
2	Cement Fiber Board Shingle Siding	James Hardie - HardieShingle	Cedarmill	SW 0012 - Empire Gold
3	Cement Fiber Board Vertical Siding	James Hardie - HardiePanel Vertical Siding	Cedarmill	SW 6236 - Grays Harbor
4	Door and Trim Paint	Sherwin Williams		SW 7047 - Porpoise
5	Roofing	AEP Span - Standing Seam Metal Roof		COOL Weathered Copper
6	Aluminum Windows	Milgard		Anodized Bronze
7	Windows	PPG - Solarban 60 Glass		Clear
8	CMU	RCP	Splitface	Lite Brown
9	CMU Accent Band	RCP	Precision	Lite Brown
10	Insulated Metal Wall Panel	Kingspan	Optimo	Sandstone

PHASE 1



1. CONSTRUCTION DELIVERIES
2. POSSIBLE POV PARKING/ TEMP STORAGE
3. MAN/ VEHICLE GATE
4. FUEL TO REMAIN ACCESSIBLE
5. EXISTING APPARATUS
6. FENCED CONSTRUCTION SITE
7. EXISTING OFFICE
8. TEMPORARY OFFICE
9. BARRACKS TO REMAIN OPPERATIONAL
10. STROAGE CONTAINER TO BE RELOCATED
11. FIRE TRUCK INGRESS/ EGRESS
12. COVERED AREA FOR TWO ENGINES
13. VEHICLE WASH AREA

PHASE 2



1. FIRE TRUCK INGRESS
2. FIRE TRUCK EGRESS
3. OPERATIONAL BARRACKS/ OFFICE/ APP BAY
4. FENCED CONSTRUCTION SITE
5. POSSIBLE POV/ VISITOR PARKING
6. MAN/VEHICLE GATE
7. CONSTRUCTION DELIVERIES

T.B. PENICK & SONS INC.
1535 INNOVATION DR | SAN DIEGO, CA 92128
800.239.3046 | www.tbpenick.com

JKA ARCHITECTURE
280 BETTENCOURT ST. | SONOMA, CA 95476
619.668.9177
www.jeffkatzarchitecture.com

Project:
COUNTY OF SAN MATEO
SKYLONDA FIRE STATION 58 REPLACEMENT PROJECT PC008
17290 SKYLINE BLVD.
WOODSIDE, CA 94062

Description:	Date:
PLANNING SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

Project Number:	151003
Approved By:	Approver
Checked By:	JK
Drawn By:	Author

Sheet Title:

EQUIPMENT & SITE STAGING PLAN

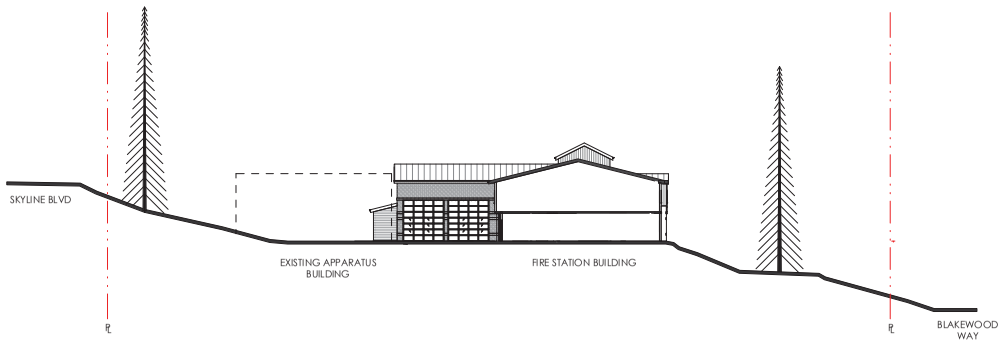
Sheet: OF 100
Sheet Number:
A3.5

Planning Commission Meeting

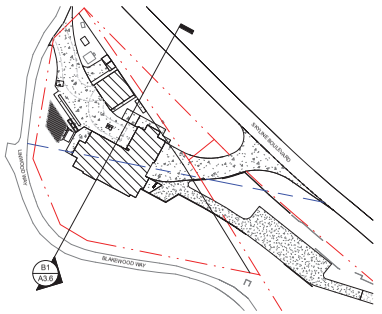
Owner/Applicant: **COUNTY OF SAN MATEO**

File Numbers: PLN 20**15-00502**

Attachment: **C.15**



B1 / A3.6 SITE SECTION
SCALE: 1" = 20'-0"



KEYMAP

Planning Commission Meeting

Owner/Applicant: **COUNTY OF SAN MATEO**

File Numbers: PLN 2015-00502

Attachment: **C.16**

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Description:	Date:
PLANNING SUBMITTAL	12/4/15

NOT FOR CONSTRUCTION

Project Number:	151003
Approved By:	Approver
Checked By:	JK
Drawn By:	Author

Sheet Title:
SITE SECTION

Sheet: OF 100
Sheet Number:
A3.6

Skylonda Fire Station No. 58 Replacement Project
Initial Study and
Mitigated Negative Declaration

December 2015

Prepared for:

San Mateo County
Department of Public Works
555 County Center, Fifth Floor
Redwood City, CA 94063
(650) 363-4100

Prepared by:

MIG | TRA Environmental Sciences, Inc.
2635 N. First Street, Suite 149
San Jose, CA 95134
(650) 327-0429
www.traenviro.com

San Mateo County Planning Commission Meeting

Owner/Applicant: County of San Mateo Attachment: D

File Numbers: PLN 2015-00502

MITIGATED NEGATIVE DECLARATION

Project: Skylonda Fire Station No. 58 Replacement Project

Lead Agency: County of San Mateo, Department of Public Works

Availability of Documents: The Initial Study (IS) for this Mitigated Negative Declaration (MND) is available for review at:

- San Mateo County
  Department of Public Works
  555 County Center, Fifth Floor
  Redwood City, CA 94063
  (650) 363-4100
  Contact – Theresa Yee

PROJECT DESCRIPTION

San Mateo County proposes constructing facility upgrades at Skylonda Fire Station No. 58. The fire station is located at 17290 Skyline Boulevard (State Route 35) north of its intersection with La Honda Road (State Route 84). The site is located in unincorporated San Mateo County adjacent to the Town of Woodside city limits. The proposed upgrades include replacing the two existing office and barracks buildings with one new building to include a drive-through apparatus bay; constructing new driveway access to Skyline Boulevard; widening the driveway entrance at Linwood Way; replacing the existing apparatus building, septic system, and the backup emergency power generator; and planting replacement landscaping. As an Essential Services Facility, the Skylonda Fire Station shall remain operational at all times during the construction of the improvements.

PROPOSED FINDING

The County of San Mateo has reviewed the IS and determined that the IS identifies potentially significant project effects, but:

1. Revisions to the project plans incorporated herein would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

2. There is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment. Pursuant to California Environmental Quality Act (CEQA) Guidelines sections 15064(f)(3) and 15070(b), a Mitigated Negative Declaration has been prepared for consideration as the appropriate CEQA document for the project.

BASIS OF FINDING

Based on the environmental evaluation presented in the attached Initial Study, the project would not cause significant adverse effects related to aesthetics, agricultural and forestry resources, air quality, biological resources, cultural resources, geology, greenhouse gas emissions, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, and utilities/service systems.

The project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The project does not affect any important examples of the major periods of California prehistory or history. The project does not have impacts that are individually limited,

but cumulatively considerable. The project would not cause substantial adverse effects on humans, either directly or indirectly.

The project has the potential to degrade the quality of the environment by causing significant adverse effects to biological resources, exposure to hazardous materials during building demolition, and transportation/traffic during site construction. However, the project has been revised to include the following measures, which reduce these impacts to a less-than-significant level.

Impact BIO-1: Construction activities have the potential to entrap or crush California red-legged frog that move out of nearby aquatic habitat.

Mitigation Measure BIO-1a: An employee education program shall be conducted, consisting of a brief presentation to explain special-status species concerns to contractors, their employees, and any other personnel involved in construction of the project. The program will include the following: a description of relevant special-status species and their habitat needs as they pertain to the project; a report of the occurrence of these species in the project vicinity, as applicable; an explanation of the status of these species and their protection under the federal and state regulations; a list of measures being taken to reduce potential impacts to natural resources during project construction and implementation; and instructions if a special-status species is found onsite. A fact sheet conveying this information shall be prepared for distribution to the above-mentioned people and anyone else who may enter the project site. Upon completion of training, employees will sign a form stating that they attended the training and agree to all of the conservation and protection measures.

Mitigation Measure BIO-1b: All excavations left open overnight shall either be covered to prevent wildlife from becoming entrapped or will include escape ramps. In addition, excavations shall be inspected for California red-legged frog at the start of each workday and prior to back filling. The USFWS and/or CDFW shall be contacted prior to removing or relocating any special-status wildlife within the excavation.

Mitigation Measure BIO-1c: The day construction starts, prior to the initial onset of project activity, a qualified biologist shall conduct a pre-construction survey within the project site for the presence of California red-legged frog. The survey shall be conducted immediately prior to the initial onset of project activity. If California red-legged frogs are found, work shall not commence until the USFWS is contacted and avoidance measures are in place.

Impact BIO-2: Project construction activities during the nesting season could result in nest abandonment that would have an adverse impact on bird species and violate state and federal laws.

Measure BIO-2: *Nesting Bird Survey*. If project construction occurs during the nesting season of raptors and migratory birds, a focused survey for active nests shall be completed by a biologist approved by the California Department of Fish and Wildlife within 15 days before the start of any construction activities that could disturb nesting birds. Surveys shall be conducted in all suitable habitat located at the project work site(s), and in staging and storage areas. The minimum survey radius is 250 feet for passerines, 500 feet for small raptors such as accipiters, and 1,000 feet for larger raptors such as buteos. The bird survey methodology and the results of the survey shall be submitted to the California Department of Fish and Wildlife prior to the start of construction, and the radius may be modified in consultation with the Department if the project is in an urban area.

The nesting season is defined as March 15 to August 30 for smaller birds (passerines) and February 15 to September 15 for raptors.

Nest Buffer and Monitoring: If active nests are found, the wildlife agency approved biologist shall consult with the California Department of Fish and Wildlife and the U.S. Fish and Wildlife

Service migratory bird program regarding appropriate actions to comply with state and federal law. Active nest sites shall be designated as an environmentally sensitive area and protected while occupied during project activities. The protective buffer may be 250 feet for passerines, 500 feet for small raptors, and 1,000 feet for large raptors. A wildlife agency approved biologist shall monitor the behavior of the birds at the nest site to ensure that they are not disturbed by project-related construction work until the young have fully fledged, are no longer being fed by the parents and have left the nest site, as determined by the approved biologist.

No vegetation shall be disturbed, trimmed or pruned that contains active bird nests until all eggs have hatched, and young have fully fledged (no longer being fed, have completely left the nest). No habitat modification shall occur within the designated environmentally sensitive area even if the next continues to be active beyond the typical nesting season for the species.

Impact BIO-3: Tree removal and/or demolition of the existing buildings could result in the removal or disturbance of bat roost habitat and may result in significant impacts to bat populations if an occupied or perennial (but unoccupied) maternity or colony roost is disturbed or removed.

Mitigation Measure BIO-3: A preconstruction survey for maternity (March 1 to August 1) or colony bat roosts (year-round) shall be conducted by a qualified biologist within 14 days prior to activities that remove vegetation or structures. If an occupied maternity or colony roost is detected, CDFW shall be contacted about how to proceed. Typically, a buffer exclusion zone would be established around each occupied roost until bat activities have ceased. The size of the buffer would take into account:

- Proximity and noise level of project activities;
- Distance and amount of vegetation or screening between the roost and construction activities;
- Species-specific needs, if known, such as sensitivity to disturbance.

If a special-status bat species is found, construction work shall not start until authorized by the appropriate wildlife agencies.

Due to restrictions of the California Health Department, direct contact by workers with any bat is not allowed. The qualified bat biologist shall be contacted immediately if a bat roost is discovered during project construction.

Impact BIO-4: Construction of the firehouse building, driveway access to Skyline Boulevard, retaining walls, and visitor parking area would remove 10 mature trees, five of which are defined as significant in the San Mateo County Significant Tree Ordinance. Construction activity is also likely to cause root damage to several additional trees adjacent to the project work area.

Mitigation Measure BIO-4a: Tree protection measures shall be included in the approved project Landscape Plan to avoid damage to significant trees during project construction. If removal of significant trees cannot be avoided, significant trees shall be replaced at a 1:1 ratio on the project site consistent with San Mateo County Significant Tree Ordinance. Replacement trees shall be in good health and should be from local stock if feasible. Minimum size for replacement trees shall be a 15-gallon container. Irrigation shall be installed to ensure newly planted trees receive appropriate watering for the species. Newly planted trees shall also be protected from deer browse. Replacement trees shall be monitored for at least five years and shall be re-planted if they die.

Mitigation Measure BIO-4b: The proposed project shall implement all Tree Protection Guidelines detailed in the Preliminary Arborist Report prepared for the project (Appendix B) including the design recommendations, pre-construction treatments and recommendations, recommendations for tree protection during construction, and maintenance of impacted trees. Key guidelines include the establishment of the Tree Protection Zone (TPZ) around trees to be

retained, regular consultations with the Arborist throughout all project phases, protection of root structures, and supplemental irrigation and monitoring of damaged trees following construction.

Impact HAZ-1: Demolition, removal, and transport of building materials containing lead-based paint or asbestos containing materials, and any project soils containing elevated levels of soluble lead could result in airborne emissions of lead resulting in exposure of workers or the environment to a hazardous material.

Mitigation Measure HAZ-1: The County or its Contractor shall develop and implement a demolition debris management and disposal plan for the non-RCRA hazardous materials that are to be removed from the project site. The plan shall be designed to prevent releases of hazardous materials in quantities that could pose a risk to human health and the environment, as determined using appropriate BAAQMD, RWQCB, DTSC, and/or other appropriate agency screening thresholds.

The plan shall identify the receiving qualified landfill and present proof of waste acceptance. The plan shall specify measures to minimize airborne dust during building deconstruction and soil movement to protect construction workers and neighboring residents from exposure to hazardous material emissions. The plan shall address protection of worker exposure to airborne lead paint particulates through use of personal protective gear, clear identification of the location of hazardous materials, and removal by properly trained/certified workers, and proper cover and transport of hazardous materials, etc.

Impact TRANS-1: The construction of a new driveway within the Skyline Boulevard (State Route 35) right-of-way would require partial road closure during the construction period disrupting traffic flow.

Measure TRANS-1: The Project Contractor shall submit a traffic control plan to the County Department of Public Works and Caltrans for review and approval. The traffic plan shall:

1) Identify hours of construction work. All construction traffic and activity within the Skyline Boulevard right-of-way shall be scheduled to avoid peak commute hours (weekdays 7:00 a.m. to 9:00 a.m. and 5:00 p.m. to 6:00 p.m.).
2) Identify lane closure requirements and safety control measures to be implemented such as signage, speed limits, and use of flagmen for work affecting Skyline Boulevard.
3) Prohibit on-street construction worker parking and identify on- and/or off-site parking areas with sufficient capacity for the number of construction workers involved in the project.
4) Prohibit on-street equipment staging and identify on- and/or off-site construction staging areas with sufficient capacity to store equipment and materials, including soil stockpiles.
5) Identify the final construction truck haul route for project soil import and export activities, potential conflicts from the use of this route, such as turning radii, noise and dust issues, or pedestrian conflicts, and means to reduce potential conflicts, such as flagmen or limiting deliveries and hauling activity times.

RECORD OF PROCEEDINGS AND CUSTODIAN OF DOCUMENTS

The record, upon which all findings and determinations related to the approval of the Project are based, includes the following:

1. The Negative Declaration and all documents referenced in or relied upon by the Negative Declaration.
2. All information (including written evidence and testimony) provided by San Mateo County staff to the decision maker(s) relating to the Negative Declaration, the approvals, and the Project.

3. All information (including written evidence and testimony) presented to the County by the environmental consultant who prepared the Negative Declaration or incorporated into reports presented to the County.
4. All information (including written evidence and testimony) presented to the County from other public agencies and members of the public related to the Project or the Negative Declaration.
5. All applications, letters, testimony, and presentations relating to the Project.
6. All other documents composing the record pursuant to Public Resources Code (PRC) section 21167.6(e).

The County is the custodian of the documents and other materials that constitute the record of the proceedings upon which the County's decisions are based. The contact for this material is:

Theresa Yee, Capital Projects Manager
San Mateo County
Department of Public Works
555 County Center, Fifth Floor
Redwood City, CA 94063
(650) 363-4100

Pursuant to CEQA section 21082.1, the County has independently reviewed and analyzed the IS/MND for the proposed project and finds these documents reflect the independent judgment of the County.

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SKYLONDA FIRE STATION NO. 58 REPLACEMENT PROJECT
INITIAL STUDY

TABLE OF CONTENTS

TABLES

FIGURES

APPENDICES

Chapter 1. Introduction

1.1 INTRODUCTION

This Initial Study has been prepared for the County of San Mateo, Public Works Department to evaluate the potential environmental effects of replacing existing buildings at Skylonda Fire Station No. 58 with new facilities. The fire station is located on Skyline Boulevard in unincorporated San Mateo County near Woodside.

1.2 REGULATORY GUIDANCE

The California Environmental Quality Act (CEQA; Public Resources Code (PRC) §21000 et seq.) and the CEQA Guidelines (14 CCR §15000 et seq.) establish the County as the lead agency for the project. The lead agency is defined in CEQA Guidelines Section 15367 as "the public agency which has the principal responsibility for carrying out or approving a project." The lead agency is responsible for preparing the appropriate environmental review document under CEQA. According to CEQA Guidelines section 15070, a public agency shall prepare a proposed Negative Declaration or a Mitigated Negative Declaration when:

1. The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
2. The Initial Study identifies potentially significant effects, but:

   – Revisions in the project plans made before a proposed Mitigated Negative Declaration and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

   – There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

Pursuant to Section 15070, the County has determined a Mitigated Negative Declaration is the appropriate environmental review document for the Skylonda Fire Station No. 58 Replacement Project.

1.3 LEAD AGENCY CONTACT INFORMATION

The lead agency for the proposed project is San Mateo County, Department of Public Works. The contact person for the lead agency is:

Theresa Yee, Capital Projects Manager
San Mateo County
Department of Public Works
555 County Center, Fifth Floor
Redwood City, CA 94063
(650) 363-4100
tyee@smcgov.org

1.4 DOCUMENT PURPOSE AND ORGANIZATION

The purpose of this document is to evaluate the potential environmental effects of the Skylonda Fire Station Improvement Project. This document is organized as follows:

- Chapter 1 – Introduction. This chapter provides an introduction to the project and describes the purpose and organization of this document.
- Chapter 2 – Project Description. This chapter describes the project location, area, site, objectives, and characteristics.

- Chapter 3 – Environmental Checklist and Responses. This chapter contains the Environmental Checklist that identifies the significance of potential environmental impacts (by environmental issue). It includes a brief discussion of each impact resulting from implementation of the proposed project and the information sources used in the analysis. This chapter also contains the Mandatory Findings of Significance.
- Chapter 4 – Report Preparation. This chapter provides a list of those involved in the preparation of this document.

Chapter 2. Project Description

2.1 PROJECT LOCATION AND SITE DESCRIPTION

San Mateo County proposes constructing facility upgrades at Skylonda Fire Station No. 58. The fire station is located at 17290 Skyline Boulevard (State Route 35) north of its intersection with La Honda Road (State Route 84) in unincorporated San Mateo County adjacent to the Town of Woodside city limits (Figure 1, Regional Location). Fire protection services are provided by the California Department of Forestry and Fire Protection (Cal Fire) under contract to the County. Access to the site is off of Linwood Way and Skyline Boulevard. The Skyline Boulevard access is adjacent to a commercial property (Alice's Restaurant) (Figure 2, Project Vicinity).

The project site comprises two parcels: Assessor's Parcel No. 075-094-010, 1.49 acre; and 075-101-010, 0.8 acres (Figure 3, Parcel Map). Total property size is approximately 2.29 acres. Site facilities comprise three separate buildings, including an apparatus building for emergency vehicles, a barracks, and an office building. A portion of the site is paved to provide a vehicle wash area, access to site, and parking (Figure 4, Site Photographs). Power and telephone lines run along the portion of the property fronting Skyline Boulevard. A 250-gallon, above ground propane tank is located on the south side of the apparatus building and a 500-gallon propane tank is located between the office and barracks buildings. Mature redwood, fir, pine, and oak trees occur on the property mostly along the perimeter. Developed portions of the property are roughly 10 feet lower in elevation than Skyline Boulevard. The property slopes steeply downward toward the west along Linwood Way.

Skylonda Fire Station is located in the wildland urban interface at the southwestern edge of Woodside. The property is zoned Residential (R-1) with Combining District (S-10) and designated by the County General Plan as Low Density Residential Rural. The surrounding land use is primarily residential (Figure 5, Woodside Land Use Map). A small domestic water reservoir serving area homes is located adjacent to the project parcels off Blakewood Way (Figure 3) and surrounded by a chain link fence. A commercial district is located at the intersection of Skyline Boulevard and La Honda Road in the Town of Woodside. Both Skyline Boulevard and La Honda Road are scenic corridors passing through San Mateo County. The stretch of Skyline Boulevard fronting the Skylonda Fire Station is popular with both cyclists and motorists; the commercial businesses next to the fire station are a popular rest stop for weekend travelers.

2.2 BACKGROUND

2.2.1 Fire Station Operations

The Skylonda Fire Station houses one of three engine companies which provide initial attack capability on wildfires occurring in the State Responsibility Areas of San Mateo County. The Skylonda Fire Station provides initial attack protection to over 60,000 acres of State Responsibility Area, including direct protection to the San Francisco Watershed which contains Crystal Springs and San Andreas Reservoirs.

The existing fire station was built in the mid 1930s as a county fire department station. The County owns the property and buildings. Since 1962, Cal Fire has provided the fire protection services from this fire station under a service contract with the County; Cal Fire provides both personnel and fire fighting apparatus. The Skylonda station services Kings Mountain, La Honda, Upper Woodside, and Skyline Boulevard areas. Under current agreement with San Mateo County, Cal Fire leases the fire station on a yearly basis.

The Skylonda Fire Station houses an average of eight staff per shift with each shift on rotation for 72 hours. The station currently houses all of its firefighting equipment within a single apparatus building. Current equipment consists of four medium class vehicles (two county

engines, one state engine, and one water tender) and two small class vehicles (one battalion vehicle and one state vehicle).

The station responds to an average of 50 calls per month. Roughly 80% of the emergency calls leaving the fire station go south on Skyline Boulevard; 20% of calls go north on Skyline Boulevard. Southbound vehicles exit and return via the station driveway at Alice's Restaurant. Northbound vehicles exit the station driveway turning right onto Linwood Way and left (north) onto Skyline Boulevard; they return via Linwood Way turning left into the fire station.

2.2.2 Facility Needs Assessment

Numerous problems exist with the current Skylonda Fire Station facilities. The aged buildings are undersized and deteriorating. The buildings no longer meet current building and seismic safety code. Response times are hindered by the distance and path conditions that staff take from the barracks to the apparatus building and emergency vehicle egress is often blocked by customers of the adjoining commercial property. In recognition of the problems associated with outdated facilities, San Mateo County prepared a Facility Needs Assessment (MWA Architects 2014). It was determined that the existing barracks, office, and apparatus buildings are nearing the end of their useful life. The following deficiencies were identified as representing the primary challenges to meeting the emergency response time goals, performance levels, and service objectives for the fire station:

- Space Allocation: The current space allocation given the age of the buildings and the subsequent increase in personnel over the years does not meet current "best-practices" for fire station planning.
- Structural Integrity: A structural assessment determined that the site buildings are at risk of being rendered uninhabitable following a seismic event; thereby creating the potential for the disruption of the ability to provide essential services to the community.
- Vehicular Access: Vehicular access to and from the site currently presents safety and response time challenges. Access from Skyline Boulevard at the west end of the site is via Linwood Way; a narrow single-lane road which serves as shared access to the adjoining residential area. The alignment of the intersection of Linwood Way and Skyline Boulevard does not allow for safe entry and/or egress from/to eastbound Skyline Boulevard. Egress to Skyline Boulevard at the east end of the site is frequently blocked by parked vehicles at the adjoining commercial development (Alice's Restaurant). This is a very popular weekend destination, and limited on-site parking availability frequently results in vehicles parking in a manner which blocks egress, thereby increasing response times to calls.
- Circulation: The existing configuration of three separate buildings requires the station personnel to run up hill from the barracks to the office to respond to the emergency call and to then continue uphill to the apparatus building. The need to traverse over two hundred feet creates a challenge to meeting the targeted performance level response time from receipt of alarm to departing the facility, and presents a safety hazard to the fire station personnel who are frequently required to navigate the path of travel during nighttime hours or inclement weather conditions with poor visibility.
- Security: The fire station site is not secured from the adjoining residential and commercial developments, resulting in periodic instances of unauthorized pedestrian traffic occurring on the site. Due to the configuration of the existing buildings, visual surveillance of the apparatus building is not possible on a continuous basis.
- On-Site Wastewater Treatment: The site is not served by a public sanitary sewer system. On-site sewage treatment is provided via an existing septic system and leach field. The existing leach field is in compliance with the County's ordinance requiring a minimum 200-foot separation from a water reservoir; however, the existing leach field has been paved over to accommodate the fire vehicle access to the apparatus building, and is in violation of the County's ordinance which prohibits the installation of impervious paving over leach fields.

The existing apparatus building has also been identified as needing future replacement. The apparatus building is assumed to have been constructed in 1950, and as with the other buildings at the fire station, it no longer meets space requirements for housing the larger, current-day equipment. The County has included the replacement of the apparatus building as part of the currently proposed project.

2.3 PROJECT OBJECTIVES

The purpose of the Skylonda Fire Station No. 58 Replacement Project is to enhance San Mateo County's and Cal Fire's ability to meet the emergency response time goals, performance levels, and service objectives established for the Skylonda Fire Station, while providing for the continuity of operations necessary to insure the provision of emergency services following extreme environmental events such as fires, earthquakes, flooding, wind, and storms.

The County has the following specific objectives in proposing this project:

- Replace deteriorating buildings with new structures that meet current building code standards.
- Provide adequate office and barracks space for station personnel.
- Provide station access driveway to improve sight-line distances.
- Replace septic drain lines and leach field to meet county health and safety code.
- Enhance critical systems to meet Essential Services Facility requirements.

2.4 PROJECT CHARACTERISTICS

San Mateo County proposes upgrading the Skylonda Fire Station facility by replacing the three existing office, barracks, and apparatus buildings with two new buildings, constructing a new emergency egress driveway to Skyline Boulevard, widening the existing driveway entrance from Linwood Way, and replacing the septic system. No change is proposed to the vehicle fueling area or the existing site access from Skyline Boulevard at Alice's Restaurant. The County is pursuing construction of the Skylonda Fire Station No. 58 Replacement Project through a design-build entity (DBE). The selected DBE contractor is responsible for both designing and building the proposed fire station facilities consistent with the Bridging Documents. The proposed project features are discussed below. The design plans proposed by the DBE on behalf of the County are described below. Project site drawings are presented in Appendix A.

2.4.1 Site Development

New Buildings

Building Space Use. Two new buildings are proposed to replace the existing fire station structures: the firehouse, which is a combined apparatus/barracks/office building, and a separate reserve apparatus building. The existing site structures are shown in Appendix A, Existing Conditions Sheets C-2 and C-3. The proposed new development is shown in the Grading Plan (Appendix A, Sheets C-4 and C-5) and the Site Plan (Appendix A, Sheet A1.1).

The firehouse building would create roughly 15,115 square feet of net buildable area. The building would provide two drive-through apparatus bays for the front line engines, two back-in apparatus bays for staff vehicles, four offices for use by station staff, a training room, storage space, kitchen and dining space, dorm rooms with 13 beds, separate gender neutral shower/restroom facilities, and a day room. The building would support an average of eight station personnel per shift. The allocation of new building space is presented in Table 1. See Floor Plans in Appendix A, Sheets A2.1 and A2.2.

The reserve apparatus building would be constructed to house the two reserve fire apparatus along with storage and support functions. The reserve apparatus building would be roughly 1,600 square feet with dimensions of 39 feet by 40 feet (Appendix A, Sheet A2.3).

As a public safety facility, the building involves 24/7 operations. The fire station personnel are typically on duty for a period of 72 hours before being relieved by the next shift. During this period the apparatus/barracks/office building becomes their home; supporting all administrative operations as well as the preparation of meals, active and passive recreational activities, sleeping, and general personal hygiene. The building design would provide occupants with a streamline and comfortable work environment to allow them to focus on their tasks and, when needed, provide relief from the demands of their work.

The firehouse is designed as a two-story building to segregate the dorm rooms and associated living and restroom/shower functions from the administrative offices and conference/training area. To facilitate accessibility for the public to meet with fire station personnel or to utilize the conference/training facility, these functions are proposed to be located on the ground floor level. Personnel living space is proposed on the second floor separated from the more active fire station functions.

Table 1. Skylonda Fire Station No. 58, Building Space Requirements

	Notes	Quantity	Unit Size (Sq. ft.)	Total Area (Sq. ft.)
LEVEL 1 - ADMINISTRATIVE				
Administration Copy Room	(1)	1	114	**114**
Fire Captain's Office		1	153	**153**
Battalion Chief's Office		1	144	**144**
Engineer's Office		1	144	**144**
Medical Office	(2)	1	144	**144**
Conference Room	(3)		674	**674**
Hall		1	506	**506**
Janitors Closet		1	48	**48**
Lobby		1	172	**172**
Mechanical Room		1	13	**13**
Data/IT Room		1	122	**122**
Elevator		1	68	**68**
Elevator Equipment			43	**43**
Public Restroom		1	67	**67**
Administrative Subtotal				**2,411**
LEVEL 1 - APPARATUS				
Apparatus Bay		1	2096	2,096
Electrical Room		1	114	114
EMT Storage		1	106	106
Extractor/Laundry		1	218	218
Fitness Room		1	511	511
FR		1	14	14
Hall		1	624	624
Hose		1	124	124
Print		1	7	7
Storage		1	102	102
Storage		1	44	44
Turnouts		1	261	261
Wash/Hazmat		1	162	162
Workshop		1	185	185
Apparatus Subtotal				**4,569**

LEVEL 2 - RESIDENTIAL & LIVING				
Day Room	(4)	1	559	559
Dorm Room w/ Two Beds	(5)	4	194	776
Dorm Room w/ Two Beds	(5)	1	224	224
Dorm Room w/One Bed	(5)	2	124	248
Dorm Room w/One Bed	(5)	1	122	122
Electrical Room		1	21	21
Hallway		1	659	659
Kitchen/Dining	(6)	1	568	568
Pantry	(7)	1	110	110
Laundry/Janitorial		1	152	152
Mechanical Room	(8)	1	9	9
Mezzanine		1	2256	2,256
Storage		1	53	53
Storage		1	58	58
Stairs		1	160	160
Stairs		1	195	195
Restroom/Shower/Changing Room		4	93	372
Residential & Living Subtotal				**6,542**
RESERVE APPARATUS				
Reserve Apparatus Bay		1	1305	1305
SCBA		1	103	103
SCBA Compressor		1	53	53
Storage		1	65	65
Storage		1	67	67
Reserve Apparatus Subtotal				**1,593**
TOTALS				
Projected Total Area				**15,115**

NOTES

(1) Accommodate general administrative storage for office supplies, including a photocopier and networked printers.

(2) Accommodate lockable storage for medical supplies.

(3) Accommodate 15 personnel for meetings & training.

(4) Station operations are based on 72 hour shifts. Average on-site personnel per shift is 8.

(5) Dorm Room to accommodate 3 lockers per bed for personnel storage.

(6) Dining to be co-located with Kitchen and sized for 8 personnel.

(7) Pantry to be co-located with Kitchen. Accommodate shelving for storage of canned & packaged food items, including provision of storage for 72 hours worth of emergency food & water rations.

(8) Space requirement dependent upon HVAC System selection & equipment requirements.

Source: JKA Architecture, Area Schedule, December 1, 2015

Essential Services Facility. The firehouse building would be built to an Essential Services Facility standard per the California Building Code, and designed to continue to operate after extreme environmental events such as earthquakes, flooding, wind, and severe storms. The apparatus/barracks/office building will be an important public safety facility allowing the County to provide daily emergency services to the citizens of San Mateo County. The facility's ability to be self-sufficient is targeted at three days before generator fuel, food, and facility water (potable and graywater) supplies would need to be replenished.

In addition to structural code requirements, the firehouse building would contain a number of non-structural systems that would be defined as 'Critical' to the continued operation of the facility. These Critical non-structural systems cover building systems such as telecommunication, IT, electrical power, plumbing, and building conditioning (HVAC). Many of these systems are designed with measures that increase their redundancy, strength, and self-

sufficiency so they would meet Essential Services Facility requirements. Such Critical systems typically require seismic anchoring, bracing, special seismic certification, and special inspections. Redundant systems and connections, on-site resources, backup energy systems, and other strategies would be utilized to maximize the continued operation of this facility after natural emergency events.

Architectural Design. The firehouse building is design as a two-story structure located primarily on the existing level pad at the westernmost portion of the site which currently houses the existing apparatus building. This location was selected to minimize the grading disturbance to the existing slopes. The maximum building height would be 33 feet and designed for compliance with the County R-1/S-10 zoning district which permits a maximum building height of 36 feet. See Exterior Rendering and Grading Plan (Appendix A, Sheets A3.4 and C-4).

The reserve apparatus building height would be 18 feet with a maximum roofline height of 23 feet. This building would be constructed of insulated metal wall panel (Appendix A, Sheet A3.3) in an earth tone color.

The firehouse building would have cement treated fiberboard siding in various patterns and split face concrete block (Appendix A, Sheet A3.4). The concrete block in the apparatus room is proposed for durability and ease of maintenance. Earthtone colors would be used with precision block accent bands provided. The exterior building materials provide for a durable, low-maintenance, energy conserving building envelope meeting the requirements for “Moderate Fire Hazard Severity Zones” per the current edition of the California Building Code (CBC). Roofing would be a standing seam metal roof with a complimentary color. The exterior materials and finishes are selected to compliment the adjacent residential development.

Sustainable Design. The proposed building would be designed to meet the County of San Mateo Sustainable Building Policy and is proposed to be Leadership in Energy and Environmental Design (LEED) Silver certification. Passive sustainable and reuse strategies would be evaluated to further enhance the self-sufficiency of the site. The general strategy would be to reduce building energy requirements while maximizing system efficiency. On-site storm water infiltration would be integrated into the design to meet Cal Green and LEED requirements.

Station Access and Parking

The proposed project includes construction of a new emergency vehicle access connection from the fire station to Skyline Boulevard approximately 300 feet northwest of the current station driveway adjacent to Alice’s Restaurant. The new Skyline Boulevard driveway would improve traffic sightlines and vehicle turning radiuses and separate the emergency vehicle travel route from the public parking area (see Site Plan in Appendix A, Sheet A1.1). The new driveway would provide the primary egress route for all responding emergency vehicles exiting the fire station whether headed north or south on Skyline Boulevard. The driveway would range in width from roughly 20 to 50 feet wide and would provide the required turning radius onto Skyline Boulevard for emergency vehicles. The new access connection would incorporate a traffic warning signal (flashing yellow) capable of being operated from the fire fighting apparatus vehicles to improve safety during vehicle movements onto Skyline Boulevard. The new driveway on Skyline would be used by responding vehicles exiting the station, not for returning vehicles; command vehicles could enter or exit the new driveway. The driveway is not intended for visitor use and would be marked and signed accordingly.

The existing station driveway on the north side of the property at Linwood Way would be widened to allow emergency vehicles returning from the south to access the station from Blakewood Way. Fire apparatus returning to the station via northbound on Skyline Boulevard would no longer enter the station driveway at Alice’s Restaurant but would instead use Blakewood Way and turn right into the station driveway on Linwood Way. Fire apparatus returning to the station via southbound on Skyline Boulevard would continue to use Linwood Way as currently done.

The existing driveway adjacent to Alice's Restaurant would be resurfaced and appropriately striped. This driveway would continue to be used by staff and visitors as the station entry and egress. No emergency responses would occur out this drive and no return of emergency vehicles would occur via this driveway.

No change in the call volume or direction of calls would occur as a result of the project.

New site parking for staff and visitors would be located primarily on the north side of the existing access road, in the area of the current barracks building (Appendix A, Sheet A1.1). Accessible parking would be located on the south side of the access drive adjacent to the building entrance. Approximately fourteen spaces including one accessible space would be provided. The proposed firehouse building would be constructed across from the existing apparatus building. In order to achieve American Disability Act (ADA) access and avoid steep slopes, the finished ground floor would be at approximately the same elevation as the apparatus building.

Utility Improvements

Septic System

The fire station uses a septic tank and leach field for wastewater treatment and disposal. The existing septic tank is located adjacent to the existing barracks building and the septic drain lines are located in front of the apparatus building under asphalt pavement (Figure 3). There are five leach lines located in front of the existing apparatus building. Two old lines are reportedly about 10 feet deep and located parallel to and roughly 10 and 26 feet from the building. Three newer lines, about seven to eight years old, are spaced at 10 feet and are about four and one-half feet deep (BAGG 2013).

The proposed project would remove the existing septic system completely and install a new system west of the new firehouse building (see Site Plan in Appendix A, Sheet A1.1). The new system will include a new 3,000 gallon septic tank and leach field sized as required to accommodate the new firehouse building loads. Sewer lines from the new building would gravity flow to the septic tank and leach field lines. The new leach field would be designed to conform to all requirements of the County Department of Environmental Health and all applicable ordinances and regulations. Wastewater generation rates are dependent upon water use demand. Project water use and, therefore, wastewater generation rates are expected to remain similar to current levels.

Water

The Skylonda Mutual Water Company water supply reservoir, treatment, and distribution pumps are located immediately downhill of the site. Potable water to the fire station is provided by Skylonda Mutual Water Company through a 5/8-inch meter off Blakewood Way. A new water line would be installed to serve the new building. The new firehouse building would have increased number of water fixtures (faucets, toilets/urinals, showers) than the existing buildings which are undersized. The newly installed water fixtures and appliances would be efficient low flow units conforming to county building requirements. The new water service line would be sized based on water demand calculations determined by the engineer. There would be no change in station staffing levels and the water demand for the project would be 1,500 gallons per day, similar to current water use levels.

The project would provide two fire hydrants on site, as well as fire service to building sprinklers. The fire protection water would be supplied by a new lateral to the water main. The existing water meter connection providing domestic water service to the property would continue to be utilized; however, the meter will be upsized.

Power

Existing power and communication lines front the project property along Skyline Boulevard as shown in Figure 3. There is a 10-foot public utility easement that runs along the northeasterly property line and then cuts through the site. Power pole locations are noted on the Site Plan

(Appendix A, Sheet A1.1) and would not be affected by the proposed access driveway. No changes are proposed to the poles. The existing power lines are located at the top of the existing poles and no modifications are proposed to the power lines. The cable television and phone lines are located lower down on the existing poles. When the new access to Skyline Boulevard is installed, these lines would be too low to provide vertical clearance for the fire apparatus to pass beneath. The television and phone cables are proposed to be run underground beneath the new driveway, between the two existing poles.

There is no direct supply for gas to the site. Domestic water heating, cooking, drying, and space heating is currently provided by the two propane fuel tanks on site. The new facility would require approximately 27 gallons per day of propane based on the facility usage. The existing propane fuel tank would be replaced with a newer tank of larger capacity.

The Skylonda Fire Station is currently supported by an enclosed emergency diesel generator in located between the barracks and office buildings. The emergency generator is rated at 80 kilowatt (kw), 120/240 volt, 1 phase, 3 wire, with a 175 gallon sub-base fuel storage tank. Based on the size of the fuel tank, the generator can provide approximately 24 hours runtime at 100% full load.

The project would replace the existing generator with a new generator with a 125 kw, 120/208 volt, 3-phase, 4-wire system to match the incoming electrical service. An additional sub-base diesel fuel tank (500 gallon) would be added to provide a total of three days of emergency fuel supply. The existing generator would be re-purposed once normal service to the new firehouse building is online and the building is operational.

The current generator is tested once per month for a period of 30 minutes. The new generator would also be subjected to the same testing requirements.

Exterior Lighting

The existing exterior lighting system consists of incandescent floodlights and high intensity discharge (HID) wallpacks that are mounted to the building facade. There are some incandescent pole luminaires and high pressure sodium street pole luminaires serving pedestrian walkways. As part of the new construction, pole-mounted LEDs (light emitting diodes) would be provided to illuminate the parking areas and pedestrian walkways. LED building-mounted lighting would be provided at entry areas. All exterior lighting would be shielded to direct light in a downward direction and to prevent off-site light spill. All exterior lighting would be controlled via photocell and lighting control panel.

Landscaping

Oak, madrone, fir, and redwood trees would be removed from the site to accommodate the new firehouse building, driveway access from Skyline Boulevard, retaining walls, and parking areas. The proposed site plan requires removal of ten trees as shown on the Planting Plan (Appendix A, Sheet L1.0). Five of these are significant trees as defined by the County's Significant Tree Ordinance (see Biology, Section 3.4.2). The number of trees removed could vary slightly dependent upon the final configuration of the site plan. Replacement trees and additional vegetation would be installed as shown in the Planting Plan.

2.4.2 Grading and Drainage

Earthwork

The apparatus building is situated roughly 15 feet below the Skyline Boulevard road elevation (see Existing Site Conditions in Appendix A, Sheet C-2). The new driveway would be constructed on engineered imported fill at a maximum 15 percent slope ramping up to Skyline Boulevard. Because Skyline is at a much higher elevation than the rest of the site, the new vehicular access road will require significant grading with retaining walls. A retaining wall of variable height would be constructed along the eastern side of the new Skyline Boulevard

access driveway (see Grading Plan in Appendix A, Sheets C-4, C-5). A retaining wall up to eight feet high would be needed along the southern top of slope adjacent to the existing driveway.

Cut and fill requirements would be determined once the grading plans are finalized. For conceptual analysis purposes, the DBE estimates roughly 2,600 cubic yards of fill would be imported for the new driveway access, parking areas, miscellaneous fill adjacent to the building, the storm water treatment planter, and some conform slopes.

Storm Water Drainage

Storm water drainage from the developed areas of the site would be collected and detained on site per the County's LEED C.3 requirements. Storm water treatment (bioretention) basins would be utilized as indicated in the Erosion Control Plan (Appendix A, Sheet C-6).

The construction activities would disturb roughly 52,000 square feet (36,000 square feet impervious surface and 16,000 square feet pervious surface). This includes the new building and parking areas, new driveway, re-constructed existing access road, and demolition the existing office and barracks buildings. Roughly 41,500 square feet of the project disturbance zone occurs with the footprint of existing facilities. The remaining 10,500 square feet is the undisturbed area likely to be developed with the new driveway and firehouse building, leach system, slopes, basin, and swales.

Project construction would result in the net removal of 3,500 square feet of old impervious surfaces to the fire station property. These surfaces would be replaced by naturalized landscaping.

2.4.3 Building Demolition

The existing barracks building would remain in use by fire station personnel until the new replacement building is completed and available for occupancy. A temporary structure to house the fire apparatus, as well as a temporary office trailer would be provided during construction to support existing fire station operations as described in Section 2.5 below. Once staff has moved into the new building, the old barracks would be demolished. Building materials containing hazardous substances would be removed by qualified contractors. See Hazardous Materials (Section 3.8) for further discussion.

2.5 CONSTRUCTION ACTIVITY

2.5.1 Site Logistics and Project Phasing

The County anticipates project construction would occur during a twelve month period commencing in Spring 2016 with completion estimated in May 2017. Construction activities would typically occur Monday to Friday, from 7:00 AM to 4:00 PM. Off-hours and weekend work would be avoided unless prior accommodations have been submitted and approved.

As an Essential Services Facility, the Skylonda Fire Station shall remain operational at all times during the construction of the improvements. Based on this requirement a phased construction implementation is required. The phasing plan is presented in the Equipment and Site Phasing Plan (Appendix A, Sheet A3.5). The two phases are described below and summarized in Table 2. Prior to start of construction, the Design Build team would finalize the site logistics plan in consultation with all the stakeholders on this project. The goal will be to maintain facility operations during the construction period in the least disruptive manner as possible.

Phase 1

Phase 1 represents 90% of all the project improvements for the new fire station facility. As depicted in the Phase 1 Equipment and Site Staging Plan (Appendix A, Sheet A3.5), temporary fencing would be used to isolate the entire working area (Appendix A, Sheet A3.5, Note 6). The Phase 1 area includes the new firehouse building, reserve apparatus building, new entryway off of Skyline Boulevard, and 75% of all site access and paving requirements within the site.

The current office building would be vacated and this function would be temporarily hosted in a trailer equipped to provide all the needs that the current office offers (Appendix A, Sheet A3.5, Note 8). Site access from Linwood Way would be limited to fueling operations from the existing fuel tank to remain. Facility access would remain available from the AC paved road that runs from Alice's Restaurant up to the edge of the construction fence. The current barracks building would remain in use and fully operational during the Phase 1 construction.

The apparatus building would be demolished in Phase 1. A temporary apparatus structure would be located off Blakewood Way (Appendix A, Sheet A3.5) near the water reservoir on property owned by Skylonda Mutual Water Company. This temporary apparatus location is a flat gravel site and grading or demolition would not be needed. A base material pad may be provided if deemed necessary.

The temporary apparatus structure would be approximately 16 feet wide and the length would be approximately 70 feet long, with a minimum clear opening of 12 feet high. The structure would be either a canopy tent like structure that is pre-engineered and consist of aluminum frame and weather proof fabric skin, or a custom built metal roof structure with chain link side walls that are covered with heavy duty weather proof fabric. Both options would create a fully enclosed and secure environment. The structure would have swing or fold gates at both ends that would have pad locks for security. The area would be appropriately lighted at each end. Power and necessary utilities would be provided accordingly. Secure storage containers would be placed next to the current barracks building to help off-set storage needs in lieu of not having the existing apparatus structure useable.

Fire personnel would access the temporary apparatus structure via the current access stairs directly adjacent to their barracks building and follow on the dirt path that currently exists which leads to Blakewood.

The vehicle re-fueling area would remain in the same location and be accessible during construction (Appendix A, Sheet A3.5, Note 4), and as such, access off Linwood Way would be maintained at all times. A gravel pad (Appendix A, Sheet A3.5, Note 13) would be constructed to provide a vehicle wash area which captures and treats excess wash water. Access would be maintained by creative traffic control and utilizing trench plates, portable gas tanks, and drivable water trucks to facilitate washing needs.

Utilities would be closely coordinated for new point of connections and/or temporary accommodations. All outages would be coordinated as to not hamper the daily operations of the existing facility. If needed, temporary utility sources would be secured such as, water trucks for domestic water use, towable septic tanks and pumping systems, temporary propane tanks for gas use, and portable generators to supplement any electrical switch-overs and outages. Throughout the entire Phase 1, the construction superintendent would communicate daily with the County and fire station contacts on site, and receive advance clearance of any and all interruptions in site utilities. Additionally, the construction superintendent would communicate a daily, weekly and three-week look ahead schedule to keep the County and fire station staff informed at all times.

At the completion of Phase 1, the firehouse and reserve apparatus buildings would be ready for occupancy. Fire station personnel and equipment would be moved in from the current barracks, temporary office trailer, and temporary apparatus structure.

Phase 2

Once Phase 1 is completed, the DBE would demobilize the Phase 1 temporary facilities and stage the temporary facilities for Phase 2. All Phase 1 site fencing and temporary building facilities would be removed. All temporary utilities would be drawn off the permanent new infrastructures. The new facility would house and perform 100% of its desired operational needs. The new ingress and egress for the facility apparatuses and employees would be via newly constructed entry aprons at both Linwood Way and Skyline Blvd. During Phase 2, no site

access would be available from the current AC road entry adjacent to Alice's Restaurant. Temporary site access for fire station visitors would be relocated to Linwood Way. The DBE would create an access area across from the vehicle wash station on the property. Pedestrian control would be managed with temporary signage navigating visitors to the fire station office.

Phase 2 construction would consist of demolishing the remaining existing facilities, constructing the staff and visitor parking areas, repaving a portion of the AC roadway, and minimal landscape improvements in that direct area. The Phase 2 work area would be delineated with temporary site fencing so as to not disrupt any of the daily functions of the new facility. All areas used for temporary facilities or areas that have been demolished and are not proposed for hardscape improvements would be returned back to a desired state consistent with previous conditions and the Planting Plan (Appendix A, Sheet L1.0).

Table 2. Construction Activity and Phasing

Phase 1	
Construction Activity	• Demo, Clearing & Grubbing: removal of pre-selected tress and asphalt and existing building not associated with phase 1 temporary facilities • Grading and Underground Utilities: minimal export with a balanced earthwork quantity, installing major septic system components and points of connection for major utilities • Foundation and Site Wall Structures: partial pier foundation, conventional foundation and CMU wall structures • Framing Systems, Structural Steel Elements: wood frame main building with minimal structural steel, pre-engineered building for reserve apparatus building • Roofing and Siding: standing seam metal roofing for both buildings, hardy board and CMU siding elements and standing seam insulated wall panels at reserve building • Utility Rough in/Site Work: plumbing, mechanical and electrical rough-in throughout, all site paving and hardscape components • Building Finishes & Landscape: all interior wall finishes and utility finishes, appliances and floor finishes and all outdoor landscape and finishes • Punch List and FFE: site walk/punch list items, commissioning, training and installation of all furnishings
Equipment	• Average main daily equipment on site will be ½ ton trucks, 1 ton trucks, skip loader, forklifts, and water trucks for dust control. Site delivery trucks that will be accompanied by flagmen. • Heavy daily equipment on site will be semi-dump trucks for grading and excavation needs, concrete trucks on concrete placement days, cranes and semi-truck flat beds on framing and heavy material delivery days.
Personnel	• Average daily workers on site will range from 15-20. • Heavy work force days on site will range from 20-35.
Phase 2	
Construction Activity	• Temporary Structures: removal of Phase 1 site fencing and temporary building facilities • Temporary Access Road: relocate temporary visitor access to site off Linwood Way across from the vehicle wash, establish temporary pedestrian signage navigating them to the office. • Existing Structures: demolishing the remaining existing facilities, • Parking and Access: constructing the staff and visitor parking areas, repaving a portion of the AC roadway • Minimal landscape improvements

Equipment	• Mid-size Excavator/dozer for demolition of the buildings and hardscape • Backhoe for CMU wall footings excavation and backfill and continuation of any wet or dry utilities • Skip loader for site hardscape sub grade • Several 10-wheel end dumps for demo and new material hauling-Small asphalt paving apparatus • Several 1-ton work trucks to supplement individual subcontractors tools and equipment needs • 2-ton water truck needed intermittently for dust and moisture control
Personnel	• Average daily workers on site will range from 5-10. • Heavy work force days on site will range from 10-15.

2.5.2 Construction Equipment and Staging

Construction activity and equipment requirements are shown in Table 2. Typical on-site equipment would include trucks, skip loader, forklifts, and water truck. Additional equipment would be brought in when needed such as concrete trucks, semi-truck flat beds, cranes, excavator, and backhoe. Work force on the project site would range from 15 to 35 during Phase 1 and 5-15 during Phase 2. The project could result in the import of 2,600 cubic yards of fill soil. Assuming 20 cubic yards per truck, importing 2,600 cubic yards of soil would generate 130 haul truck trips. An additional 20 trucks for deliveries are estimated to occur to and from the site for equipment mobilization and material deliveries.

2.6 BEST MANAGEMENT PRACTICES INCORPORATED INTO PROJECT

The County incorporates Best Management Practices (BMPs) into the planning, design, construction, operation and maintenance of its projects to minimize the potential adverse effects of the project on the surrounding community and the environment. The BMPs identified in Table 3 would be included in all Skylonda Fire Station construction documents, and are considered part of the project and not mitigation measures.

Table 3. Best Management Practices Incorporated into the Skylonda Fire Station Replacement Project

Air Quality	The County and/or its contractor shall implement the following BAAQMD Basic Construction Mitigation Measures during project construction: 1) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2) All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4) All vehicle speeds on unpaved roads shall be limited to 15 mph. 5) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 7) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specification. All equipment shall be checked by a certified visible emissions evaluator.

Table 3. Best Management Practices Incorporated into the Skylonda Fire Station Replacement Project

	8) Post a publicly visible sign with the telephone number and person to contact at the County Department of Public Works regarding dust complaints. The Department of Public Works shall respond and take corrective action within 48 hours. The publicly visible sign shall also include the contact phone number for the Bay Area Air Quality Management District to ensure compliance with applicable regulations.
Cultural Resources	The County and/or its contractor shall implement the following Best Management Practices during project construction to avoid potential impacts on unanticipated and previously unknown cultural resources: 1) In the event that any archaeological or paleontological resources are encountered at any time during construction, it will be the responsibility of the construction/project manager to stop work within 50 feet of any discovery and contact a qualified archaeologist. Work in the area shall be suspended until the archaeologist prepares a plan for the evaluation of the resource and the plan is submitted to the County for approval. 2) Pursuant to Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code of the State of California, in the event of the discovery of human remains during construction, the construction manager shall stop work and notify the San Mateo County Coroner. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the Native American Heritage Commission (NAHC) who shall attempt to identify descendants of the deceased.
Storm Water and Drainage Control	The County and/or its contractor shall prepare and implement a storm water and drainage control plan in compliance with the San Mateo Countywide Water Pollution Prevention Program, Provision C.3 of the County's Municipal Regional Stormwater NPDES Permit. The plan shall specify best management practices for the control and prevention of storm water pollution. The plan shall address both construction-phase and post-construction pollutant impacts from development. Construction-phase measures shall include: erosion control measures such as installing fiber rolls, silt fences, gravel bags, or other erosion control devices around and/or downslope of work areas and around storm drains prior to earthwork and before the onset of any anticipated storm events; monitoring and maintaining all erosion and sediment control devices; designating a location away from storm drains when refueling or maintaining equipment; scheduling grading and excavation during dry weather; and removing vegetation only when absolutely necessary. Post-construction drainage controls shall be specified to capture and treat storm water onsite.
Noise	The construction contractor shall implement measures to reduce the noise levels generated by construction equipment operating at the project site during project grading and construction phases. The construction contractor shall include in construction contracts the following requirements or measures shown in the sole discretion of the Community Development Director to be equally effective: 1) Hours of construction activity shall be limited to Monday to Friday, from 7:00 AM to 6:00 PM, and Saturdays 9:00 AM to 5:00 PM in accordance with the County of San Mateo Ordinance Code. 2) All construction equipment shall be equipped with improved noise muffling, and maintain the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine isolators in good working condition.

Table 3. Best Management Practices Incorporated into the Skylonda Fire Station Replacement Project	
	3) Stationary construction equipment that generates noise levels in excess of 65 dBA Leq shall be located as far away from existing residential areas as possible. 4) Heavy-duty vehicle storage and start-up areas shall be located as far away from occupied residences where feasible. 5) All equipment shall be turned off if not in use for more than five minutes. 6) Drilled piles or the use of sonic or vibratory pile drivers shall be used instead of impact pile drivers. 7) Prior to the commencement of grading or construction at the project site, an information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. The County shall rectify all received complaints within 24 hours of their receipt.

2.7 REQUIRED APPROVALS

2.7.1 San Mateo County

The following approvals are required by the County of San Mateo:

1) Mitigated Negative Declaration, pursuant to the California Environmental Quality Act (CEQA). Approval by County Planning Commission.
2) Grading Permit to perform earthwork operations in a State Highway Scenic Corridor. Includes site improvements of tree removal and septic system. Approval by County Planning Commission.
3) Individual Onsite Wastewater Treatment and Disposal System Permit for the installation of a new septic tank along with new drain lines. Approval by County Environmental Health Division. Also approval by the County Planning Commission as part of site improvements under the Grading Permit.
4) Aboveground Fuel Storage Tank Permits for the new diesel fuel storage tanks supporting the emergency generator. Approval by the County Environmental Health Division. Also approval by the County Planning Commission as part of site improvements under the Grading Permit.

2.7.2 Responsible Agencies

The following agencies have approval authority over the Skylonda Fire Station Replacement Project and are considered responsible agencies under CEQA.

Bay Area Air Quality Management District (BAAQMD): Installation of a new diesel generator requires a Permit to Operate.

California Department of Transportation (Caltrans): Construction of the new fire station driveway connection to Skyline Boulevard (State Route 35) requires an Encroachment Permit.

California Regional Water Quality Control Board (RWQCB): Site disturbance of greater than one requires approval of a Storm Water Pollution Prevention Plan (SWPPP) per the State's Construction General Permit.

Chapter 3. Environmental Checklist and Responses

1. Project Title: Skylonda Fire Station No. 58 Replacement Project

2. Lead Agency Name and Address: San Mateo County
Department of Public Works
555 County Center, Fifth Floor
Redwood City, CA 94063

3. Contact Person and Phone Number: Theresa Yee, Capital Projects Manager
(650) 363-4100

4. Project Location: 17290 Skyline Boulevard, Woodside, CA 94062

5. Assessor's Parcel No.: 075-094-010 and 075-101-010

6. Project Sponsor's Name and Address: San Mateo County
Department of Public Works
555 County Center, Fifth Floor
Redwood City, CA 94063

7. General Plan Designation: Low Density Residential Rural

8. Zoning: Residential (R-1)/Combining District (S-10)

9. Description of the Project: Project involves construction of a barracks/office building, demolition of existing barracks and office buildings, construction of new station access to Skyline Boulevard, and improvements to the existing septic drain lines. See Chapter 2 for full project description.

10. Surrounding Land Uses and Setting: The project site is located at the urban rural interface in unincorporated Woodside. The area is primarily residential with some commercial. The project site fronts Skyline Boulevard which is a designated state scenic highway.

11. Other Public Agencies Whose Approval is Required: Caltrans Encroachment Permit is required for construction of the new station access from Skyline Boulevard (State Route 35).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐	Aesthetics	☐	Greenhouse Gas Emissions	☐	Population/Housing
☐	Agricultural and Forestry Resources	☒	Hazards and Hazardous Materials	☐	Public Services
☐	Air Quality	☐	Hydrology/Water Quality	☐	Recreation
☒	Biological Resources	☐	Land Use/Planning	☒	Transportation/Traffic
☐	Cultural Resources	☐	Mineral Resources	☐	Utilities/Service Systems
☐	Geology/Soils	☐	Noise	☒	Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.

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

☐ I find that the proposed project MAY have a potentially significant impacts or potentially significant unless mitigated@ impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

December 22, 2015
Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

4. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in 5. below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:

   a. Earlier Analysis Used. Identify and state where they are available for review.

   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c. Mitigation Measures. For effects that are “Less Than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

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3.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a significant adverse effect on a scenic vista, views from existing residential areas, public lands, water bodies, or roads?	☐	☐	☒	☐
b) Significantly damage or destroy scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Significantly degrade the existing visual character or quality of the site and its surroundings, including significant change in topography or ground surface relief features, and/or development on a ridgeline?	☐	☐	☒	☐
d) Create a new source of significant light or glare that would adversely affect day or nighttime views in the area/	☐	☐	☒	☐
e) Be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?	☐	☐	☒	☐
f) If within a Design Review District, conflict with applicable General Plan or Zoning Ordinance provisions?	☐	☐	☐	☒
g) Visually intrude into an area having natural scenic qualities?	☐	☐	☒	☐

3.1.1 Environmental Setting

Visual Character of Site Vicinity

The Skylonda Fire Station No. 58 is located at 17290 Skyline Boulevard (State Route 35), just north of the Skyline Boulevard and La Honda Road (State Route 84) intersection. Surrounding land uses consist of rural residential properties, a small water reservoir located below the project site, and a small commercial development at the Skyline Boulevard and La Honda Road intersection. Alice's Restaurant, located on the southwest corner of the intersection is a popular destination restaurant for local residents and visitors. A small gas station, deli and several other small businesses are located on the northeast corner of this intersection.

The community of Skylonda is in a heavily wooded area just off Skyline Boulevard and is developed with residential structures not readily visible from Skyline Boulevard. Architecturally diverse, these structures are generally one-story, small, cottage-type dwellings randomly situated on sloped terrain amidst dense vegetation. Building exteriors are generally of materials and colors which blend well with the landscape, such as natural wood or shingled walls, along with pitched roofs and earth tones. Vehicular access routes are narrow, winding, dirt roads. There are no sidewalks, curbs or gutters and heavy foliage provides some camouflage for utility wiring located overhead.

Visual Character of Site

The project site is approximately 2.29 acres and has been used as a fire station since the original wooden structures were built in the 1930's. The site slopes steeply down from Skyline

Blvd., south towards Blakewood Way and the Skylonda Mutual Water Company reservoir. Much of the site has been disturbed with past grading to create level roadways and building areas. Site development features are located in the portion of the site closest to Skyline Blvd. The lower portions of the site appear to be a natural slope with annual grasses and trees.

Figure 4 shows photographs of the site and immediate vicinity. The photos clearly show how past grading of the site has created a terraced layout with a natural slope running down a short distance from Skyline Blvd. to a retaining wall that starts at the right-of-way by Alice's Restaurant and travels parallel to Skyline Blvd. to the office building. The height of the wall varies from just a few feet by Alice's Restaurant to well over six feet high by the office building (Figure 4, Photographs 2-4).

The existing facilities include the original office and barracks structures which were constructed in 1939, and an apparatus building which is assumed to have been constructed around 1950. The office and barracks are wood-framed buildings, tucked up close to the graded slope and retaining wall. These relatively small red and white buildings are unobtrusive from Skyline Boulevard because of the elevation difference, the small footprint the buildings occupy, and intervening vegetation. These buildings do not intrude visually into the State Scenic Highway scenic corridor (Figure 4, Photographs 13-16). The apparatus building is a pre-engineered metal building painted a tan color. It is clearly visible within the scenic corridor of Skyline Boulevard (Figure 4, Photographs 4, 13-14).

Pavement on the site consists of the two driveway entrances, and a road running past the existing office and barracks buildings and a large paved area in front of the apparatus building. Power and telephone lines run along the portion of the property fronting Skyline Boulevard. There is a 250-gallon propane tank south of the apparatus building and a 500-gallon propane tank between the office and barracks buildings.

Vegetation on site consists mostly of trees and shrubs growing in a natural manner (not formally landscaped). The vegetation is generally consistent with vegetation types found throughout the Coast Range Mountains and is comparable with vegetation growing in the immediate Skylonda area. Vegetation consists of mature redwood, cedar, fir, pine, and oak trees growing throughout the property. Figure 4 shows the wooded nature of the site and the surrounding vicinity. Because the canopy of the mature trees is above eye level, the vegetation on site does not provide dense screening of the site from Skyline Boulevard.

Scenic Roads

Skylonda Fire Station No. 58 is located in the scenic Coast Range Mountain area of San Mateo County. The Coast Range Mountains area is known for densely forested hillsides and valleys, sweeping views west to the coastline, and low density rural development. Skyline Boulevard is a designated State Scenic Highway and County Scenic Corridor between State Route 92 to the north and the Santa Clara County line to the south. The San Mateo County General Plan Scenic Corridors Map shows the designated Scenic Corridor extending on either side of the highway (page 4.12 of the General Plan). Skyline Boulevard is a popular destination for motorists, motorcyclists and bicyclists seeking a scenic experience and the opportunity to stop at popular rest stops, vista points and food and beverage establishments. On weekends, traffic volumes on Skyline Boulevard and Woodside/La Honda Road swell dramatically with people seeking a rural setting and a scenic experience.

La Honda Road (State Route 84) between Woodside Road in Woodside and Cabrillo Highway (State Route 1) at San Gregorio is a County Scenic Roadway. The road climbs the eastern flank of the Santa Cruz Mountains from Woodside, La Honda Road provides a major access route to Skyline Boulevard and the Pacific Ocean. It is a winding mountain road until it turns westward past the community of La Honda, where it passes alongside Sam McDonald County Park and enters the broad San Gregorio Valley on its way to the ocean. Interesting views of open and wooded areas can be seen from the roadway.

The San Mateo County General Plan defines "public view" as the range of vision from a public road or other public facility. The project site is part of the public view from Skyline Boulevard. The site is below the elevation of Skyline Boulevard and is not part of a ridgeline. Site features do not intrude on the view of the skyline.

Sensitive Receptors

The project site is located in the scenic corridor of Skyline Boulevard, a designated State Scenic Highway and County Scenic Corridor. Motorists traveling along Skyline Boulevard adjacent to the project site view the existing buildings below the elevation of Skyline Boulevard and under the tree canopy. The existing site buildings are only visible to motorists when they are close to or immediately adjacent to the property; when viewed from a distance, existing site features are not visible.

Other sensitive visual receptors to development within the project site are the adjacent residences on Linwood and Blakewood Ways. These residences are north and northwest of the project site and mostly do not have open views into the site because of fences and vegetation. While most of these homes appear to have limited views of the project site, they would be sensitive to the visual changes that would occur under the proposed project.

The site is not visible from public lands, particularly park lands, or water bodies. The Skylonda Mutual Water Company reservoir located west and below the project site is not used for public recreation and there are no receptors on or around the reservoir.

3.1.2 Regulatory Setting

San Mateo County General Plan

The San Mateo County General Plan, adopted by the County Board of Supervisors in 1986, contains policies that manage and protect sensitive visual resources and regulate development. Table 4 lists policies of the San Mateo County General Plan Visual Resources Element pertaining to visual quality.

Table 4. San Mateo County General Plan Visual Policies

GOALS AND OBJECTIVES
4.1 Protection of Visual Quality
a. Protect and enhance the natural visual quality of San Mateo County. b. Encourage positive visual quality for all development and minimize adverse visual impacts
4.3 Protection of Vegetation. Minimize the removal of visually significant trees and vegetation to accommodate structural development.
4.4 Appearance of Rural and Urban Development. Promote aesthetically pleasing development in rural and urban areas.
4.15 Appearance of New Development.
a. Regulate development to promote and enhance good design, site relationships and other aesthetic considerations
4.21 Utility Structures. Minimize the adverse visual quality of utility structures, including roads, roadway and building signs, overhead wires, utility poles, T.V. antennae, distributed energy resources, solar water heaters, and satellite dishes.
4.22 Scenic Corridors. Protect and enhance the visual quality of scenic corridors by managing the location and appearance of structural development.
4.25 Location of Structures
a. Locate, site and design all structures and paved areas to carefully conform with the natural vegetation, landforms and topography of the site so that their presence is compatible with the pre-existing character of the site.

b. Locate and design future structures to minimize the impacts of noise, light, glare and odors on adjacent properties and roads.
c. Locate structures adjacent to or in forested areas rather than in open grasslands, wherever possible and make compatible with timber harvesting activities and use of solar energy.

4.26 Earthwork Operations

a. Keep grading or earth-moving operations to a minimum.
b. Where grading is necessary, make graded areas blend with adjacent landforms through the use of contour grading rather than harsh cutting or terracing of the site.

4.28 Ridgelines and Skyline

a. Discourage structures on open ridgelines and skylines, when seen as part of a public view in order to preserve visual integrity.
b. Allow structures on open ridgelines and skylines as part of a public view when no alternative building site exists.
c. Require structures on ridgelines in forested areas, which are part of a public view to: (1) blend with the existing silhouette; (2) not break or cause gaps within the ridgeline silhouette by removing tree masses; and (3) relate to the ridgeline form.
d. Define public view as a range of vision from a public road or other public facility.

4.29 Trees and Vegetation

a. Preserve trees and natural vegetation except where removal is required for approved development or safety.
b. Replace vegetation and trees removed during construction wherever possible. Use native plant materials or vegetation compatible with the surrounding vegetation, climate, soil, ecological characteristics of the region and acceptable to the California Department of Forestry.
c. Provide special protection to large and native trees.

4.30 Landscaping and Screening

a. Provide a smooth transition between development and adjacent forested or open space areas through the use of landscaping.
b. Limit landscaping in open grasslands to areas immediately surrounding structures.
c. Where it is appropriate to screen uses from view, use natural vegetation rather than solid fencing.

SCENIC ROADS AND CORRIDORS

4.44 Road Design and Construction

a. Require the design and construction of new roads and road improvements to be sensitive to the visual qualities and character of the scenic corridor. This includes width, alignment, grade, slope, grading, and drainage facilities.

ARCHITECTURAL DESIGN STANDARDS FOR RURAL SCENIC CORRIDORS

4.48 Topography and Vegetation. Design structures which conform to the natural topography and blend rather than conflict with the natural vegetation.

4.49 Scale. Design structures which are compatible in size and scale with their building site and surrounding environment, including adjacent man-made or natural features.

4.50 Lot Coverage. Limit lot coverage for parcels five acres or less in size in rural areas.

4.51 Stack, Vents and Antennae. Group stacks, vents, antennae, satellite dishes and other equipment together, to the extent feasible, and place them in the least viewable location. Where appropriate, screen antennae and satellite dishes from view.

4.52 Colors and Materials. Depending on the design problems of the site, use colors and materials which: (1) blend with or complement the surrounding natural environment, (2) do not dominate or overpower the site, (3) are compatible with the size, scale, and architectural style of the structure, and (4) with the exception of greenhouses, are not highly reflective.

4.53 Height

a. Limit the height of structures or appurtenances in forested areas so as not to exceed the height of the forest canopy.

4.54 Accessory Structures. Design accessory structures to be:
a. Architecturally compatible with main structures; and
b. Where feasible, located in the immediate vicinity of main structures.

SITE PLANNING FOR RURAL SCENIC CORRIDORS

4.56 Building Setbacks

a. Prevent the obstruction of important views by setting buildings in rural scenic corridors back from the road right-of-way, unless topographic features or the size of the site makes it infeasible or unnecessary.
b. Consider a variety of setbacks; however, establish minimum distance.

4.58 Tree and Vegetation Removal

a. Allow the removal of trees and natural vegetation when done in accordance with existing regulations.
b. Prohibit the removal of more than 50% of the tree coverage except as allowed by permit.

4.59 Views. To the extent practicable, locate development in scenic corridors so it does not obstruct views from scenic roads or disrupt the visual harmony of the natural landscape.

4.60 Outdoor Lighting. Minimize exterior lighting in scenic corridors and, where used, employ warm colors rather than cool tones and shield the scenic corridor from glare.

4.61 Roads and Driveways

a. Design and construct new roads, road improvements and driveways to be sensitive to the visual qualities and character of the scenic corridor, including such factors as width, alignment, grade, slope, grading and drainage facilities.
b. Limit number of access roads connecting to a scenic road to the greatest extent possible.
c. Share driveways where possible to reduce the number of entries onto scenic roads.

4.62 Parking and Paved Areas. Integrate paved areas with their site, encourage the use of alternative paving technologies that minimize hardscape, and landscape and/or screen them to reduce visual impact from the scenic corridor.

4.63 Storage Areas. Screen areas used for the storage of equipment, supplies or debris by fencing, landscaping or other means so they are not visible from scenic roadways, trails, parks, and neighborhoods.

4.64 Utilities in State Scenic Corridors

a. Install new distribution lines underground.
b. Install existing overhead distribution lines underground where they are required to be relocated in conjunction with street improvements, new utility construction, etc.
c. Consider exceptions where it is not physically practical due to topographic features; however, utilities should not be substantially visible from any public road or developed public trail.

General Plan – Skyline Area Plan

In 1985 San Mateo County adopted a plan to address and resolve the local issues and unique physical and land use situations found in the Skyline Boulevard area. The Skyline Area Plan serves to guide decisions about the physical development of the community and allows for specific, local application of the more broad based policies contained in the County General Plan.

The Skyline Area Plan specifies the following land use policy relevant to the aesthetic quality of the project area.

Land Use Policies:

Open Space Character: Preserve the open space character of the Skyline-Santa Cruz Mountain area by:

A) Preserving and protecting the visual, timber and watershed resources which give the area its unique resources.

San Mateo County Design Review Standards for Architectural and Site Control, Skyline Scenic Corridor

Projects located in a scenic corridor of a designated State Scenic Highway are subject to an architectural review process requiring County planning staff review of proposed project plans and approval by the Planning Commission. The County has published Standards for Architectural and Site Control specific to the Skyline Design Review District. These standards, implemented as policy direction, are designed to protect the rural character of the Skyline area by controlling the design and appearance of structures and equipment located within the scenic corridor.

The purpose of architectural and site review is to promote the preservation of the visual character of the Skyline Scenic Corridor in accordance with the requirements of the State Scenic Highways System. The County action to protect the aesthetic appearance of the scenic corridor, the band of land generally adjacent to the highway right-of-way, may include, but not be limited to (1) regulation of land use and intensity (density) of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earth moving and landscaping; and (4) the design and appearance of structures and equipment.

Preventing the erection of structures, additions or alterations which do not properly relate to their-sites or to the rural character of the Skyline area is a prime consideration in these guidelines. it is not the purpose of architectural and site review to stifle individual initiative in the design of any particular building; rather, it is the intent to achieve the overall objective of preserving the natural character of Skyline Boulevard, a State Scenic Highway, and the Skyline area.

The Skylonda Fire Station is located within a state highway scenic corridor. The fire station is a County facility and the project is a continuation of an existing use. County planning staff has determined that the project is exempt from County zoning requirements and therefore exempt from an Architectural Review Permit which is implemented through the county zoning code. Exemption from an Architectural Review Permit exempts the project from the Skyline Architectural Standards & Site Control requirements, since enforcement of the Standards are through the issuance of an Architectural Review Permit. The Skylonda Fire Station Replacement Project must still comply with County General Plan policies governing protection of visual quality and scenic corridors as shown in Table 4.

Town of Woodside Skylonda Area Center Plan

The Skylonda Center Area Plan governs the commercial area in the Town of Woodside immediately adjacent to the Skylonda Fire Station. The Town has prepared the Skylonda Center Area Plan to address the unique planning needs of the Skylonda area. The Skylonda Center Area Plan covers the intersection of Woodside/La Honda Road (State Route 84) and Skyline Boulevard (State Route 35) and the commercial areas surrounding that intersection including Alice's Restaurant and the collection of small businesses.

The Skylonda Center Area Plan is intended to amplify, augment and further the policies and proposals set forth in the General Plan. The Plan is to be used as a guide to expansion and replacement of existing structures and facilities and the establishment of new structures and facilities. It provides a framework for gradual changes in the area which will take place over a period of time. It is desired that the Skylonda Center maintain the existing physical scale and

visual informality and that all commercial activities be physically quiet, and have low visual impact.

The Skylonda Center Area Plan contains policies and guidelines that relate to the aesthetic character of the area including policies addressing architectural character of buildings, the scale of new development, building materials, landscaping, and the placement of signs and lighting. While the Town policies do not apply to the project, the Town is interested in protecting and preserving the visual character of the broader Skylonda area and the intent of the Plan's policies are similar to those in San Mateo County's Standards for Architectural and Site Control.

3.1.3 Discussion

Would the proposed project:

a) Have a significant adverse effect on a scenic vista, views from existing residential areas, public lands, water bodies, or roads?

Less Than Significant Impact. The Skylonda Fire Station site is located within the scenic corridor of a state highway (Skyline Boulevard). Views into the site from the scenic highway are limited due to vegetation and the lower site elevations (see Figure 4, Photographs 13-16) and Site Section in Appendix A, Sheet A3.6). Because the fire station property is located 15 feet below the elevation of Skyline Boulevard it occupies a small part of the public view from the roadway. The two residences on Linwood Way adjacent to the project property have direct views of the existing apparatus building and associated pavement (Figure 4, Photographs 18 and 19). Blakewood Way residences do not have existing views of the fire station buildings. The apparatus building is partially visible on Blakewood Way near its intersection with Linwood Way.

The proposed firehouse structure would be designed as a two-story building constructed at grade level across from the existing apparatus building. The building pad would be situated at the top of the existing slope which descends to Blakewood Way (see Grading Plan in Appendix A, Sheet C-4). The proposed building height of 33 feet would comply with the County R-1/S-10 zoning district which permits a maximum building height of 36 feet. A second building for reserve apparatus would be constructed in the current location of the existing apparatus building. The architectural design of both building structures is shown in Exterior Renderings (Appendix A, Sheet A3.4). The new apparatus structure would be roughly half the size of the current apparatus building and approximately the same height of 18 feet with a maximum roof height of 23 feet. Both the firehouse and apparatus buildings would be constructed at grade level, thus requiring minimal grading.

The firehouse building has been designed with multiple rooflines and both vertical and horizontal exterior material detail to provide architectural detail and break up the building mass appearance as shown in Exterior Elevations (Appendix A, Sheets A3.1, A3.2, and A3.3). The selection of building materials would be natural, rustic, and harmonious with the wooded surroundings to minimize visual impacts. The colors of the building materials would be subdued, natural earth tones as shown in the Building Rendering (Appendix A, Sheet A3.4). Proposed building materials are not bright, reflective, or contrasting to the natural setting and do not result in a high visibility of the site development features. The final building designs have been review by County Planning Staff and determined to be fully consistent with General Plan policies protecting visual quality. Both the siting of the proposed firehouse and reserve apparatus buildings on the property, the architectural design, and the selection of materials and colors result in a minimal impact of building construction upon views from the Skyline Boulevard scenic corridor. The new building would be visible but not a prominent feature in the scenic corridor of Skyline Boulevard.

Construction of the new access driveway with Skyline Boulevard would require substantial grading and fill placement to obtain the correct grade for emergency vehicles. This new driveway connection would create a brief visual disruption along an otherwise tree-lined linear travel corridor. The driveway would not be visible from long distances; the affected area of the

scenic corridor would be limited to the immediate vicinity of the driveway. The proposed planting of 36-inch box trees near the driveway as shown in the Planting Plan (Appendix A, Sheet L1.0) would soften the view and mitigate the effect to a less-than-significant level.

Driveway and parking area construction would remove ten mature trees, five of which are considered significant trees under the San Mateo County Significant Tree Ordinance (Biological Resources, Section 3.4). Removal of this many trees could likely alter the wooded nature of the site and noticeably reduce the existing tree canopy. Proposed tree replacement and protection of remaining trees would avoid a permanent loss in tree canopy and provide screening of the new building and pavement areas. This would reduce the visibility of site development and the overall change in visual character to a less-than-significant level.

Residential views on Linwood Way are more directly impacted by the new building construction than the Skyline Boulevard corridor due to the direct open views into the project site (Figure 4, Photographs 18 and 19).The view would change from an apparatus building and expansive pavement to a smaller apparatus building and a two-story firehouse. A cross-section of the site from the Linwood Way view is shown in Site Section (Appendix A, Sheet A3.6). Landscaping proposed along Linwood Way (see Planting Plan in Appendix A, Sheet L1.0) would improve site screening and soften views. The new firehouse and apparatus buildings would remain visible but would be architecturally attractive with colors that blend with the surrounding setting. As a result, the overall aesthetic impact of the view change along Linwood Way is considered less than significant.

b) Significantly damage or destroy scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. As described above under Response a), the project site is located in the scenic corridor of Skyline Boulevard, a designated State Scenic Highway and County Scenic Corridor. Due to intervening vegetation, the existing site buildings are only visible to Skyline Boulevard motorists when they are close to or immediately adjacent to the site. The site landform is obscured by trees and not visible from distant views along the scenic corridor. The project would result in the loss of ten mature trees which contribute to the wooded appearance of the site and are considered a scenic resource within the State Scenic Highway view corridor. The loss of trees is described in Response a) and replacement trees are prescribed in the Planting Plan (Appendix A, Sheet L1.0). With tree replacement, the loss of the scenic resource is mitigated and the resulting impact is less than significant.

c) Significantly degrade the existing visual character or quality of the site and its surroundings, including significant change in topography or ground surface relief features, and/or development on a ridgeline?

Less Than Significant Impact. The proposed project would modify the visual character of the site by constructing a two-story firehouse building, apparatus building, driveway access to Skyline Boulevard, and retaining walls. Proposed site development would also remove ten mature trees and expand views into the property and increase development visibility from Skyline Boulevard. Impacts to views are discussed in Response a) above.

The project has been designed to minimize impact on visual character through avoidance of natural slopes and site design, architectural design, selected building material and colors, and replacement tree planting and landscaping. The visual character of the site is wooded rustic. This character is reflected in the architectural design of the building and the exterior building materials and colors (Exterior Rendering in Appendix A, Sheet A3.4). Trees removed for project construction would be replaced by tree plantings in locations designed to increase screening of site development from Skyline Boulevard views and Blakewood Way as shown in the Planting Plan (Appendix A, Sheet L1.0). The project would not significantly change site topography, ground relief features or propose development on a ridgeline.

d) Create a new source of significant light or glare that would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The project site contains existing night lighting associated with current use of the site. The existing exterior lighting system consists of incandescent floodlights and lights mounted to the building facade. There are some incandescent pole lights and high pressure sodium street pole luminaires serving pedestrian walkways. Some night lighting is on all night for security reasons and is controlled by a light sensor. Floodlights are used to light the area in front of the apparatus building if activities need to occur in that area after dark.

As part of the new construction, pole-mounted LEDs would be installed to illuminate vehicular driveways and pedestrian walkways. Building-mounted LEDs would be provided at entry areas. All exterior lighting will be controlled via photocell and a lighting control panel. The proposed project would not change the need for or pattern of night lighting. The change in the firehouse building location on the project site would move building lighting from the current structures screened from Skyline Boulevard views by trees and slope, out into the open area of the property. The new firehouse building would be larger and taller than existing buildings and would create more light from windows and around the exterior of the building than under existing conditions. Building windows are oriented toward Blakewood Way and away from Skyline Boulevard (see Exterior Elevations in Appendix A, Sheets A3.1 and A3.2). Interior illumination from the firehouse building is unlikely to impact Skyline Boulevard or adjacent properties.

Exterior night lighting would be designed to be energy efficient and would be required to have features that constrain the light within the site as much as possible. The lighting system would be consistent with San Mateo County lighting standards, which incorporate requirements to reduce the impacts of light pollution, light trespass, and glare to the surrounding area. The standards regulate lighting characteristics, such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Any overhead lighting (wall mounted) would be full cutoff lights which direct light downward and adhere to glare requirements limiting the intensity of the light. The security lighting would only be installed around the developed portions of the site. The lower, undeveloped areas of the site would not need security lighting.

General Plan Visual Policy 4.60 Outdoor Lighting, states that exterior lighting in scenic corridors should be minimized and, where used, it should employ warm colors rather than cool tones and shield the scenic corridor from glare. The proposed lighting plan would be reviewed by County planning staff prior to being permitted to ensure that the project does not create new light and glare impacts in the scenic corridor or to adjacent residences. With conformance to this General Plan policy, the impact of exterior lighting would be less than significant.

e) Be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?

Less Than Significant Impact. See response b) above.

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

No Impact. The project site is not located in a Design Review District. However, because the site is located within a scenic corridor of a designated State Scenic Highway, the project would be reviewed for compliance with the Architectural Design Standards and Site Planning for Rural Scenic Corridors policies of the General Plan.

g) Visually intrude into an area having natural scenic qualities?

Less Than Significant Impact. As described in Environmental Setting, the project site is located within a highly valued scenic area of San Mateo County and is located in the scenic corridor of a designated State Scenic Highway (Skyline Boulevard). The site is located in an area valued for its natural scenic qualities. The potential visual impacts the project may create

are described under Response a) above. The project has been designed to minimize visual intrusion along Skyline Boulevard and adjacent properties through minimized site grading and slope avoidance, setback distances, architectural relief, tree preservation, and replacement landscaping. These measures reduce the project's visual intrusion into the natural scenic qualities to a less-than-significant level.

Sources:

County of San Mateo. 1986. General Plan. Department of Planning and Building, San Mateo County, California.

County of San Mateo. 2012. Zoning Regulations. Planning and Building Department. December 2012.

County of San Mateo. 2014. Zoning Maps. Planning and Building Department. Public Site. (http://maps.smcgov.org/planning/).

County of San Mateo. 1988. Standards for Architectural and Site Controls (Skyline). Planning and Building Department.

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MWA Architects. San Mateo County Fire Station #58 Draft Facility Needs Assessment. January 10, 2014.

Town of Woodside. 2012. General Plan 2012. http://www.woodsidetown.org/planning/general-plan-2012-american-planning-association-northern-california-chapter-2014-comprehens

3.2 AGRICULTURAL AND FOREST RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:*				
a) For lands outside the Coastal Zone, convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, an existing Open Space Easement, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?	☐	☐	☐	☒
d) For lands within the Coastal Zone, convert or divide lands identified as Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or Brussels sprouts?	☐	☐	☐	☒
e) Result in damage to soil capability or loss of agricultural land?	☐	☐	☐	☒
f) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
*In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				

3.2.1 Environmental Setting

The project area is located in unincorporated San Mateo County adjacent to the Town of Woodside city limits. The project area is predominately residential with some commercial. The project site is developed as a county fire station and contains three buildings with supporting infrastructure. No farmland, forest, or timberland exists on the project site or immediate project vicinity.

3.2.2 Discussion

Would the proposed project:

a) For lands outside the Coastal Zone, convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project property is located outside of the Coastal Zone along Skyline Boulevard. The property is developed with a public facility and contains no farmland resources. The project would not convert farmland to non-agricultural use.

b) Conflict with existing zoning for agricultural use, an existing Open Space Easement, or a Williamson Act contract?

No Impact. The project property is zoned for residential use (R-1) and is developed with a public facility. The project site is not subject to and would not conflict with agricultural zoning, open space easement, or Williamson Act contract.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?

No Impact. The project would modify structures on an existing developed site. The project site does not contain farmland or forestland and would not result in conversion of these resources to non-agricultural or non-forest use.

d) For lands within the Coastal Zone, convert or divide lands identified as Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or Brussels sprouts?

No Impact. The project is not located within the Coastal Zone. The project would not affect land designated with soils suited for agricultural use.

e) Result in damage to soil capability or loss of agricultural land?

No Impact. The project would modify an existing development on the property. The project does not modify soil capability or otherwise impair use or productivity of agricultural land.

f) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The project property is zoned for residential use (R-1) and is developed with a public facility. The project site does not contain timberland resources. The property is not subject to and would not conflict with forestland or timberland zoning.

Sources:

County of San Mateo. San Mateo County Public GIS Viewer. http://maps.smcgov.org/planning/. Accessed February 6, 2015.

Town of Woodside. 2012. General Plan Land Use Element, Map LU1: General Plan Land Use Designations. http://www.woodsidetown.org/sites/default/files/fileattachments/2_land_use_element_3.pdf. Accessed February 6, 2015.

3.3 AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. *Would the project: :*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations as defined by BAAQMD?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
f) Generate pollutants (hydrocarbon, thermal odor, dust or smoke particulates, radiation, etc.) that will violate existing standards of air quality on-site or in the surrounding area?	☐	☐	☒	☐

3.3.1 Environmental and Regulatory Setting

Air quality is a function of pollutant emissions and topographic and meteorological influences. The physical features and atmospheric conditions of a landscape interact to affect the movement and dispersion of pollutants and determine its air quality.

Federal, state, and local governments control air quality through the implementation of laws, ordinances, regulations, and standards. The federal and state governments have established ambient air quality standards for “criteria” pollutants considered harmful to the environment and public health. The proposed project is located in the San Francisco Bay Area Air Basin (SFBAAB), an area of non-attainment for national and state ozone, state particulate matter (PM_{10}), and national and state fine particulate matter ($PM_{2.5}$) air quality standards (U.S. EPA 2014).

The Bay Area Air Quality Management District (BAAQMD or the District) is responsible for maintaining air quality and regulating emissions of criteria and toxic air pollutants within the SFBAAB. The BAAQMD carries out this responsibility by preparing, adopting, and implementing plans, regulations, and rules that are designed to achieve attainment of state and national air quality standards. On September 15, 2010 the BAAQMD adopted the *Bay Area 2010 Clean Air Plan (CAP)*. This plan updates the District’s *2005 Ozone Strategy* and addresses PM, toxic air contaminants (TAC), and greenhouse gas (GHG) emissions in a single, integrated document containing 55 control strategies that describe specific measures and actions that the District and its partners will implement to improve air quality, protect public health, and protect our climate. The plan measures focus on stationary and area sources, mobile sources, transportation control measures, land use, and energy and climate measures (BAAQMD 2011).

The BAAQMD has established CEQA significance thresholds for emissions resulting from construction- and operations-related activities (BAAQMD 2011). The District considers projects that exceed the District's CEQA threshold to have a significant air quality effect. The BAAQMD's CEQA Air Quality Guidelines also contain screening criteria to provide lead agencies with a conservative indication of whether a proposed project could result in potentially significant air quality impacts. Consistent with the District's guidance, if a project meets all of the screening criteria then the project would result in a less than significant air quality impact and a detailed air quality assessment is not required for the project (see Table 3.1 of *BAAQMD CEQA Air Quality Guidelines*).

Stationary Diesel Engines – Emission Regulations

In 1998, the California Air Resources Board (CARB) identified diesel particulate matter (DPM) as a TAC. To reduce public exposure to DPM, in 2000, the Board approved the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (Risk Reduction Plan) (CARB 2000). Integral to this plan is the implementation of control measures to reduce diesel PM such as the Airborne Toxic Control measures (ATCM) for stationary diesel-fueled engines. As such, diesel generators must comply with regulations under the CARB's amendments to *Airborne Toxic Control Measure for Stationary Compression Ignition Engines* (CARB 2011) and be permitted by BAAQMD.

In-Use Off-Road Diesel Vehicle Regulation

On July 26, 2007, CARB adopted a regulation to reduce DPM and NOx emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. This regulation applies to all self-propelled off-road diesel vehicles over 25 horsepower (hp) used in California and most two-engine vehicles (except on-road two-engine sweepers), which are subject to the *Regulation for In-Use Off-Road Diesel Fueled Fleets (Off-Road regulation).* Additionally, vehicles that are rented or leased (rental or leased fleets) are included in this regulation.

The Off-Road regulation:

- Imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles;
- Requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Report System DOORs) and labeled;
- Restricts the adding of older vehicles into fleets; and,
- Requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies, VDDECS (i.e., exhaust retrofits).

Existing Emissions Sources at Project Site

The existing site currently uses a 107 horsepower (80 kilowatt) diesel generator capable of producing rated voltage and output at 0.8 power factor, based upon site conditions. The active fire station includes mobile emissions from diesel-powered heavy duty vehicles, as well as operational emissions that power the building facilities. Additionally, a fire engine generates exhaust when entering or exiting the station. Large amounts of this exhaust are captured to protect worker health by diesel particulate filters.

The active fire station includes mobile emissions from diesel-powered heavy duty vehicles (fire engines), as well as operational emissions from powering the building facilities. A fire engine generates exhaust when entering or exiting the station. Large amounts of this exhaust are captured to protect worker health by diesel particulate filters on the vehicles. Fire engines must comply with California Code of Regulations Title 13 §2025 to reduce emissions of DPM, NOx, and other criteria pollutants from in-use diesel-fueled vehicles.

Sensitive Receptors

A sensitive receptor is generally defined as a location where human populations, especially children, seniors, and sick persons, are found where there is reasonable expectation of continuous human exposure to air pollutants. No sensitive receptors such as hospitals or schools are located near the project site.

Single-family residences are present at low density along Skyline Boulevard (Route 35) and the neighboring streets, including Linwood Way and Blakewood Way. The nearest residential receptors are across Linwood Way (to the northwest) and Blakewood Way (to the southwest) with approximately 30 to 40 feet between property boundaries.

3.3.2 Discussion

Would the proposed project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The proposed project would not conflict with or obstruct implementation of the BAAQMD's *2010 Clean Air Plan* (BAAQMD 2010, BAAQMD 2014a). The 2010 *CAP* includes particulate matter and ozone precursor pollutant emissions of ROGs and NOx generated from construction and mobile source activities throughout the BAAQMD in its emissions inventories and plans for achieving attainment of air quality standards (BAAQMD 2014c). The proposed project is considerably below any construction thresholds and consists of minor changes to existing operational emissions, which would ensure it is consistent with the *CAP.*

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. The proposed project would generate short-term construction and long-term operational emissions; as described below, project construction and operation would be consistent with all BAAQMD CEQA Guidelines screening criteria and would therefore not violate air quality standards, contribute to an air quality violation, or result in a significant air quality impact from project construction and operation emissions.

Short-Term Construction Emissions

Project construction would generate short-term emissions from construction activities including building demolition, vegetation removal, site grading, construction of retaining walls, road paving and parking area construction, relocation of septic leach field and utility trenching.

County Code requires all graded surfaces to be wetted or suitably contained to prevent nuisance from dust or spillage on county streets and adjacent properties. Roadways are to be used in a manner or treated so as to prevent excessive dust.

The BAAQMD CEQA Guidelines recommend a series of "basic" and "additional" measures to manage short-term construction emissions. For all projects, the BAAQMD recommends implementation of eight *Basic Construction Mitigation Measures* (BAAQMD 2011) to reduce construction emissions; these basic measures are also used to meet the BAAQMD's best management practices (BMPs) threshold of significance for construction fugitive dust emissions (i.e., the implementation of all basic construction measures renders fugitive dust impacts a less than significant impact) (BAAQMD 2011). BAAQMD Basic Control Measures would be incorporated to further reduce the less than significant construction-related air quality impacts. These measures are identified in Project Description, Section 2.5 (Table 3).
Table 5 compares the proposed project against the BAAQMD's construction screening criteria for the minimum general commercial land use criteria. The BAAQMD *CEQA Air Quality Guidelines* states that projects that are below construction screening criteria and implement the above BMPs would result in a less than significant air quality impact and do not require a construction air quality assessment.

As shown in Table 5, the proposed project is below the BAAQMD's construction screening size for industrial, residential, or commercial land use types, is consistent with all other BAAQMD screening criteria, and includes all eight, BAAQMD-recommended Basic Construction Mitigation Measures to further reduce the project's potential construction emissions. The project, therefore, would result in a less than significant air quality impact from construction emissions.

Table 5. Project Consistency with BAAQMD Screening Criteria[A]

Criterion	Requirement	Project Consistency
1) Land Use Type and Size	Project is below all commercial or industrial construction screening size of 259,000 or 277,000 sq. ft.[B]	The proposed project construction area (≤52,000 sq. ft.) [C] is less than 259,000 sq ft. (industrial threshold) or 277,000 sq ft. (residential, commercial, or governmental building threshold).
2) Basic Construction Measures	Project design and implementation includes all BAAQMD *Basic Construction Mitigation Measures*	The County will include all BAAQMD *Basic Construction Mitigation Measures* and three BAAQMD *Additional Construction Mitigation Measures* into all project-related bid, contract, engineering, and site plan documents (e.g., construction drawings).
3) Demolition	Demolition activities are consistent with BAAQMD Regulation 11, Rule 2: Asbestos Demolition, Renovation, and Manufacturing	The County is required to comply with this regulation. The County will include compliance with this regulation in all project-related bid, contract, engineering, and site plan documents (e.g., construction drawings).
4) Construction Phases	Construction does not include simultaneous occurrence of more than two construction phases (e.g., grading, paving, and building construction would occur simultaneously)	The project does not include simultaneous occurrence of more than two construction phases. The applicant will include this restriction on all project-related bid, contract, engineering, and site plan documents (e.g., construction drawings).
5) Multiple Land Uses	Construction does not include simultaneous construction of more than one land use type	The project pertains to only one type of land use.
6) Site Preparation	Construction does not require extensive site preparation	Maximum daily grading would not exceed 0.2 acres.
7) Material Transport	Construction does not require extensive material transport and considerable haul truck activity (greater than 10,000 cubic yards).	The project may require up to 2,600 cubic yards of fill. The project would not exceed the threshold of 10,000 cubic yards of material transport.

Source: BAAQMD 2011, modified by MIG|TRA 2015

[A] BAAQMD Screening Criteria from pg. 31 of BAAQMD CEQA Guidelines (BAAQMD 2011)

[B] Construction screening level size from Table 3-1 of BAAQMD CEQA Guidelines (BAAQMD 2011)

[C] Based on calculation of construction area including new firehouse, apparatus building, new and existing driveways, septic tank and leach field, new parking, and existing building demolition.

Long-Term Operational Emissions

The proposed project consists of upgrading the Skylonda Fire Station facility by replacing the existing buildings with a new firehouse and apparatus building, constructing new driveway access to Skyline Boulevard, widening the driveway entrance at Linwood Way, and relocating the septic system. No change is proposed to the staffing level, vehicle fleet, or the site functions. The existing office and barracks would remain in use by fire station personnel until the new replacement building is completed and available for occupancy.

The current 107 horsepower (80 kilowatt) backup diesel generator would be replaced with a larger, more efficient 168 horsepower (125 kilowatt) backup diesel generator. The generator would meet EPA Tier 4 Nonroad Engine Emissions standards and comply with all CARB regulations as listed in Table 6. Testing for the new generator would be conducted on the same schedule as the current generator.

Table 6. Emissions Standards for New Stationary Emergency Standby Diesel-Fueled CI Engines

100 ≤ HP ≤ 175	Model year(s)	PM g/bhp-hr (g/kW-hr)	NMHC + NOx g/bhp-hr (g/kW-hr)	CO g/bhp-hr (g/kW-hr)
100 ≤ HP ≤ 175 (75 ≤ kW ≤ 130)	2008+	0.15 (0.20)	3.5 (4.7)	3.7 (5.0)

Source: CARB 2011b

Table 7 shows the expected emissions for the generator as compared with BAAQMD CEQA Thresholds. Additionally, the net increase in emissions above baseline conditions would be lower than presented in Table 7 given that emissions already occur from the existing generator that would be replaced. The air emissions from the new equipment are exceptionally minor and result in little change of operational emissions.

Table 7. Expected Emissions for 168 hp (125 kilowatt) Generator

	PM (lbs/day)	NMHC + NOx (lbs/day)	CO (lbs/day)
Expected Project Emissions[A]	0.003	0.071	0.076
BAAQMD CEQA Threshold	54 (PM2.5) 82 (PM10)	54	N/A[B]
Significant CEQA Impact?	No	No	No

Source: CARB 2011b; modified by MIG|TRA 2015

[A] Approximate yearly use based on 20 hours of runtime - 30 minutes of testing per month, 12 months per year; plus 8 hours unexpected, emergency runtime.

[B] Not established.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. As discussed in Responses a) and b) above, the project would not result in construction or operational emissions that exceed BAAQMD thresholds of significance. In developing its CEQA significance thresholds, the BAAQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable. The BAAQMD considers project's that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant. Since the proposed project would not individually exceed any BAAQMD CEQA significance thresholds the proposed project would result in less than significant cumulative air quality impacts.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. PM2.5 would be emitted from project-related construction activities, including diesel particulate matter (DPM) emitted from the exhaust of construction equipment. Equipment with diesel engines would be used during site grading, building

construction, septic tank improvements, final paving and any landscaping activities that would occur intermittently throughout the entire construction timeline. The generation of TAC emissions from construction would be temporary, given the limitation on the hours construction is allowed to occur and the length of the construction period. Although project construction would emit criteria and TAC pollutants, these emissions would be well below the BAAQMD's construction thresholds of significance as presented in Table 7 above. In addition, construction equipment would be subject to CARB's *In-Use Off-Road Diesel Regulation* that limits idling to five minutes and requires that all equipment is running in proper condition prior to construction operations and properly maintained and tuned in accordance with manufacturer's specifications during equipment operations. These measures would reduce pollutant concentrations associated with construction activities to less than significant levels.

There is no incremental change to the existing operational source emissions because sensitive receptors within a close proximity to the fire station are already exposed to the emissions from the fire trucks, including DPM, due to the entering and exiting of fire trucks from the station. The proposed project would replace an old, facility with an upgraded building and generator. The newer facility and equipment would be more energy efficient with cleaner air quality emission technology. As such, operational emissions would not result in significant risks and hazards at sensitive receptor locations.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Odors associated with the project would be from vehicle engine idling, paving operations, and testing and potential emergency use of the diesel-powered backup generator. The odors generated by the project would be intermittent and localized in nature and would disperse quickly. Therefore, the project would not create objectionable odors affecting a substantial number of people.

f) Generate pollutants (hydrocarbon, thermal odor, dust or smoke particulates, radiation, etc.) that will violate existing standards of air quality on-site or in the surrounding area?

Less Than Significant Impact. The proposed project would generate short-term construction and long-term operational emissions; as described in Section b) above, project construction and operation would be consistent with all BAAQMD CEQA Guidelines screening criteria and would therefore not violate air quality standards, contribute to an air quality violation, or result in a significant air quality impact from project construction and operation emissions.

Sources:

Bay Area Air Quality Management District (BAAQMD). 2010. 2010 Clean Air Plan

_____. 2011. CEQA Air Quality Guidelines. May 2011.

_____. 2014a. Clean Air Plan Update website (http://www.baaqmd.gov/Divisions/Planning-and-Research/Plans/Clean-Air-Plan-Update.aspx), accessed on June 6, 2014.

_____. 2014b. Updated CEQA Guidelines website (http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx), accessed on June 5, 2014.

_____. 2014c. Ambient Air Quality Standards and Attainment Status website (http://hank.baaqmd.gov/pln/air_quality/ambient_air_quality.htm), accessed June 4, 2014.

California Air Resources Board (CARB). 2011. Criteria and toxic air contaminant plus risk data. Facility Search Engine website (http://www.arb.ca.gov/app/emsinv/facinfo/facinfo.php), accessed June 8, 2014.

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_____. 2000. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles.* Stationary Source Division Mobile Source Control Division. October 2000.

County of San Mateo Sky Londa Fire Station No. 58. *Engine Generators 263213. CoSM Project No: TBD*. Received by email 07 Apr 2015.

U.S. Environmental Protection Agency. National Ambient Air Quality Standards website <http://www.epa.gov/air/criteria.html>, accessed June 5, 2014.

3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a significant adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a significant 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 Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a significant 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?	☐	☐	☐	☒
d) Interfere significantly 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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (including the County Heritage and Significant Tree Ordinances)?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
g). Be located inside or within 200 feet of a marine or wildlife reserve?	☐	☐	☐	☒
h) Result in loss of oak woodlands or other non-timber woodlands?	☐	☐	☐	☒

3.4.1 Environmental Setting

The project site is located in the unincorporated Woodside area of San Mateo County, California. The majority of the project site is characterized by developed land which includes the barracks, office building, apparatus building, above ground fuel tanks, and paved areas.

The existing project site is approximately three acres in size and slopes downhill from Skyline Boulevard to Linwood Way and Blakewood Way. In addition, a water supply reservoir owned by the local water company (Skylonda Mutual Water Company) is located directly south of the project site across Blakewood Way. The reservoir is an open storage unit (not a tank) and is enclosed by a chain link fence. The site is bordered by residential development to the west and

commercial development to the east. La Honda Creek is located approximately 0.1 mile southwest of the project site.

The elevations for the project site range from approximately 1,450 feet to 1,510 feet above mean sea level. Annual average precipitation for the project site is approximately 29 inches per year, with the majority of precipitation falling between October and April. Rainfall between May and October averages less than 0.7-inch per month.

Vegetation and Wildlife

Undeveloped portions of the project site are very disturbed and subject to regular vegetation management. A few of the buildings are surrounded by ornamental vegetation, such as English ivy (*Hedera helix*). Several scattered Douglas fir (*Pseudotsuga menziesii*), coast redwood (*Sequoia sempervirens*), Monterey pine (*Pinus radiata*), Incense cedar (*Calocedrus decurrens*), madrone (*Arbutus menziesii*), tanoak (*Lithocarpus densiflorus*), and coast live oak (*Quercus agrifolia*) trees are present around the perimeter of the project site and near the buildings. Two small eucalyptus trees (*Eucalyptus* sp.) are also present at the southern portion of the site along Blakewood way. In addition, some non-native plants are present within the undeveloped areas of the project site such as, English ivy, French broom (*Genista monspessulana*), Himalayan blackberry (*Rubus armeniacus*), and wood-sorrel (*Oxalis* sp.).

Wildlife observed or heard within the project area include dark-eyed junco (*Junco hyemalis*), American crow (*Corvus brachyrhynchos*), Anna's hummingbird (*Calypte anna*), bushtit (*Psaltriparus minimus*), acorn woodpecker (*Melanerpes formicivorus*), western scrub jay (*Aphelocoma californica*), and Steller's jay (*Cyanocitta stelleri*). In addition, pacific tree frog (*Pseudacris regilla*) was heard within the water supply reservoir to the south of the project site across Blakewood Way.

Sensitive Vegetation Communities

Sensitive vegetation communities include riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or designated by the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW). No sensitive natural communities—as defined by the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), CDFW, and/or the San Mateo County—exist in the project site.

The project site is located in USFWS designated critical habitat for California red-legged frog (*Rana draytonii*). The primary constituent elements (PCEs) that consist of physical and biological features essential to conservation of the species include aquatic breeding habitat, non-breeding aquatic and riparian habitat, upland habitat, and dispersal habitat.

None of the PCEs for California red-legged frog are present within the project site due to the lack of suitable aquatic and upland habitat and the mostly developed nature of the site, consisting of public roads, barracks, office uses, a leach field, and paved areas. A more detailed discussion of California red-legged frog habitat in the project area is provided below.

Special-Status Species

Special-status species are those plants and animals that are legally protected or otherwise recognized as vulnerable to habitat loss or population decline by federal, state, or local resource conservation agencies and organizations. In this analysis, special-status species include:

- Species that are state and/or federally listed or proposed for listing as threatened or endangered;
- Species considered as candidates for listing as threatened or endangered;
- CDFW Species of Special Concern;
- Fully protected species per California Fish and Game Code; and
- Plants considered by the California Native Plant Society (CNPS) and the CDFW to be rare, threatened, or endangered [California rare plant ranked, (CRPR); e.g. CRPR 1B).

The potential for special-status species to occur within the project area was analyzed by conducting a query of the California Natural Diversity Database (CNDDB) and the California Native Plant Society Inventory to see which species occur within the nine USGS topographical quadrangles (Montara Mountain, San Mateo, Redwood Point, Palo Alto, Mindego Hill, La Honda, San Gregorio, Half Moon Bay, and Woodside quads) surrounding the site. A list of those special-status species that have potential to occur within the project site is presented in Appendix C. Due to the fact that the project activity would occur within a mostly developed/disturbed area and/or no evidence of the species were observed by a qualified biologist during a site visit conducted on February 5, 2015, most of the special-status species have no or low potential to occur within the project site and, therefore not further considered in this analysis. Two special-status species with moderate potential to occur within the project site, California red-legged frog (*Rana draytonii*) and Townsend's big-eared bat (*Corynorhinus townsendii*), are discussed below.

California Red-Legged Frog

California red-legged frog is federally listed as threatened and is designated by the state as a Species of Special Concern. The California red-legged frog occurs in grassland, riparian woodland, oak woodland, and coniferous forest but requires quiet freshwater pools, slow-flowing streams, and freshwater marshes with heavily vegetated shores for breeding. California red-legged frogs disperse through many types of upland vegetation and use a broader range of habitats outside of the breeding season. California red-legged frogs have been observed to make long-distance movements that are straight-line, point to point migrations rather than using corridors for moving in between habitats. Dispersal distances are considered to be dependent on habitat availability and environmental conditions.

Although California red-legged frog is largely absent from urban and suburban settings, the Skylonda Mutual Water Company water supply reservoir is located approximately 75 feet south of the project site and provides potential suitable aquatic habitat. The reservoir contains lacustrine habitat and is surrounded by some vegetation, such as Himalayan blackberry. However, because the reservoir is fairly disturbed, contains equipment to pump water, is adjacent to Blakewood Way and La Honda Road, and surrounded by a chained link fence it is not considered high-quality habitat for California red-legged frogs. In addition, no California red-legged frogs are known to occur within the reservoir. Although dispersal habitat at the project site is limited due the paved roads, parking lot, and buildings, California red-legged frogs could move into the project site while trying to migrate to additional aquatic habitats. Seven occurrences of California red-legged frog have been recorded in the CNDDB within five miles of the project site. The closest occurrence was documented approximately 2.2 miles northeast of the project site in the San Francisquito Creek. No suitable aquatic or upland habitat for California red-legged frog is present in the project site. However, based on the presence of marginally suitable aquatic habitat directly south of the project site and on recent and nearby CNDDB occurrences as close as approximately 2.2 miles from the site, California red-legged frog are considered to have a moderate potential to move through the project site.

Townsend's Big-Eared Bat

Townsend's big-eared bat is a candidate for state listing as an endangered species. Townsend's big-eared bat ranges throughout western North America from British Columbia to the central Mexican highlands, with isolated populations reaching east in the U.S. to the Ozarks and Appalachia. It is divided into five subspecies, two found in the western United States (*C.t. townsendii* and *C. t. pallescens*), two in the central and eastern U.S. (*C. t. ingens* and *C. t. virginianus*), and one exclusively in Mexico (*C. t. australis*). Townsend's big-eared bat is found throughout California, but details of its distribution are not well known. This species requires caves, mines, tunnels, buildings, or other human made structures for roosting. Males are solitary in the spring and winter when females form maternity colonies. Townsend's big-eared bat may use separate sites for night, day, or hibernation.

Townsend's big-eared bat is a colonial species that is extremely sensitive to human disturbance. Females aggregate in the spring at nursery sites and give birth to one young in late spring or early summer. Townsend's big-eared bat populations appear to be quite sedentary and are not known to move more than a few kilometers from their natal roost. Movement in the nursery season, either for foraging or shifting to an alternate roost, is likely confined to within 10 miles of the primary roost. This species hibernates singly or in small clusters in sites that are cold, but not below freezing. In the fall, when colonies disband, and the animals move to hibernacula, individuals have never been recorded more than 20 miles from the hibernacula. Bats are at the hibernacula from October to April.

Six CNDDB occurrences for Townsend's big-eared bat have been documented within five miles of the project site. Trees cavities, loose tree bark and tree leaves, and buildings within the project site provide potential nursery and colony roosting habitat for this species. In addition, bats could forage within the project site. As a result, Townsend's big-eared bat is considered to have a moderate potential to occur at the project site.

Nesting Bird and Bat Species

Trees on the project site provide nesting habitat for migratory raptors (birds of prey). In addition, trees, shrubs, and ornamental vegetation on the project site provide nesting habitat for migratory songbirds. Two old stick nests were observed within the trees on the project site; therefore, migratory raptors or other migratory birds are likely to nest in the project site.

Tree cavities, loose tree bark, tree leaves, and buildings on or near the project site provide potential nursery and nocturnal roosting habitat for bat species, including hoary bat (*Lasiurus cinereus*) and Townsend's big-eared bat. However, no direct evidence of bat species, including droppings or urine staining was observed during the survey of the project site.

Waters of the United States

The project site was examined for features that meet the three parameter standards established by the USACE for evaluating jurisdictional wetlands. These three parameters consist of wetland hydrology, a prevalence of wetland vegetation, and anaerobic soils. None of these parameters were observed in the project site. In the absence of wetlands, no wetland data points were recorded for the site. The project site was also evaluated for other waters of the U.S., such as streams and creeks. No other waters of the U.S. or aquatic features were observed in the project site.

3.4.2 Regulatory Setting

Federal, state and local laws and regulations governing biological resources are discussed below. Violation of these laws and regulations would constitute a significant biological impact. Biological resources in California are protected under federal and state laws. The laws that pertain to the biological resources potentially present on the project site or affected by the project are discussed below.

Federal Endangered Species Act (FESA)

FESA establishes a broad public and federal interest in identifying, protecting, and providing for the recovery of threatened or endangered species. The Secretary of the Interior and the Secretary of Commerce are designated in FESA as responsible for identifying endangered and threatened species and their critical habitat, carrying out programs for the conservation of these species, and rendering opinions regarding the impact of proposed federal actions on listed species. The USFWS and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NMFS) are charged with implementing and enforcing the FESA. USFWS has authority over terrestrial and continental aquatic species, and NMFS has authority over species that spend all or part of their life cycle at sea, such as salmonids (salmon and marine mammals).

Section 9 of FESA prohibits the unlawful "take" of any listed fish or wildlife species. Take, as defined by FESA, means "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such action." USFWS's regulations define harm to mean "an act which actually kills or injures wildlife." Such an act "may include "significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering" (50 CFR § 17.3). Take can be permitted under FESA pursuant to sections 7 and 10. Section 7 provides a process for take permits for federal projects or projects subject to a federal permit, and Section 10 provides a process for incidental take permits for projects without a federal nexus. FESA does not extend the take prohibition to federally listed plants on private land, other than prohibiting the removal, damage, or destruction of such species in violation of state law.

The Migratory Bird Treaty Act of 1918 (MBTA)

Under the MBTA, it is unlawful to "pursue, hunt, take, capture or kill; attempt to take, capture or kill; possess, offer to or sell, barter, purchase, deliver or cause to be shipped, exported, imported, transported, carried or received any migratory bird, part, nest, egg or product, manufactured or not." In short, under the MBTA it is illegal to disturb a nest that is in active use, since this could result in killing a bird or destroying an egg. The USFWS oversees implementation of the MBTA.

California Endangered Species Act (CESA)

Provisions of CESA protect state-listed threatened and endangered species. The California Department of Fish and Wildlife (CDFW) is charged with establishing a list of endangered and threatened species. CDFW regulates activities that may result in "take" of individuals (i.e., "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill"). Habitat degradation or modification is not expressly included in the definition of "take" under the California Fish and Game Code, but CDFW has interpreted "take" to include the killing of a member of a species which is the proximate result of habitat modification.

Fish and Game Code

Pursuant to Fish and Game Code section 3503, it is unlawful to "take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto." Section 3503.5 provides similar protection specifically to raptors and their nests. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by CDFW.

Pursuant to Fish and Game Code section 4150, "[a]ll mammals occurring naturally in California which are not game mammals, fully protected mammals, or fur-bearing mammals, are nongame mammals. Nongame mammals or parts thereof may not be taken or possessed except as provided in this code or in accordance with regulations adopted by the commission."

California Fully Protected Species and Species of Special Concern

The classification of "fully protected" was the CDFW's initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibians and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The Fish and Game Code sections (fish at §5515, amphibians and reptiles at §5050, birds at §3503 and §3511, and mammals at §4150 and §4700) dealing with "fully protected" species state that these species "…may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species," although take may be authorized for necessary scientific research. This language makes the "fully protected" designation the strongest and most restrictive regarding the "take" of these species. In 2003, the code sections dealing with "fully protected" species were amended to allow the CDFW to authorize take resulting from recovery activities for state-listed species.

California Species of Special Concern are broadly defined as animals not listed under the FESA or CESA, but which are nonetheless of concern to the CDFW because they are declining at a rate that could result in listing or because they historically occurred in low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration for these animals by the CDFW, land managers, consulting biologist, and others, and is intended to focus attention on the species to help avert the need for costly listing under FESA and CESA and cumbersome recovery efforts that might ultimately be required. This designation also is intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them. Although these species generally have no special legal status, they are given special consideration under the CEQA during project review.

San Mateo County General Plan

A San Mateo County General Plan update was adopted in 1986 to guide decision-making for the future of unincorporated San Mateo County. The overall goal of the plan was to balance utilization and conservation of all of San Mateo County's resources. The Natural Resources portion of the General Plan provides guidance to promote a balance between the conservation and productive use of San Mateo County's natural resources. A list of natural resources policies relevant to the project follows:

Policy 1.23 Regulate Development to Protect Vegetative, Water, Fish and Wildlife Resources:

a) Regulate land uses and development activities to prevent, and if infeasible mitigate to the extent possible, significant adverse impacts on vegetative, water, fish, and wildlife resources.
b) Place a priority on the managed use and protection of vegetative, water, fish and wildlife resources in rural areas of the County.

Policy 1.24 Regulate Location, Density and Design of Development to Protect Vegetative, Water, Fish and Wildlife Resources: Regulate the location, density and design of development to minimize significant adverse impacts and encourage enhancement of vegetative, water, fish and wildlife resources.

Policy 1.25 Protect Vegetative Resources: Ensure that development will: (1) minimize the removal of vegetative resources and/or; (2) protect vegetation which enhances microclimate, stabilizes slopes or reduces surface water runoff, erosion or sedimentation; and/or (3) protect historic and scenic trees.

Policy 1.26 Protect Water Resources: Ensure that development will: (1) minimize the alteration of natural water bodies, (2) maintain adequate stream flows and water quality for vegetative, fish and wildlife habitats; (3) maintain and improve, if possible, the quality of groundwater basins and recharge areas; and (4) prevent to the greatest extent possible the depletion of groundwater resources.

Policy 1.27 Protect Fish and Wildlife Resources: Ensure that development will minimize the disruption of fish and wildlife and their habitats.

San Mateo County Heritage Tree Ordinance

The County of San Mateo Tree Ordinance (Ordinance Number 2427, Chapter 1, Section 11.000) was enacted to regulate the removal of heritage trees in the unincorporated area of San Mateo County. The tree ordinance states that it is unlawful for any person to cut down, destroy, move or trim any heritage tree growing on any public or private property within the unincorporated area of San Mateo County without first obtaining a Heritage Tree Removal/Trimming Permit from the San Mateo County Planning Department. The Planning Director may also require that a permit for trimming of a heritage tree in an area defined by the General Plan as urbanized be carried out only by a licensed tree surgeon.

The permit application must identify the species to be removed/trimmed, contain the number, size and location of the tree or trees involved, contain a brief statement of the reason for the requested action, and describe any other pertinent information the Planning Director may require. In granting a Heritage Tree Removal/Trimming Permit, the Planning Director may attach reasonable conditions to insure compliance with the content and purpose of this ordinance, such as, but not limited to, requiring replacement of trees removed with plantings acceptable to the Planning Director (generally at a 1:1 ratio for the Skyline, La Honda area of San Mateo County).

A heritage tree is defined by the ordinance as follows:

"Class 1: Class I shall include any tree or grove of trees so designated after Board inspection, advertised public hearing and resolution by the Board of Supervisors. The affected property owners shall be given proper written notice between 14 and 30 days prior to inspection and/or hearing by the Board.

Class 2: Class 2 shall include any of the following trees, healthy and generally free from disease, with a diameter equal to or greater than the sizes listed in Table 8.

Table 8. San Mateo County Heritage Trees

Species	Tree Diameter (inches at 4.5 feet height)
Bigleaf maple (*Acer macrophyllum*)	36 (west of Skyline Boulevard); 28 (east of Skyline Boulevard)
Madrone (*Arbutus menziesii*)	48 for a single stem or multiple stem touching each other; 20 square feet for clumps visibly connected above the ground
Golden chinquapin (*Chrysolepis chrysophylla*)	20
Santa Cruz cypress (*Cupressus abramsiana*)	All
Oregon ash (*Fraxinus latifolia*)	12
Tan Oak (*Lithocarpus densiflorus*)	48
Douglas fir (*Pseudotsuga menziesii*)	60 (east of Skyline Boulevard and north of Hwy 92)
Canyon live oak (*Quercus chrysolepis*)	40
Coast live oak (*Quercus agrifolia*)	48
Oregon white oak (*Quercus garryana*)	All
Valley oak (*Quercus lobata*)	48
Blue oak (*Quercus douglasii*)	30
California bay or Laurel (*Umbellularia californica*)	48 for a single stem or multiple stem touching each other; 20 square feet for clumps visibly connected above the ground
California nutmeg (*Torreya californica*)	30
Redwood (*Sequoia sempervirens*)	84 (west of Skyline Boulevard); 72 (east of Skyline Boulevard)

San Mateo County Significant Tree Ordinance

The San Mateo County Significant Tree Ordinance (Ordinance Number 3229, Chapter 1, Section 12.000) requires a permit for the cutting down, removing, poisoning, or otherwise killing of destroying or causing to be removed any significant tree or community of trees, whether indigenous or exotic, on any private property. A significant tree is defined as "any live woody plant rising above the ground with a single stem or trunk of a circumference of 38 inches or more measured at 4.5 inches vertically above the ground or immediately below the lowest branch, whichever is lower, and having the inherent capacity of naturally producing one main

axis continuing to grow more vigorously than the lateral axes." Any person desiring to cut down, remove, destroy, or cause to be removed a significant tree is required to apply to the San Mateo County Planning Division for a Tree Cutting Permit.

The Planning Director or any other person or body charged with determining whether to grant, conditionally grant or deny a Tree Cutting or Trimming Permit may approve a permit only if one or more of the following findings are made:

(a) The tree: (1) is diseased; (2) could adversely affect the general health and safety; (3) could cause substantial damage; (4) is a public nuisance; (5) is in danger of falling; (6) is too closely located to existing or proposed structures consistent with LCP Policy 8.9(a); (7) meets standards for tree removal of Chapter 28.1 (Design Review District) of the San Mateo County zoning regulations; (8) substantially detracts from the value of the property; (9) interferes with utility services consistent with San Mateo County Local Coastal Program (LCP) Policy 8.9(a); (10) acts as a host for a plant which is parasitic to another species of tree which is in danger of being infested or exterminated by the parasite; (11) is a substantial fire hazard; or (12) will be replaced by plantings approved by the Planning Director or Design Review Administrator, unless special conditions indicate otherwise.

(b) The required action is necessary (1) to utilize the property in a manner which is of greater public value than any environmental degradation caused by the action; or (2) to allow reasonable economic or other enjoyment of the property. These findings cannot be made for any property in the Coastal Zone.

In granting a Tree Cutting Permit, the Planning Director may attach reasonable conditions to insure compliance with the content and purpose of this ordinance, such as, but not limited to, requiring replacement of trees removed with plantings acceptable to the Planning Director (generally at a 1:1 ratio for the Skyline, La Honda area of San Mateo County).

3.4.3 Discussion

Would the proposed project:

a) Have a significant 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?

Less Than Significant with Mitigation.

Special-Status Species

No special-status plants, fish, or reptiles are anticipated to occur within or in the vicinity of the project site; therefore, no impacts would occur.

The California red-legged frog has been observed 2.2 miles from the project site. If present in the project vicinity, the frog has the potential to move through the project site. Direct impacts to California red-legged frog could occur if individuals move into work areas and become trapped or crushed. With the implementation of avoidance measures identified in Mitigation Measures BIO-1a, BIO-1b, and BIO-1c, the impacts from the project would be less than significant.

Impact BIO-1: Construction activities have the potential to entrap or crush California red-legged frog that move out of nearby aquatic habitat.

Mitigation Measure BIO-1a: An employee education program shall be conducted, consisting of a brief presentation to explain special-status species concerns to contractors, their employees, and any other personnel involved in construction of the project. The program will include the following: a description of relevant special-status species and their habitat needs as they pertain to the project; a report of the occurrence of these species in the project vicinity, as applicable;

an explanation of the status of these species and their protection under the federal and state regulations; a list of measures being taken to reduce potential impacts to natural resources during project construction and implementation; and instructions if a special-status species is found onsite. A fact sheet conveying this information shall be prepared for distribution to the above-mentioned people and anyone else who may enter the project site. Upon completion of training, employees will sign a form stating that they attended the training and agree to all of the conservation and protection measures.

Mitigation Measure BIO-1b: All excavations left open overnight shall either be covered to prevent wildlife from becoming entrapped or will include escape ramps. In addition, excavations shall be inspected for California red-legged frog at the start of each workday and prior to back filling. The USFWS and/or CDFW shall be contacted prior to removing or relocating any special-status wildlife within the excavation.

Mitigation Measure BIO-1c: The day construction starts, prior to the initial onset of project activity, a qualified biologist shall conduct a pre-construction survey within the project site for the presence of California red-legged frog. If California red-legged frogs are found, work shall not commence until the USFWS is contacted and avoidance measures are in place.

Effectiveness: These measures would minimize the potential for injury to special-status wildlife that could result from entrapment in excavations or vehicle strikes. These measures help ensure that all personnel working in areas where special-status species are likely to be present are aware of existing mitigation measures, how to avoid harm to wildlife and how to proceed in the event that special-status wildlife are encountered or harmed. Any special-status species encountered would be reported to the California Natural Diversity Database (CNDDB), USFWS and CDFW within two working days.

Implementation: San Mateo County or its Contractor.

Timing: Surveys required under Measures 1a and 1b shall occur within two weeks of start of construction. The survey required under Measure 1c shall be the same day of the start of construction activity.

All new personnel should be trained throughout the duration of the project, with training to be provided prior to each worker starting his/her first day of work.

Monitoring: The biologist(s) shall prepare a written record of survey results and implementation of any avoidance/minimization measures to be kept on file at the San Mateo County Public Works Department office.

Personnel who have attended worker awareness training should be documented. Workers should sign a statement verifying that they have attended training and understood the material presented.

Nesting Birds and Bats

Nesting birds, including raptors, protected under the MBTA and California Fish and Game Code are potentially present in the trees and shrubs in the project site. If tree removal/trimming activities occur during the avian breeding season (generally February 1 to August 31), injury to individuals or nest abandonment could occur. In addition, noise and increased construction activity could temporarily disturb nesting or foraging activities, potentially resulting in the abandonment of nest sites. With the implementation of Mitigation Measure BIO-4, the impacts from the project would be less than significant.

Bats, including Townsend's big-eared bat and hoary bat, could potentially roost in the leaves, bark, or cavities of the trees adjacent to or within the project site or the buildings on the project site. Direct impacts to bats could occur if construction activities result in the disruption or

abandonment of nearby active bat roosts. Impacts to bat foraging and movement are anticipated to be minimal. With the implementation of Mitigation Measure BIO-5, the impacts from the project would be less than significant.

Impact BIO-2: Project construction activities during the nesting season could result in nest abandonment that would have an adverse impact on bird species and violate state and federal laws.

Measure BIO-2: *Nesting Bird Survey*. If project construction occurs during the nesting season of raptors and migratory birds, a focused survey for active nests shall be completed by a biologist approved by the California Department of Fish and Wildlife within 15 days before the start of any construction activities that could disturb nesting birds. Surveys shall be conducted in all suitable habitat located at the project work site(s), and in staging and storage areas. The minimum survey radius is 250 feet for passerines, 500 feet for small raptors such as accipiters, and 1,000 feet for larger raptors such as buteos. The bird survey methodology and the results of the survey shall be submitted to the California Department of Fish and Wildlife prior to the start of construction, and the radius may be modified in consultation with the Department if the project is in an urban area.

The nesting season is defined as March 15 to August 30 for smaller birds (passerines) and February 15 to September 15 for raptors.

Nest Buffer and Monitoring: If active nests are found, the wildlife agency approved biologist shall consult with the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service migratory bird program regarding appropriate actions to comply with state and federal law. Active nest sites shall be designated as an environmentally sensitive area and protected while occupied during project activities. The protective buffer may be 250 feet for passerines, 500 feet for small raptors, and 1,000 feet for large raptors. A wildlife agency approved biologist shall monitor the behavior of the birds at the nest site to ensure that they are not disturbed by project-related construction work until the young have fully fledged, are no longer being fed by the parents and have left the nest site, as determined by the approved biologist.

No vegetation shall be disturbed, trimmed or pruned that contains active bird nests until all eggs have hatched, and young have fully fledged (no longer being fed, have completely left the nest). No habitat modification shall occur within the designated environmentally sensitive area even if the next continues to be active beyond the typical nesting season for the species.

Effectiveness: These measures would minimize impacts on bird and bat species.

Implementation: San Mateo County or its Contractor.

Timing: February 1 through August 31, no more than a week in advance of the start of project construction.

Monitoring: The biologist shall prepare a written record of survey results and implementation of any avoidance/minimization measures to be kept on file at the San Mateo County Public Works Department office. The biologist shall monitor any active nests to determine when young have matured sufficiently to have fledged.

Impact BIO-3: Tree removal and/or demolition of the existing buildings could result in the removal or disturbance of bat roost habitat and may result in significant impacts to bat populations if an occupied or perennial (but unoccupied) maternity or colony roost is disturbed or removed.

Mitigation Measure BIO-3: A preconstruction survey for maternity (March 1 to August 1) or colony bat roosts (year-round) shall be conducted by a qualified biologist within 14 days prior to activities that remove vegetation or structures. If an occupied maternity or colony roost is detected, CDFW shall be contacted about how to proceed. Typically, a buffer exclusion zone

would be established around each occupied roost until bat activities have ceased. The size of the buffer would take into account:

- Proximity and noise level of project activities;
- Distance and amount of vegetation or screening between the roost and construction activities;
- Species-specific needs, if known, such as sensitivity to disturbance.

If a special-status bat species is found, construction work shall not start until authorized by the appropriate wildlife agencies.

Due to restrictions of the California Health Department, direct contact by workers with any bat is not allowed. The qualified bat biologist shall be contacted immediately if a bat roost is discovered during project construction.

Effectiveness: These measures would minimize impacts on bat species.

Implementation: San Mateo County or its Contractor.

Timing: March 1 through August 1, no more than a week in advance of the start of project construction.

Monitoring: The biologist shall prepare a written record of survey results and implementation of any avoidance/minimization measures to be kept on file at the San Mateo County Public Works Department office. The biologist shall monitor any active nests to determine when young have matured sufficiently to have fledged.

b) Have a significant 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?

No Impact. No sensitive natural communities identified in local or regional plans, policies, regulations, or by the CDFW are present at the project site. Therefore, there would be no impact to these sensitive natural communities. The project site is located in USFWS-designated critical habitat for California red-legged frog. No suitable aquatic or upland habitat is present within the limits of the project site. The project site is mostly developed and contains paved roads, parking lots, and buildings that could limit California red-legged frog movement through the area. The site does not provide primary constituent elements (PCEs) for California red-legged frog. As a result, the project would not have an adverse effect on critical habitat for California red-legged frog.

c) Have a significant 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?

No Impact. No wetlands or other waters of the U.S., as defined by Section 404 of the Clean Water Act are located in the project site; therefore, no direct impacts to federally protected waters would occur. In addition, no wetlands or other waters under the jurisdiction of the CDFW or RWQCB are present within the project site; therefore, no direct impacts to state protected waters would occur.

d) Interfere significantly 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?

No Impact. Construction of the project would not interfere with the movement of any native wildlife species or interfere with known migration corridors. The site has been used as a fire station for a long period of time and the proposed project would not change the use of the site or substantially change the developed area of the site. No known major migration corridors and no

waterways that contain fish are within the project site or vicinity. Therefore, no impact would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (including the County Heritage and Significant Tree Ordinances)?

Less than Significant with Mitigation. A Preliminary Arborist Report was prepared for the project site by HortScience, Inc. (2015). Ninety-two trees were inventoried all with diameters of four inches or greater including thirty-two Douglas firs, twenty coast redwoods, fifteen coast live oaks, ten Pacific madrones, six tanoaks, four giant sequoias (*Seqoiadendron giganteum*), two Monterey pines, one Incense cedar, one Norway spruce (*Picea abies*) and one plum (*Prunus domestica*). The arborist report identifies nine trees to be removed due to location within the project footprint, and one non-native plum tree to be removed because it is in poor health. See Table 9 below for a list of the species and diameter of the trees to be removed. No heritage trees as defined by the San Mateo County Heritage Tree Ordinance would be impacted. Five of the ten trees to be removed are greater than 38 inches in circumference (12-inch diameter) and are considered significant trees under the San Mateo County Significant Tree Ordinance (Table 9). The Significant Tree Ordinance requires tree replacement of the removed trees. The proposed Planting Plan (Appendix A, Sheet L1.0) specifies planting 11 Douglas-fir, Coast redwood, and coast live oak trees as replacement.

Trees adjacent to construction would experience root loss during excavation for and construction of curbs, retaining walls, filtration areas, and utilities. Root damage is likely to occur to four Douglas firs near the curb and gutter and two Douglas firs near the septic leach field; one coast redwood near the modified curb and one large (70-inch diameter) coast redwood along the driveway; one Pacific madrone near the driveway; and several coast live oaks near the driveway.

Implementation of Mitigation Measures BIO-4a and BIO-4b would ensure tree removal would not conflict with the Significant Tree Ordinances and that preserved trees are properly protected during project construction activity.

Table 9. Trees to be Removed from Project Site

Tree #	Species	Tree Diameter (inches at 4.5 feet height)	Heritage Tree (Yes/No)	Significant Tree (Yes/No)
19	Coast redwood (*Sequoia sempervirens*)	21	No	Yes
21	Douglas-fir (*Pseudotsuga menziesii*)	6	No	No
22	Coast live oak (*Quercus agrifolia*)	27	No	Yes
23	Douglas-fir (*Pseudotsuga menziesii*)	15	No	Yes
24	Pacific madrone (*Arbutus menziesii*)	11	No	No
25	Tanoak (*Lithocarpus densiflorus*)	14	No	Yes
26	Pacific madrone (*Arbutus menziesii*)	5	No	No
27	Pacific madrone (*Arbutus menziesii*)	10	No	No
42	Coast live oak (*Quercus agrifolia*)	31	No	Yes
89	Plum	10	No	No

Source: Appendix A, Planting Plan, Sheet L1.0; Appendix B, Tree Assessment Exhibit

Impact BIO-4: Construction of the firehouse building, driveway access to Skyline Boulevard, retaining walls, and visitor parking area would remove ten mature trees, five of which are defined as significant under the San Mateo County Significant Tree Ordinance. Construction activity is also likely to cause root damage to several additional trees adjacent to the project work area could be unintentionally damaged by construction activity.

Mitigation Measure BIO-4a: Tree protection measures shall be included in the approved project Landscape Plan to avoid damage to significant trees during project construction. If removal of significant trees cannot be avoided, significant trees shall be replaced at a 1:1 ratio on the project site consistent with San Mateo County Significant Tree Ordinance. Replacement trees shall be in good health and should be from local stock if feasible. Minimum size for replacement trees shall be a 24-inch box container. Irrigation shall be installed to ensure newly planted trees receive appropriate watering for the species. Newly planted trees shall also be protected from deer browse. Replacement trees shall be monitored for at least five years and shall be re-planted if they die.

Mitigation Measure BIO-4b: The proposed project shall implement all Tree Protection Guidelines detailed in the Preliminary Arborist Report prepared for the project (Appendix B) including the design recommendations, pre-construction treatments and recommendations, recommendations for tree protection during construction, and maintenance of impacted trees. Key guidelines include the establishment of the Tree Protection Zone (TPZ) around trees to be retained, regular consultations with the Arborist throughout all project phases, protection of root structures, and supplemental irrigation and monitoring of damaged trees following construction.

Effectiveness: These measures would preserve or replace significant trees which provide habitat, minimize impacts on bird and bat species, protect trees from unintentional damage, and assure compliance with local, state and federal regulations.

Implementation: San Mateo County or its Contractor.

Timing: Prior to site construction activity.

Monitoring: An arborist shall be retained onsite to ensure that recommended protective measures are implemented. The arborist shall submit a record report to the San Mateo County Public Works Department reporting the monitoring results.

f) Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?

No Impact. The project site and its vicinity are not located within an area covered by a HCP, NCCP, or other approved conservation plan. Therefore, no impact would occur.

g) Be located inside or within 200 feet of a marine or wildlife reserve?

No Impact. The project site and its vicinity are not located within 200 feet of a marine or wildlife reserve. Therefore, no impact would occur.

h) Result in loss of oak woodlands or other non-timber woodlands?

No Impact. The project would remove 10 trees including madrone, coast live oak, redwood, and Douglas-fir. The project site is developed with fire station facilities. The proposed project would not result in the loss of oak woodlands or other non-timber woodlands.

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3.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a significant adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b) Cause a significant adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

3.5.1 Environmental Setting

The San Mateo County General Plan and Town of Woodside General Plan list archaeological and historical resources. No historic sites occur in the immediate project vicinity.

3.5.2 Discussion

Would the proposed project:

a) Cause a significant adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?

Less Than Significant Impact. The Skylonda Fire Station barracks and office buildings were constructed in the mid-1930's. The apparatus building was constructed in the 1950's. The buildings are not identified as eligible for listing in the California Register of Historical Resources. The structures are not listed in the County General Plan as historical resources and are not considered historically significant. Demolition of these structures would not impact historical resources.

b) Cause a significant adverse change in the significance of an archaeological resource pursuant to CEQA Section15064.5?

Less Than Significant Impact. No archaeological resources are known to occur in the project vicinity and therefore, the potential for occurrence of archaeological resources on the project site is low. The fire station site improvements would occur in developed areas of the project site (see Demo Plan in Appendix A, Sheet A1.0 and Site Plan in Appendix A, Sheet A1.1). Construction of the new access driveway from Skyline Boulevard, the widened driveway entrance at Linwood Way, and the new firehouse building would disturb new area. The potential for discovery of new archaeological resources during site construction is very low given that no archaeological resources were previously encountered during original site development. As described in Section 2.5 of the Project Description, in the event any archaeological resources are discovered, work would immediately stop so the resources can be assessed and adverse effects minimized or avoided. Therefore, impacts to archaeological resources are considered less than significant.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. No known unique paleontological or geological features are known to exist on the project property. According to the County General Plan, paleontological resources are only known to occur in the coastal areas of the county. Therefore, the project would not be expected to result in any adverse effects on these resources. As described in Section 2.5 of the Project Description, in the event any paleontological resources are discovered, work would immediately stop so the resources can be assessed and adverse effects minimized or avoided.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. There is little likelihood of previously unknown buried human remains to be uncovered by project construction activities. The proposed fire station replacement facilities would largely occur in a location previously disturbed during construction of the existing facilities. Some new areas of disturbance would occur where the new driveway is proposed of Skyline Boulevard and in the area of the new barracks/office building.

As described in Section 2.5 of the Project Description, if human remains are inadvertently discovered, San Mateo County or its contractor would follow the procedures as outlined in California Health and Safety Code Section 7050.5. All project activities at the find site must come to a complete stop and no further excavation or disturbance of the area or vicinity would occur. Procedures would be followed as outlined in California Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and the state CEQA Guidelines (14 CCR §15064.5(e)) that apply when human remains are accidentally discovered. Therefore, with these protective state laws in place, the projects potential impact from the inadvertent discovery of human remains would be less than significant.

Sources:

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3.6 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential significant adverse effects, including the risk of loss, injury, or death involving the following, or create a situation that results in:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? *Note: Refer to Division of Mines and Geology Special Publication 42 and the County Geotechnical Hazards Synthesis Map.*	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction and differential settling?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
v. Coastal cliff/bluff instability or erosion? *Note to reader: This question is looking at instability under current conditions. Future, potential instability is discussed in Section 7 (Climate Change).*	☐	☐	☐	☒
b) Result in significant soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating significant risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐

3.6.1 Environmental Setting

A Preliminary Geotechnical and Geologic Evaluation was conducted at the project site and the results were summarized in a geotechnical report prepared by BAGG Engineers (Appendix D). A Geotechnical Investigation of the project site was prepared by Rutherford Chekene (Appendix E). The following environmental setting subsections and checklist analysis are based on the information contained in these reports.

Regional Geology

The project site lies within the Coast Ranges geomorphic province, which is a series of discontinuous northwest trending mountain ranges, ridges, and intervening valleys characterized by complex folding and faulting. The project site is located along the northern portion of the Santa Cruz Mountains along the top of a ridgeline that extends northwestward in San Mateo County and parallels the west side of the San Andreas Fault. Geologic and geomorphic structures within the San Francisco Bay Area are dominated by the San Andreas Fault, a right-lateral strike-slip fault that extends from the Gulf of California in Mexico to the Humboldt County coast in northern California. The San Andreas Fault forms a portion of the boundary between two independent tectonic plates. The Pacific Plate lies to the west and the North American Plate lies to the east. In the San Francisco Bay Area, movement along this plate boundary is concentrated on the San Andreas Fault and to a lesser magnitude, a long a number of other faults that include the Hayward and Calaveras faults among others.

Site Geology and Subsurface Conditions

The project site is within the Skylonda structural block and contains Lambert shale (Oligocene to lower Miocene) bedrock, which is a whitish siliceous shale bedrock that is considered to be a member of the Monterey formation.

The project site is located along Skyline Boulevard at the top of a ridgeline. The main apparatus building is located on the north side of the project site where a relatively level paved pad has been created by cutting into the hillside immediately west of Skyline Boulevard. The cut measures up to 12 feet in height. Colluvial soils comprised of a sandy/silty matrix supporting whitish siliceous shale fragments are exposed along the north end of the apparatus building. In-place siliceous shale bedrock is exposed immediately behind the apparatus building where the cut slope is highest. The shale appeared laminated, friable, weak, gritty, closely and highly fractured, and bedded striking about 40 degrees west of north and dipping about 12 to 15 degrees northeast. The eastern half of the paved pad area appeared to be made by cutting into the hill while the western margin appeared to have been created by placing the cut materials as fill. A fill wedge measuring about 10 feet in height with an approximate gradient of up to about 2 Horizontal: 1 Vertical (H:V) was present along the northern portion of the western margin of the paved pad. Beyond the fill wedge, the original slope measured less than 10 feet in height with an approximate gradient of about 6H:1V and extended to Blakewood Drive.

Faults and Seismicity

The project site is located in the San Francisco Bay Area which is considered to be an active seismic region to the presence of several active earthquake faults. Four northwest-trending major earthquake faults that comprise the San Andreas Fault system extend through the Bay Area, including the San Andreas Fault located about two kilometers (km) to the east-northeast of the project site, the Monte Vista-Shannon Fault located about 4.75 km southeast of the project site, the Hayward Fault located about 32 km northeast of the project site, and the Calaveras Fault located about 40 km east of the project site. In addition, the inactive Pilarcitos Fault is located about 0.8 km northeast of the project site and the San Gregorio Fault is located about 13 km southwest of the project site. Table 10 lists the nearest major faults in the area, their distance to the site, and their expected maximum magnitude earthquake.

The project site is not located within an Alquist-Priolo Earthquake Fault Zone. The closest fault to the project site is the inactive Pilarcitos Fault, which is located less than 0.5-mile northeast of the project site. The closest active Alquist-Priolo Earthquake Fault Zone capable of producing ground surface rupture is the San Andreas Fault, which is located approximately 1.5 miles east-northeast of the project site. As a result, the potential for fault-related ground surface rupture is considered to be low.

Table 10. Approximate Distances and Magnitudes of the Nearest Known Faults			
Fault	**Approximate Distance from Site (kilometers)[1]**	**Direction from Site**	**Potential Moment Magnitude (MW)[2]**
Pilarcitos	0.8	NE	n/a
San Andreas (Entire)	2	ENE	7.9-8.0
San Andreas (Peninsula)	2	ENE	7.1-7.2
Monte Vista __ Shannon	4 ¾	SE	6.3-6.5
San Gregorio	13	WSW	7.4-7.5
Hayward __ Rogers Creek	32	NE	7,2-7,3
Calaveras	40	ENE	6.8-7.0
[1] USGS Fault files w/ Google Earth [2] Working Group on California Earthquake Probabilities, 2008.			

Source: BAGG 2013

Project Soils

The project site is underlain by bedrock of the Lambert shale formation, covered by varying amounts of colluvial soil and artificial fill. These earth materials fall under the following three categories (Rutherford Chekene 2015):

- Fill: The fills placed to create the southwest portion of the apparatus yard were likely derived from the excavation of the apparatus building pad. The fill materials consist primarily of moist, soft to stiff, sandy clay of medium plasticity with variable amounts of gravel. We have no records indicating that the fill was compacted as engineered fill. While the overall behavior of the fill appears to have been good, because of the lack of documentation and its variable consistency, new structures should not be supported on the existing fill.
- Colluvium: Colluvium is unconsolidated sediments that have been deposited by the action of gravity and slope processes. The natural colluvial soils consist of a variable thickness of dark brown stiff sandy clay of medium plasticity. In some places, colluvium is not present over bedrock. Where present, undisturbed and firm colluvium is a suitable bearing material to support new structures.
- Bedrock: The Lambert Shale formation bedrock at the site consists primarily of claystone, siltstone, and sandstone. In general, these rocks are thin-bedded with low hardness, and are friable and deeply to moderately weathered. The Lambert formation forms the primary foundation stratum for new structures, which can be supported either on drilled piers extending into the rock, or on spread footings bearing on rock.

The soils underlying the project site consist of the Hugo and Josephine sandy loams, moderately steep, erode soil unit (HYD2). Hugo soils are well drained to somewhat excessively drained. They have formed under coniferous forest from the weathered products of sandstone and shale. These soils occur at elevations above 1,000 feet. Hugo and Josephine sandy loams, moderately steep, eroded soils are located over bedrock on slopes from 11 to 20 percent. Runoff on these soils is medium and erosion hazard is moderate.

Groundwater Conditions

A continuous groundwater body was not encountered in the borings on the project site. However, perched groundwater was encountered in two of the borings located near the middle

of the planned building. The perched groundwater was encountered within the bedrock at a depth of 16.5 feet and 19 feet (Rutherford Chekene 2015).

3.6.2 Regulatory Setting:

Alquist-Priolo Earthquake Fault Zoning Act

In response to the 1971 San Fernando earthquake, which damaged numerous homes, commercial buildings, and other structures, California passed the Alquist-Priolo Earthquake Fault Zoning Act. The Alquist-Priolo Earthquake Fault Zoning Act regulates construction and development of buildings in California intended for human occupancy near known active faults due to hazards associated with surface fault ruptures.

The Alquist-Priolo Earthquake Fault Zoning Act requires that a state geologist establish regulatory zones called Earthquake Fault Zones (previously Special Studies Zones) around the surface traces of active faults issue corresponding maps for the affected areas. Local agencies are required to regulate most development projects within the Earthquake Fault Zones. Before a project can be permitted, cities and counties require a geologic investigation to demonstrate that the proposed buildings will not be constructed across active faults. An evaluation and written report for a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back at least 50 feet from the fault.

California Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act (Public Resources Code Section 2690-2699.6) was passed in 1990 following the Loma Prieta earthquake to reduce threats to public health and safety and to minimize property damage caused by earthquakes. The Seismic Hazard Mapping Act directs the Department of Conservation, California Geological Survey to identify and map areas prone to the earthquake hazards including liquefaction, earthquake-induced landslides, and amplified ground shaking. These data are evaluated regionally to evaluate the severity of the seismic hazards and designate Zones of Required Investigation (i.e., areas prone to liquefaction and earthquake-induced landslides). The Seismic Hazard Mapping Act requires site-specific geotechnical investigations be conducted to identify potential seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy within the Zones of Required Investigation. The California Geological Survey has not yet developed maps for the project area. However, Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California, provides additional guidelines for evaluating seismic hazards other than surface fault rupture and for recommending mitigation measures required by Public Resources Code 2695(a).

California Building Code

The 2013 California Building Code (CBC) is codified in the California Code of Regulations (CCR) as Title 24, Part 2 and became effective January 1, 2014. The CBC is administered by the California Building Standards Commission, but enforced by California cities and counties. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures and certain equipment within its jurisdiction.

The CBC requires that any required geotechnical report(s) (i.e. engineering geology and soil engineering reports) be prepared by a registered professional to evaluate geologic and seismic hazards on proposed developments, as discussed above. The site-specific geotechnical report(s) provides measures to reduce potentially significant geologic hazards, such as expansive and corrosive soils, differential settlement, and slope stability. The engineering geology and soil engineering reports would be reviewed by County staff prior to approval of final project plans.

The CBC contains necessary California amendments, which are based on the American Society of Civil Engineers (ASCE) Minimum Design Standards 7-10. ASCE 7-10 provides requirements for general structural design and includes means for determining earthquake loads as well as other loads for inclusion into building codes. The earthquake design requirements take into account the occupancy category of the structure, site class, soil classifications, and various seismic coefficients, which are used to determine a seismic design category (SDC) for a project. The SDC is a classification system that combines the occupancy categories with the level of expected ground motions at the site; SDC values range from A (very small seismic vulnerability) to E/F (very high seismic vulnerability and near a major fault). Once a project is categorized according to SDC, design specifications can be determined. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure, or any appurtenances connected or attached to such buildings or structures, throughout California.

San Mateo County General Plan

Chapter 15 Natural Hazards in the San Mateo County General Plan identifies policies to address issues identified related to natural hazards including geotechnical hazards resulting directly from seismic events and indirectly from non-seismically related movement of land (e.g., cliff retreat, subsidence, and landslides). This chapter identifies policies for the County to address geotechnical hazards. County policies relevant to the project follow:

Policy 15.12. Locating New Development in Areas Which Contain Natural Hazards.

- As precisely as possible, determine the areas of the County where development should be avoided or where additional precautions should be undertaken during review of development proposals due to the presence of natural hazards.
- Require detailed analysis of hazard risk and design appropriate mitigation when development is proposed in these areas.

Policy 15.14. Disclosure of Natural Hazards. Make efforts to inform the public, including potential buyers of property, that a parcel is located in an area of possible natural hazards. Methods to be used include but are not limited to provision of access to County data, pre-application conferences, environmental review, deed restrictions, and requirements for site-specific investigations, educational programs, or other appropriate mechanisms.

Policy 15.20. Review Criteria for Locating Development in Geotechnical Hazard Areas.

- Avoid the siting of structures in areas where they are jeopardized by geotechnical hazards, where their location could potentially increase the geotechnical hazard, or where they could increase the geotechnical hazard to neighboring properties.
- Wherever possible, avoid construction in steeply sloping areas (generally above 30 percent).
- Avoid unnecessary construction of roads, trails, and other means of public access into or through geotechnical hazard areas.

Policy 15.21. Requirement for Detailed Geotechnical Investigations. In order to more precisely define the scope of the geotechnical hazards, the appropriate locations for structures on a specific site and suitable mitigation measures, require an adequate geotechnical investigation for public or private development proposals located: (1) in an Alquist-Priolo Special Studies Zone, or (2) in any other area of the County where an investigation is deemed necessary by the County Department of Public Works.

3.6.3 Discussion:

Would the proposed project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other significant evidence of a known fault?

No Impact. Surface rupture occurs when the ground surface is broken due to fault movement during an earthquake. The location of surface rupture can generally be assumed to be along an active major fault trace. The Skylonda fire station site is not located within an Alquist-Priolo Earthquake Fault Zone. The closest fault to the project site is the inactive Pilarcitos Fault, which is located less than 0.5-mile northeast of the project site. The closest active Alquist-Priolo Earthquake Fault Zone capable of producing ground surface rupture is the San Andreas Fault, which is located approximately 1.5 miles east-northeast of the project site. No traces are known to occur on the Skylonda fire station site. As a result, the potential for fault-related ground surface rupture is considered to be low. Therefore, there is no impact as a result of rupturing of a known earthquake fault.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The project site is located in the San Francisco Bay Area, which is considered one of the most seismically active regions in the U.S. Significant earthquakes have occurred near the project site. Strong to violent ground-shaking at the project site can be expected as a result of a major earthquake on one of the faults in the region. The project structures would be designed in accordance with the seismic design provisions in the current California Building Code.

A preliminary geotechnical report (BAGG 2013; Appendix D) prepared for the Skylonda Fire Station Replacement Project contains recommendations for site preparation, foundation design, and construction of retaining walls. A geotechnical investigation (Rutherford Chekene 2015; Appendix E) identifies final design-level geotechnical requirements for project construction. With the implementation of these seismic design measures, the exposure of people or structures to seismic ground shaking is considered less than significant.

iii. Seismic-related ground failure, including liquefaction?

No Impact. Soil liquefaction is a condition where saturated granular soils near the ground surface undergo a substantial loss of strength due to increased pore water pressure resulting from cyclic stress applications induced by earthquakes or other vibrations. In the process, the soil acquires mobility sufficient to permit both vertical and horizontal movements, if not confined. Soils most susceptible to liquefaction are loose, uniformly graded, fine-grained, sands, and loose silts with very low cohesion. The fill soils in the western portion of the site, which were likely obtained from cuts to the east are expected to contain significant clayey fines and are considerably above the expected water table.

The project site is underlain by bedrock and fill soils. The fill soils have been in place for over 50 years and have had time to consolidate. The surface pavement, which was placed about seven years ago, is in good shape, suggesting the fill is firm and relatively dense. The groundwater at this location is anticipated to be relatively deep. Furthermore, there is no history of liquefaction or historic ground failures associated with earthquakes at the site. As a result, the site is determined to have little to no liquefaction potential. Therefore, no impacts from seismic-related ground failure are expected to occur.

iv. Landslides?

No Impact. Strong ground motion can result in rockfall hazards and/or slope instability. The slopes most susceptible to earthquake-induced failure include those with highly weathered and unconsolidated materials on moderately steep to steep slopes (especially in areas of previously existing landslides). The project site is situated along a ridge top with relatively gentle localized

slopes. No slope failures or signs of slope instabilities were observed at the project site (BAGG 2013). The area beyond Skyline Boulevard to the east is relatively level and lacking a driving force, which would impact the stability of the localized sloping areas. Therefore, the potential for slope instabilities is considered to be low and no impacts from landslides are expected to occur.

v. Coastal cliff/bluff instability or erosion?

No Impact. The project site is located approximately eight miles from the coast. Therefore, no impacts from coastal cliff/bluff instability or erosion are expected to occur.

b) Result in significant soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion potential is generally higher in areas with steep slopes and on sandy or high clay content soils, but also increases when vegetation is removed and soils are compacted. Clearing of vegetation, grading, paving, and excavation activities would be required during the construction of the project. These activities would expose soil to erosion by compacting soils and removing vegetative cover, thus, compromising the soil structure. Construction would mostly occur in areas on the project site which have been previously developed. However, new disturbance would occur in areas associated with driveway and barracks/office building construction.

The Erosion Control Plan (Appendix A, Sheet C-7) is proposed in compliance with county storm water drainage requirements. Adherence to existing regulations and implementation of standard construction practices would address potential erosion effects during construction. Once developed, the site would be covered with buildings, parking lots, and landscaping, so that substantial soil erosion or loss of topsoil would not occur. Therefore, impacts related to soil erosion or loss of topsoil is considered less than significant.

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

No Impact. There is low potential at the project site for on- or off-site hazard from landslide or slope instability. Therefore, no impact from landslide, liquefaction, or collapse is expected to occur.

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water. Typically lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. As failure tends to propagate as block failures, it is difficult to analyze and estimate where the first tension crack will form. There are no creek channels crossing the project site or bordering it, the project site is generally underlain by bedrock, and the potential for liquefaction is low; therefore, the potential for lateral spreading to affect the project site is low. As a result, no impact from lateral spreading is anticipated.

Land subsidence is the loss of surface elevation due to the removal of subsurface support. Subsidence is caused by activities that contribute to the loss of support materials within the underlying soils, such as agricultural practices or the overdraft of an aquifer. The project would not include any construction activities that would remove subsurface support or significantly draw down groundwater levels. Thus, the no impact associated with subsidence is anticipated.

d) Be located on expansive soil, as noted in the 2010 California Building Code, creating significant risks to life or property?

Less Than Significant Impact. Expansive soils contain shrink-swell clays that are capable of absorbing water. As these clays absorb water, they increase in volume, and these changes in volume are capable of exerting enough force on buildings and other structures to damage foundations and basement walls. Damage from expansive soils also occurs when the soils dry out and contract, causing subsidence and earth fissuring.

The native soils at the project site consist of a blanket of residual and/or colluvial soils overlaying siliceous shale (Lambert shale) bedrock. Soils blanketing the Lambert shale are usually not expansive and are expected to provide relatively good foundation support (BAGG 2013). The proposed project would follow recommendations contained in the site-specific geotechnical investigation to address project soil conditions and determine design standards for all site improvements. Compliance with the recommendations set forth in the geotechnical investigation (Rutherford Chekene 2015) would ensure that structures at the project site are constructed to withstand any expansive soils found at the project site.

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

Less Than Significant Impact. The project would require the upgrade/replacement of an existing septic system to treat domestic wastewater from the project site. The septic system would be designed to comply with the standard construction measures, the Construction General Permit, and the Counties policies to ensure that soils at the project site are capable of adequately supporting the use of a septic system. As a result, impacts from the use of a septic system would be less than significant.

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3.7 CLIMATE CHANGE

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions (including methane), either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan (including a local climate action plan), policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
c) Result in the loss of forestland or conversion of forestland to non-forest use, such that it would release significant amounts of GHG emissions, or significantly reduce GHG sequestering?	☐	☐	☐	☒
d) Expose new or existing structures and/or infrastructure (e.g., leach fields) to accelerated coastal cliff/bluff erosion due to rising sea levels?	☐	☐	☐	☒
e) Expose people or structures to a significant risk of loss, injury or death involving sea level rise?	☐	☐	☐	☒
f) Place structures within an anticipated 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
g) Place within an anticipated 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒

3.7.1 Regulatory and Environmental Setting

Gases that trap heat in the atmosphere and affect regulation of the Earth's temperature are known as greenhouse gases (GHGs). GHGs that contribute to climate regulation are a different type of pollutant than criteria or hazardous air pollutants because climate regulation is global in scale, both in terms of causes and effects. Some GHGs are emitted to the atmosphere naturally by biological and geological processes, such as evaporation (water vapor), aerobic respiration (carbon dioxide), and off-gassing from low oxygen environments including swamps or exposed permafrost (methane); however, GHG emissions from human activities, such as fuel combustion (carbon dioxide) and refrigerants (hydrofluorocarbons), are primarily responsible for the significant contribution to overall GHG concentrations in the atmosphere, climate regulation, and global climate change.

Human production of GHGs has increased steadily since pre-industrial times (approximately pre-1880) and atmospheric carbon dioxide concentrations in the atmospheric carbon dioxide concentrations have increased from a pre-industrial value of 280 ppm in the early 1800's to 399 ppm in July 2014 (NOAA 2014). The effects of increased GHG concentrations in the atmosphere include climate change (increasing temperature and shifts in precipitation patterns and amounts), reduced ice and snow cover, sea level rise, and acidification of oceans. These effects in turn will impact food and water supplies, infrastructure, ecosystems, and overall public health and welfare.

The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHGs – carbon dioxide, methane, nitrous oxide, and sulfur

hexafluoride – and two groups of gases – hydrofluorocarbons and perfluorocarbons. These GHG are the primary GHG emitted into the atmosphere by human activities. Water vapor is also a common GHG that regulates Earth's temperature; however, the amount of water vapor in the atmosphere can change substantially from day to day, whereas other GHG emissions remain in the atmosphere for longer periods of time. Black carbon consists of particles emitted during combustion; although a particle and not a gas, black carbon also acts to trap heat in Earth's atmosphere.

GHG emissions from human activities contribute to overall GHG concentrations in the atmosphere and the corresponding effects of global climate change (e.g., rising temperatures, increased severe weather events such as drought and flooding). GHGs can remain in the atmosphere long after they are emitted. The potential for a GHG to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO2, which has a GWP of one. By comparison, CH_4 has a GWP of 25, which means that one molecule of CH4 has 25 times the effect on global warming as one molecule of CO2. Multiplying the estimated emissions for non-CO2 GHGs by their GWP determines their carbon dioxide equivalent (CO2e), which enables a project's combined global warming potential to be expressed in terms of mass CO_2 emissions. Shown below, Table 11 lists GWP for the main GHGs.

Table 11. GHG Global Warming Potentials

Compound	Global Warming Potential (GWP) Relative to CO_2
Carbon Dioxide (CO_2)	1
Methane (CH_4)	25
Nitrous Oxide (N_2O)	298
Hydrofluorocarbons (HFCs)	--
HFC-23	14,800
HFC-134a	1,430
HFC-152a	140
HCFC-22	1,700
Sulfur Hexafluoride (SF_6)	22,800

Source: CARB 2014

The California Global Warming Solutions Act of 2006 (AB32) requires CARB to reduce GHG emissions to 1990 levels by 2020. CARB identified 427 million metric tons of carbon dioxide equivalent (MTCO2e) as the total statewide GHG 1990 emissions level and adopted this level as the 2020 GHG emissions limit (CARB 2007). CARB estimates 2020 GHG emission levels will reach approximately 600 million MTCO2e if no actions are taken under a "business-as-usual" scenario. To achieve the necessary GHG reductions, CARB approved the *Climate Change Scoping Plan* on December 11, 2008 identifies the measures (i.e., mandatory rules and regulations and voluntary measures) that will achieve at least 174 MMTCO2e of reductions and reduce statewide GHG emissions to 1990 levels by 2020 (CARB 2009). In 2011, CARB released a supplement to the *2008 Scoping Plan Functional Equivalent Document* (FED) that included an updated 2020 BAU statewide GHG emissions level projection of 507 MMTCO2e (CARB 2011). CARB recently released its first update to the Scoping Plan (CARB 2014). CARB has also adopted several rules designed to reduce vehicular GHG emissions, including the Pavley Regulations (AB1493), which will reduce GHG emissions from passenger vehicles between 22 and 30 percent, and the Low Carbon Fuel Standard, which requires a ten percent reduction in the carbon intensity of transportation fuels by 2020.

San Mateo County Energy Efficiency Climate Action Plan

The San Mateo County *Energy Efficiency Climate Action Plan* (EECAP) (2013) outlines GHG reduction strategies to achieve the County's reduction target of 17% below 2005 emissions levels by 2020. The EECAP exceeds the State-recommended 15% reduction target and is intended to satisfy the requirements of the BAAQMD for a Qualified GHG Reduction Strategy. The EECAP focuses on GHG reductions in ten different areas such as energy efficiency and transportation. Project development applicants demonstrate compliance with the EECAP by completing a Development Checklist. The completed checklist for the Skylonda Fire Station No. 58 Replacement Project is presented in Appendix F.

Heavy-Duty National Program

The U.S. Environmental Protection Agency (US EPA) and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) began the first-ever program in 2011 to reduce GHG emissions and improve fuel efficiency of heavy-duty trucks and buses. Classified as vocational vehicles, fire trucks, will have meet two main standards in 2017: 1) EPA Use Life Emissions Standard of 222 g CO2 per ton-mile; and 2) NHTSA Fuel Consumption Standard of 21.8 gallon per 1,000 ton-mile. EPA has additionally adopted N2O and CH4 standards that will apply to all heavy-duty engine, pickups and vans (USEPA 2011).

Existing GHG Emission Sources at the Project Site

As described in Air Quality, Section 3.3, existing stationary emissions include the electricity from the apparatus building for emergency vehicles, a barracks housing station personnel, and an office building. The backup generator used for emergency purposes only is also a potential emission source. Mobile emissions occur from diesel-powered heavy duty vehicles and staff vehicles. Given the small number of staff (eight workers) and long shift rotations of 72 hours, worker commute is a minimal emission source. The majority of mobile source GHG emissions is from on-duty fire engines.

Discussion:

Would the proposed project:

a) Generate greenhouse gas (GHG) emissions (including methane), either directly or indirectly, that may have a significant impact on the environment?

Global climate change is the result of GHG emissions worldwide; individual projects do not generate enough GHG emissions to influence global climate change. Thus, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project's contribution to global climate change is cumulatively considerable.

Less Than Significant Impact. The proposed project would produce GHG emissions from construction-related fuel combustion. The BAAQMD has not adopted a threshold of significance for construction-related GHG emissions; however since the project size is below all other GHG operational thresholds, the impact is presumed to be less than significant.

There would be no change to existing mobile source operational emissions because the primary source of GHG emissions, the vehicle fleet, would remain the same size. There would be a slight increase to stationary source operational emissions from the incorporation of the larger 168 horsepower (125 kilowatt) generator that would replace the existing 107 horsepower (80 kilowatt) generator. Generator emissions would be partially offset by the installation of a new, more efficient building facility and generator and would not exceed the BAAQMD CEQA threshold for stationary sources of 10,000 MTCO2e per year. Therefore, the impact is less than significant.

b) Conflict with an applicable plan (including a local climate action plan), policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. GHG emissions from off-road equipment, residential fuel usage, electricity generation, and transportation are identified and planned for in the BAAQMD's 2010 Clean Air Plan (BAAQMD 2010). A primary objective of the 2010 Clean Air Plan is to reduce greenhouse gas emissions to 1990 levels by 2020 and 40% below 1990 levels by 2035. The 2010 Clean Air Plan considers an increase in off-road, residential fuel, electricity, and transportation GHG emissions and identifies control measures designed to achieve regional GHG reduction goals.

The project would meet or exceed all applicable California and San Mateo County building and energy efficiency standards through its design to achieve LEED Silver certification. The project complies with all relevant components of the EECAP Development Checklist (Appendix F). There are no stationary sources that are subject to state or federal GHG reporting regulations. Therefore, the project does not conflict with the AB 32 Climate Change Scoping Plan and the impact is less than significant.

c) Result in the loss of forestland or conversion of forestland to non-forest use, such that it would release significant amounts of GHG emissions, or significantly reduce GHG sequestering?

No impact. The project area contains no forestland, timberland, or timberland zone Timberland Production. The project would not result in timberland impacts. The proposed project would not result in a new significant or more severe impact that the current fire station.

d) Expose new or existing structures and/or infrastructure (e.g., leach fields) to accelerated coastal cliff/bluff erosion due to rising sea levels?

No impact. There are no coastal cliffs or bluffs within the project area so there will be no direct or indirect impacts to coastal cliffs or bluffs as a result of the project. The proposed project would not result in a new significant or more severe impact, as mapped by the Our Coast Our Future (OCOF) sea level rise mapping (OCOF 2013).

e) Expose people or structures to a significant risk of loss, injury or death involving sea level rise?

No impact. The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving sea level rise, as shown by the OCOF sea level rise mapping tool (OCOF 2013). The proposed project is located substantially inland and of higher elevation than any areas with people or structures at risk due to sea level rise.

f) Place structures within an anticipated 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No impact. The proposed project is not within a FEMA designated 100-year floodplain area (FEMA 2012).

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

No impact. The proposed project is not in an area that would contribute to 100-year flood hazard areas or redirect flood flows, as evidenced by the OCOF 100-year flood potential mapping tool (OCOF 2013).

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3.8 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (e.g., pesticides, herbicides, other toxic substances, or radioactive material)?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐
i) Place housing within an existing 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
j) Place within an existing 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
k) 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?	☐	☐	☐	☒
l) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

3.8.1 Environmental Setting

An environmental investigation of Skylonda Fire Station was performed to evaluate the existing structures and site conditions for potential presence of hazardous materials and to determine how these materials should be handled during demolition. Two Hazardous Building Materials Investigation reports (SCA Environmental 2015a and 2015c) are presented in Appendix G. The report findings indicate that both the office, barracks, and apparatus buildings either have or are assumed to have asbestos containing materials (ACM) and lead based paint. Mercury-containing fluorescent tubes were also identified throughout the buildings.

A Phase 1 Environmental Site Investigation (SCA Environmental 2015b; Appendix H) was performed to identify recognized environmental concerns associated with the past and/or present uses of the site and the generation, storage, or disposal of hazardous materials and/or wastes at the site and at nearby properties judged to potentially affect the site.

Hazardous materials currently used and stored on site consists of a 250-gallon propane tank south of the apparatus building and a 500-gallon propane tank between the office & barracks building, and miscellaneous vehicle fluids needed for fire engine and truck maintenance. Both tanks are located above ground.

The fire station personnel, the single family residences surrounding the project site, and the demolition crews removing the materials containing hazardous waste are considered potential sensitive receptors to hazardous materials impacts. The closest residences on Linwood Way are approximately 100 feet from the apparatus building (see Figure 2).

3.8.2 Regulatory Setting

The US Environmental Protection Agency (US EPA) regulates the disposal of hazardous wastes under the federal Resource Conservation and Recovery Act (RCRA). The US EPA maintains lists of federally regulated hazardous wastes which are generally characterized as ignitable, corrosive liquid, reactive, and toxic.

The California Department of Toxic Substances Control (DTSC) regulates the disposal of non-RCRA hazardous wastes in California (22 CCR §66261 et. al). California has adopted hazardous waste listings similar to the RCRA hazardous waste lists. Waste classified as hazardous is managed for safe and protective handling for storage, transportation, treatment, and disposal.

The Bay Area Air Quality Management District (BAAQMD) and the Cal/EPA provide local enforcement of these regulations. Prior to renovation or demolition, the BAAQMD requires abatement and disposal of friable ACM, as well as non-friable ACM that may become friable during renovation (practically, this means all non-friable ACM). Federal Occupational Safety and Health Administrations (OSHA) regulations, locally enforced by CAL/OSHA, define ACM as substances that contain greater than 1% asbestos. Trace ACM are those materials identified as containing <1.0% but greater than 0.1% asbestos. These materials may exist as construction debris (in which case they fall under Comprehensive Environmental Response, Compensation, and Liability Act regulatory requirements), as materials in intact buildings (in which case they fall under Toxic Substance Control Act) and National Emission Standards for Hazardous Air Pollutants requirements) or as geological deposits (in which case they are typically regulated by local air pollution control district standards).

Lead exposures in the workplace are regulated by Cal/OSHA, which has certain regulatory requirements for identifying and controlling potential lead exposures. Currently applicable regulations for the construction industry have been adopted by Cal/OSHA (8 CCR 1532.1) from the Federal OSHA regulations. The current OSHA 8- hour Permissible Exposure Level (PEL) for lead is 50 µg/m3.

3.8.3 Discussion

Would the proposed project:

a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (e.g., pesticides, herbicides, other toxic substances, or radioactive material)?**

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

Less Than Significant Impact with Mitigation (Responses a – b). The project involves upgrading a fire station facility with a new firehouse building, apparatus building, new septic tank and leach lines, and new driveway access to Skyline Boulevard. Neither existing nor proposed facility operations involve an ongoing transport, use, or disposal of hazardous materials, although the site houses a 250-gallon and a 500-gallon propane tank and uses miscellaneous cleaning fluids and vehicle fluids needed for fire engine and truck maintenance.

SCA collected a number of bulk samples of painted materials and potential asbestos containing materials and had them tested for asbestos or lead-based paint content. Testing confirmed the presence of both ACM and lead-based paint in concentrations high enough that the materials fall under regulation for disposal (see Appendix G). Both materials are classified as California non-RCRA hazardous waste requiring disposal at a landfill facility that is permitted to accept California non-RCRA hazardous waste if removed from the site.

After completion of the new firehouse and reserve apparatus buildings, the existing office and barracks buildings would be demolished. The demolition materials would be removed from the site and disposed of at an appropriate disposal facility. The proper handling of the demolition debris materials would be specified in a debris management and disposal plan as specified in Mitigation Measure HAZ-1.

Impact HAZ-1: Demolition, removal, and transport of building materials containing lead-based paint, asbestos containing material, and any project soils containing elevated levels of soluble lead could result in airborne emissions of lead resulting in exposure of workers or the environment to a hazardous material.

Mitigation Measure HAZ-1: The County or its Contractor shall develop and implement a demolition debris management and disposal plan for the non-RCRA hazardous materials that are to be removed from the project site. The plan shall be designed to prevent releases of hazardous materials in quantities that could pose a risk to human health and the environment, as determined using appropriate BAAQMD, RWQCB, DTSC, and/or other appropriate agency screening thresholds.

The plan shall identify the receiving qualified landfill and present proof of waste acceptance. The plan shall specify measures to minimize airborne dust during building deconstruction and soil movement to protect construction workers and neighboring residents from exposure to hazardous material emissions. The plan shall address protection of worker exposure to airborne lead paint particulates through use of personal protective gear, clear identification of the location of hazardous materials, and removal by properly trained/certified workers, and proper cover and transport of hazardous materials, etc.

Effectiveness: The measures would ensure compliance with state and federal regulations regarding the handling and disposal of non-RCRA hazardous materials.

Implementation: San Mateo County or its Contractor.

Timing: Plans shall be approved by the County prior to construction activities beginning on the site.

Monitoring: The County shall require the design/build contractor to submit the plans to the County prior to issuance of a grading permit.

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

No Impact. The project does not involve hazardous emissions or handling of hazardous materials. The project site is not located within one-quarter mile of an existing or proposed school. The closest K-12 schools are several miles away off of Woodside Road, by the main area of Town. The Kings Mountain Learning Center, a day care center located at 211 Swett Road between Skyline Blvd. and Star Hill Road is over 3.5 miles north of the project site.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact. The Phase 1 Environmental Site Investigation (SCA Environmental 2015b; Appendix H) conducted an extensive search of databases used to identify and track sites with known contamination. The Phase I database search included a search of databases that are identified in Government Code Section 65962.5. The project site was found listed in multiple databases.

The San Mateo County BI database identifies sites that (1) require a Hazardous Materials Business Plan be filed with the County; (2) are listed as a Hazardous Waste Generator by the County; and/or (3) are identified by the County as having Underground Storage Tanks at the facility. The Skylonda Fire Station project site is listed in the San Mateo County BI database as having above ground and underground storage tanks, a generator and recycler for waste oil and solvents, storing motor vehicle fuels and waste oil, and for storing <5,000 gallons in their tanks. The HAZNET database listed the site as having hazardous waste manifests completed for other empty containers of 30 gallons or more, unspecified organic liquid mixture, other organic solids, and waste oil and mixed oil. The AST database lists the site as having a total of 1,320 gallons in their above ground storage tanks. No violations reported.

SCA researched sites within 0.35 mile of the project site with documented leaking underground storage tanks, releases, and documented subsurface contamination. Various properties within a 0.35-mile radius of the site are noted on databases. These properties are situated at a lower elevation (downgradient) than the Skylonda Fire Station project site. Impacts to the site from these facilities are considered minimal. Based on the information provided in the Environmental Data Resources report, the potential for recognized environmental conditions at the project site from off-site sources is minimal.

Two underground storage tanks (USTs) were removed from the site in June 1997 (one 540 gallon gasoline and one 560 gallon diesel UST). Analyses of soil samples collected beneath the fill end of each UST identified residual concentrations of hydrocarbons (TPHg, benzene, toluene, xylenes, and MTBE) in the soil, and were indicative that a release had occurred at the site. No groundwater was encountered during UST removal activities. Waste oil was also historically discharged to the ground surface at the site for an unknown duration of time.

In June 1997, excavation activities were performed at the site to remove petroleum hydrocarbon impacted soil in an area measuring 12 feet wide, by 25 feet long, to depths between 2.5 and 6.5 feet below ground surface. Following excavation, confirmation soil samples were collected at the base of the excavation which identified residual concentrations of TPHd, BTEX, MTBE, and total oil and grease in soil. Residual concentrations in soil tested below San Mateo County Environmental Health Department (SMCEHD) guidelines and no further action was required by the County. A letter from County Department of Environmental Health documenting closure is presented in Appendix H.

Redevelopment of the Skylonda Fire Station site with upgraded facilities would not result in exposure of the public or the environment to hazardous materials.

e) 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, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The Skylonda Fire Station project site is located approximately nine miles from the nearest public airports (Palo Alto Airport and San Carlos Airport). The proposed project is not located within an airport land use plan area.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. There are no private airstrips located within the vicinity of the project sites.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Project construction would not affect the availability of adequate emergency access for fire station crews responding to emergencies. The project does not affect emergency evacuation plans or routes. Constructing a new driveway access to Skyline Boulevard would have the beneficial impact of improved egress for emergency vehicles responding to calls by shortening the distance from the apparatus building to Skyline Boulevard and avoiding the choke point of the existing fire station egress which merges with the adjoining commercial property (Alice's Restaurant) driveway. The proposed project would also have the benefit of providing a modern emergency response facility designed to withstand earthquakes and wildland fires so that the emergency response services Station 58 provides would not be interrupted as a result of an earthquake or other natural disaster.

h) Expose people or structures to a significant risk of loss, injury, or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?

Less Than Significant Impact. The project site is located in a densely wooded area with steep hillsides. Low density residential development surrounds the fire station location. The Town of Woodside and this portion of unincorporated San Mateo County is designated a High Wildfire Hazard Area by the County General Plan due to the wildland urban interface. The proposed replacement of existing fire station facilities does not introduce new uses to the project property or create new risk of exposure or loss, injury, or death from wildland fires. The new buildings would be constructed with fire resistant materials and would be a significant improvement in wildfire safety over the existing wooden buildings. The proposed project would improve overall living and working conditions for fire station crews and emergency vehicle egress during responses to calls such as wildland fires.

i) Place housing within an existing 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project does not involve housing and is not proposed within a 100-year flood hazard area.

j) Place within an existing 100-year flood hazard area structures that would impede or redirect flood flows?

No Impact. The proposed project does not propose structures in within a 100-year flood hazard area.

k) 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?

No Impact. The project site is not located downstream of any levee or dam according to the Town of Woodside's Dam Inundation Area Map. Therefore there would be no impact to the project as a result of a levee or dam failure.

l) Inundation by seiche, tsunami, or mudflow?

No Impact. The project site is located along the side of a ridgeline in the San Mateo County Coast Range mountains. The site is well inland and well above any elevation that would be impacted by either a seiche or tsunami according to San Mateo County Hazard maps (2005). Furthermore, the fire station is not located in an area subject to mudflow hazards.

Sources:

County of San Mateo. 1986. General Plan. Department of Planning and Building, San Mateo County, California.

Jeff Katz Architecture and T.B. Penick & Sons. 2015. Skylonda Fire Station No. 58 Replacement Project. Project Drawings Planning Submittal. December 4, 2015.

SCA Environmental, Inc. (SCA). 2015a. Summary Report of Hazardous Building Materials. Letter Report to Ms. Barbara Beard, MIG|TRA Environmental Sciences, Inc. March 13, 2015.

SCA Environmental, Inc. (SCA). 2015b. Phase 1 Environmental Site Assessment. Prepared for MIG|TRA Environmental Sciences. March 31, 2015.

SCA Environmental, Inc. (SCA). 2015c. Summary Report of Hazardous Building Materials. Letter Report to Ms. Theresa Yee, County of San Mateo. November 3, 2015.

Town of Woodside. 2012. General Plan 2012. http://www.woodsidetown.org/planning/general-plan-2012-american-planning-association-northern-california-chapter-2014-comprehens

3.9 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements (consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical storm water pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?	☐	☐	☒	☐
b. Significantly deplete groundwater supplies or interfere significantly with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c. Significantly 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 significant erosion or siltation on- or off-site?	☐	☐	☒	☐
d. Significantly alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or significantly increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
e. Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide significant additional sources of polluted runoff?	☐	☐	☒	☐
f. Significantly degrade surface or groundwater water quality?	☐	☐	☒	☐
g. Result in increased impervious surfaces and associated increased runoff?	☐	☐	☐	☒

3.9.1 Environmental Setting

The project site is within the San Gregorio Creek Watershed in the San Francisco Bay Hydrologic Region. The San Francisco Bay Hydrologic Region covers approximately 2.88 million acres and includes all of San Francisco County and portions of Marin, Sonoma, Napa, Solano, San Mateo, Santa Clara, Contra Costa, and Alameda counties. The San Gregorio Creek Watershed is the second largest watershed in coastal San Mateo County. The San Gregorio Creek watershed is bounded by Pomponio Coreek to the south, Tunitas Creek to the north, State Route 35 (i.e., Skyline Boulevard) to the east, and State Route 1 (i.e., Coast Highway) to the west. It includes the small unincorporated communities of La Honda, San Gregorio, Redwood Terrace, and Sky Londa. San Gregorio Creek originates at the confluence of Alpine and La Honda Creeks and travels 12 miles through the Santa Cruz Mountains until it eventually discharges in the Pacific Ocean. The San Gregorio Creek Watershed contains five primary sub-basins, including Harrington Creek, La Honda Creek, El Corte Madera Creek, Mindego Creek, and Clear Creek. The project site is located within the La Honda Creek sub-basin.

The project site is located at approximately 1,500 feet above mean sea level. The project site generally experiences a Mediterranean climate. The climate is characterized by cool, moist winters (typically November to March) and warm, dry summers. Winter storms often lead to high flow events and increased sediment input into streams and creeks. Annual average precipitation for the project site is approximately 29 inches per year, with the majority of precipitation falling between October and April. Rainfall between May and October averages less than 0.7-inch per month.

Skylonda Mutual Water Company provides water for the project site and vicinity. Skylonda Mutual Water Company obtains its water supply from La Honda Creek, the water supply reservoir south of the project site across Blakewood Way, from wells in the area, and from Cal Water. La Honda Creek is generally the primary water source; however, wells become the primary water source when La Honda Creek's water levels recede.

Surface Water

There are no streams or other major surface water features located on the project site. A water supply reservoir owned by the Skylonda Mutual Water Company is located approximately 75 feet south of the project site across Blakewood Way. La Honda Creek is located approximately 0.1 mile southwest of the project site (Figure 2).

Groundwater

A continuous groundwater body was not encountered in the borings on the project site. However, perched groundwater was encountered in two of the borings located near the middle of the planned building. The perched groundwater was encountered within the bedrock at a depth of 16.5 feet and 19 feet (Rutherford Chekene 2015).

Flooding

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map for the project site shows that the project site is not located within a 100-year flood hazard area.

3.9.2 Regulatory Setting

Federal Clean Water Act

The Clean Water Act (CWA) is the primary federal legislation governing water quality and forms the basis for several state and local laws throughout the nation. The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

The CWA has nationally regulated the discharge of pollutants to the waters of the U.S. from any point source since 1972. In 1987, amendments to the CWA added section 402(p), which established a framework for regulating nonpoint source storm water discharges under the National Pollutant Discharge Elimination System (NPDES) Permit Program. It is implemented through the State Water Resources Control Board (State Water Board) and the nine Regional Water Quality Control Boards.

If activities, discharges, or proposed activities and discharges from a property could affect California's surface, coastal, or ground waters, in most cases a permit will need to be acquired from the RWQCB. The NPDES Construction General Permit requirements apply to clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. Construction activities on one or more acres are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009 DWQ). The NPDES General Construction Permit requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices (BMPs) to be implemented during project construction to protect storm water runoff. The SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there

is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. The project sponsor is also required to submit a Notice of Intent (NOI) with the State Water Resources Control Board Division of Water Quality. The NOI includes general information on the types of construction activities that would occur on the site.

The Skylonda Fire Station No. 58 Replacement Project would disturb 52,000 square feet (greater than one acre) and is therefore subject to the NPDES General Construction Permit requirements.

San Mateo Countywide Water Pollution Prevention Program

Projects that add and/or replace over 10,000 square feet of impervious surface must comply with San Mateo County's Provision C.3 of the San Mateo Countywide Water Pollution Prevention Program's (SMCWPPP) amended Municipal Regional Stormwater NPDES Permit (CAS612008).

Provision C.3 of the County's NPDES Permit requires:

- Numeric Sizing Criteria for Pollutant Removal Treatment Systems. The project must include source controls, site design measures, and treatment controls to minimize storm water pollutant discharges. Pollution treatment controls shall be sized to treat the volume of annual runoff required to achieve 80 percent or more capture of average annual runoff (in the Bay Area this is equivalent to having the capacity to repetitively treat storm events of about 1 inch of precipitation).
- Operation and Maintenance of Treatment Measures. Treatment controls often do not work unless adequately maintained. The permit requires an Operations and Maintenance (O&M) Agreement and a maintenance plan.
- Limitation on Increase of Peak Stormwater Runoff Discharge Rates. Urbanization creates impervious surfaces that reduce the landscape's natural ability to absorb water and release it slowly to creeks. These impervious surfaces increase peak flows in creeks and can cause erosion (referred to as hydromodification). Projects must evaluate the potential for this to occur and provide mitigation as necessary.

The proposed replacement of the Skylonda Fire Station facilities affects a 52,000 square-foot area. Of this space, 39,500 square feet is covered with impervious surface by existing site development. Final site development would result in an impervious cover of 36,000 square feet. The project disturbance exceeds the County's Provision C.3 threshold of 10,000 square feet and is therefore subject to the Provision C.3 requirements.

San Mateo County General Plan

A San Mateo County General Plan update was adopted in 1986 to guide decision-making for the future of unincorporated San Mateo County. The overall goal of the plan was to balance utilization and conservation of all of San Mateo County's resources. The Natural Resources and Soil Resources portion of the General Plan provides guidance to promote protect San Mateo County's water resources. A list of water resources policies relevant to the project follows:

Policy 1.26 Protect Water Resources: Ensure that development will: (1) minimize the alteration of natural water bodies, (2) maintain adequate stream flows and water quality for vegetative, fish and wildlife habitats; (3) maintain and improve, if possible, the quality of groundwater basins and recharge areas; and (4) prevent to the greatest extent possible the depletion of groundwater resources.

Policy 1.37 Protect the Productive Use of Water Resources: Ensure that land uses and development on or near water resources will not impair the quality or productive capacity of these resources.

Policy 2.17 Regulate Development to Minimize Soil Erosion and Sedimentation: Regulate development to minimize soil erosion and sedimentation; including, but not limited to, measures which consider the effects of slope, minimize the removal of vegetative cover, ensure stabilization of disturbed areas and protect and enhance natural plant communities and nesting and feeding areas of fish and wildlife.

Policy 2.23 Regulate Excavation, Grading, Filling, and Land Clearing Activities Against Accelerated Soil Erosion: Regulate excavation, grading, filling, and land clearing activities to protect against accelerated soil erosion and sedimentation.

Policy 2.25 Regulate Topsoil Removal Operations Against Accelerated Soil Erosion: Regulate topsoil removal operations to protect against accelerated soil erosion and sedimentation through measures which ensure slope stabilization and surface drainage control.

San Mateo County Regulation of Individual Onsite Wastewater Treatment and Disposal Systems

San Mateo County Ordinance, Chapter 4 (Sections 9300 et seq) provides requirements governing all non-sewered onsite wastewater treatment and disposal systems. These requirements are intended to provide procedures for soil percolation testing, installation, maintenance, and abatement of onsite wastewater treatment and disposal systems. Requirements relevant to the project are as follows:

- No septic, pumping, or holding tank shall be located closer than five feet of any building, 50 feet of any property line for parcels without an available public water supply or 10 feet of any property lines for parcels with approved public water supply, 100 feet of any well, 100 feet of the top of bank of a stream as defined by the most recent U.S. Geological Survey topographic map, or 25 feet from a swimming pool.
- No drainfield or other leaching system shall be located closer than 10 feet from any building; 50 feet from any property line for parcels without an available public water supply or 10 feet from any property line for parcels with approved public water supply; 100 feet from any well; 100 feet from the top bank of a stream, 50 feet from a ditch, cutbank, or slope 50 percent or greater; 25 feet from a swimming pool; 200 feet from a domestic water supply reservoir; or 100 feet from a reservoir other than a domestic water supply reservoir.
- The drainfield shall not be located under any paving or in an area subject to vehicular traffic.
- Underground utility lines or conduits shall not be installed in or across drain fields.
- Trenches shall be constructed when soil is dry. If moisture still remains in portions of the soil resulting in a smearing (sealing) effect on the sidewalls by the excavating equipment, the sidewalls shall be adequately scarified to restore the soil to its original drainage capacity.
- Trenches shall not be left without adequate cover overnight if rock fill is not added the same day as excavation.
- The proposed septic system design must be certified by a Registered Professional.

In addition to the above requirements, the design plans for the individual onsite wastewater treatment and disposal system must comply with the performance standards in Section 9325, Chapter 4, Division VII of this ordinance code.

Installation, remodel, and/or repair of an individual onsite wastewater treatment and disposal system requires an application for a permit to install a septic system be completed and submitted for review and approval by San Mateo County Environmental Health Division staff. A

site exam and percolation test may be required (with the appropriate fee) prior to the submittal of the application for a Septic Installation Permit to install a new septic system.

3.9.3 Discussion

Would the proposed project:

a) Violate any water quality standards or waste discharge requirements (consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical storm water pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash))?

Less Than Significant Impact.

Storm Water Runoff

Construction of the project would cause disturbances to the ground surface from earthwork, including removal of vegetation, grading and trenching. These activities could potentially increase the amount of sediment runoff from the site that flow into the County's storm drain inlet on Blakewood Way. Increased sediment could negatively impact water quality of runoff flowing from the site.

Construction of the project may also include the use of hazardous materials that are potentially harmful to water quality, such as vehicle fuels, fluids, paints, thinners, and other chemicals. Accidents or improper use of these materials could release contaminants to the environment. Additionally, oil and other petroleum products used to maintain and operate construction equipment could be accidentally released.

The project construction area of 52,000 square feet comprises slightly more than one acre and is subject to the NPDES Construction General Permit requirements. The County or its Qualified SWPPP Developer (QSD) will prepare a SWPPP for submittal with a Notice of Intent (NOI) to the State Water Resources Control Board for approval prior to the start of construction. BMPs would be employed during the construction phase to control sediment loads. During construction, the project would follow the Erosion Control Plan (Appendix A, Sheet C-7) which includes sand bags around storm inlets, a silt fence around the project perimeter, straw roll barriers on slopes, a stabilized construction entrance, a concrete washout, and other measures during the rainy season (October 1 through April 30). Components of the Erosion Control Plan shall be specified in the SWPPP.

The Skylonda Fire Station Replacement Project is also subject to the C.3 Requirements of the Municipal Regional Stormwater NPDES Permit. As described above, this provision requires project development to capture storm water runoff and retain it on the project to reduce pollutant loading of surface waters. The project would implement post-construction BMPs to control runoff volumes and urban pollutants as part of the project design as identified in Project Description, Section 2.5 (Table 3). The County or its contractor will prepare and submit a drainage plan for compliance with C.3 requirements of the Municipal Regional Stormwater NPDES Permit for review by County planning staff. Compliance with the C.3 Requirements would reduce potential water quality impacts from erosion of disturbed project soils and non-source pollution impervious surfaces to less than significant.

Onsite Wastewater Treatment

The project site is not currently served by a sanitary sewer system. Onsite sewage treatment is provided via an existing septic system and leach field. The existing leach field was paved over with impervious surface to accommodate fire vehicle access to the apparatus building. As a result, the existing leach field is in violation of the County's Regulation of Individual Onsite Wastewater Treatment and Disposal Systems Ordinance, which prohibits the installation of impervious paving over leach fields. Heavy, impermeable surfaces placed over a leach field can interfere with evaporation and airflow necessary for effluent treatment (e.g., the breakdown of

sewage by soil microorganisms) and result in untreated wastewater as well as groundwater and/or surface water contamination.

The proposed project would reconstruct the septic leach field near Linwood Way (see Grading Plan in Appendix A, Sheet C-4); it would no longer be covered by impervious pavement. The existing septic tank would be relocated closer to the leach field and replaced with a larger tank. Existing drain lines under the pavement adjacent to the current apparatus building would be removed. The leach field would meet all set back requirements from property lines, buildings, and the water reservoir. The new septic system and any leach field modifications would be subject to all requirements of the County's Department of Environmental Health Division and the Regulation of Individual Onsite Wastewater Treatment and Disposal Systems Ordinance. As a result, the leach field is anticipated to function more effectively and reduce the risk of groundwater and/or surface water contamination within and in the vicinity of the project site.

b) Significantly deplete groundwater supplies or interfere significantly with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. The proposed project replaces existing facilities at the Skylonda Fire Station. There would be no change in station staffing levels and the water demand for the project is estimated by the project DBE to be 1,500 gallons per day, similar to current water use levels. The project would not result in a measurable increase in demand on ground water supplies or lowering of the local groundwater table. The project would result in a net reduction of impervious surface on the property and would not interfere with ground water recharge. Therefore, there would be no impacts to groundwater.

c) Significantly 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 which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. There are no streams or other water features in the project vicinity that would be altered by the project. The project does not intend to substantially alter the existing drainage pattern of the site beyond what already exists. Soil erosion or siltation could result from excavation and grading activities during construction. Due to the small area of total disturbance (52,000 square feet) and the short duration of excavation and grading activities, such effects are expected to be minimal. Erosion control measures in the Erosion Control Plan (Appendix A, Sheet C-7) and standard practice drainage controls required by the SMCWPPP, Provision C.3 (see Project Description, Section 2.5, Table 3) would control surface drainage and reduce erosion and siltation impacts on and off the project site to a less-than-significant level.

d) Significantly 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 which would result in flooding on- or off-site?

Less Than Significant Impact. There are no streams or other water features in the project vicinity that would be altered by the project. Project construction would result in the net removal of 3,500 square feet of impervious surfaces from the project site and a corresponding decrease in storm water generation. Storm water drainage controls are required as part of the project design required by the SMCWPPP as described in Project Description, Section 2.5, Table 3. With implementation of these standard control measures, storm water runoff generated by project impervious surfaces would be further reduced. The project would not result in flooding on or off the project property.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The project would result in a net decrease of 3,500 square feet of existing impervious surfaces resulting in a decrease of surface runoff generated by the project site. The proposed project would comply with San Mateo County's Provision C.3 requirements by incorporating post-construction storm water control/low-impact development measures into new development and redevelopment projects. To reduce storm water run-off at the project site, construction would be designed to reduce impervious surface in the parking lot/leach field if possible and, incorporate on-site infiltration (e.g., storm water planters, rain gardens, or swales). Additional site drainage would consist of a minor area of drains with outfalls to the existing ditch along Blakewood Way. The majority of the run-off water would be captured by these on-site storm water design features; therefore, the project is not expected to exceed the capacity of existing or planned storm drainage systems. Storm water runoff generated from the project site would be similar to current levels and would not create new sources of polluted runoff.

f) Significantly degrade surface or groundwater quality?

Less Than Significant Impact. The project could potentially affect water quality in the event of an accidental spill. Soil erosion or siltation could result from excavation and grading activities during construction. Due to the small area of disturbance (52,000 square feet) and the short duration of excavation and grading activities, such effects are expected to be minimal. An Erosion Control Plan (Appendix A, Sheet C-7) has been prepared for the project and a storm water and drainage control plan per the SMCWPPP, Provision C.3 requirements would be prepared and implemented to control storm drainage (see Project Description, Section 2.5, Table 3). Additionally, a SWPPP per the NPDES Construction General Permit would be prepared. With implementation of these standard control measures, the project impact on water quality would be less than significant.

g) Result in increased impervious surfaces and associated increased runoff?

No Impact. The project development involves replacement of 36,000 square feet of impervious surfaces through site reconstruction. Due to the replacement of more than 10,000 square feet or existing impervious surfaces; therefore, San Mateo County's Provision C.3 applies as described in Response a) above. The project would reduce the overall total of impervious surface cover on the fire station property by 3,500 square feet. Therefore overall surface runoff volumes generated by the project site would not be increased.

Sources:

BAGG Engineers. 2013. Preliminary Geotechnical and Geologic Report.

California Department of Water Resources. 2009. California Water Plan Update: San Francisco Bay Integrated Water Management. Bulletin 160-09.

California Department of Water Resources. 2003. California's Groundwater Update: San Francisco Bay Hydrologic Region. Bulletin 118, Chapter 7.

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County of San Mateo. 2015. San Mateo County Municipal Code, Chapter 4.100 Storm Water Management and Discharge Control. Online. https://www.municode.com/library/ca/san_mateo_county/codes/code_of_ordinances?nodeId=TIT4SAHE_CH4.100STWAMADICO_4.100.010PUIN, accessed on February 6, 2015.

County of San Mateo. 2015. San Mateo Countywide Water Pollution Prevention Program: Best Management Practices. Online. http://www.flowstobay.org/construction#Constructionbmpbrochures. Site accessed on February 18, 2015.

County of San Mateo. 1986. General Plan. Department of Planning and Building, San Mateo County, California.

Federal Emergency Management Agency. 2012. Flood Insurance Rate Map, San Mateo County, California. Map Number 06081C0294E.

Jeff Katz Architecture and T.B. Penick & Sons. 2015. Skylonda Fire Station No. 58 Replacement Project. Project Drawings Planning Submittal. December 4, 2015.

Natural Heritage Institute. 2010. San Gregorio Creek Watershed Management Plan.

Skylonda Mutual Water Company. 2014. 2013 Consumer Confidence Report.

3.10 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
d) Result in the congregating of more than 50 people on a regular basis?	☐	☐	☐	☒
e) Result in the introduction of activities not currently found within the community?	☐	☐	☐	☒
f) Serve to encourage off-site development of presently undeveloped areas or increase development intensity of already developed areas (examples include the introduction of new or expanded public utilities, new industry, commercial facilities or recreation activities)?	☐	☐	☐	☒
g) Create a significant new demand for housing?	☐	☐	☐	☒

3.10.1 Environmental Setting

The Skylonda Fire Station property is located in unincorporated San Mateo County adjacent to the southern extent of the Town of Woodside city limit. The area is characterized by a heavily wooded wildland urban interface. The project property was developed as a fire station by San Mateo County in the mid-1930's. The fire station neighborhood contains a mixture of low density residential, commercial and open space uses. Single-family residences are present along Skyline Boulevard (Route 35) and the neighboring streets, including Linwood Way and Blakewood Way. Both Skyline Boulevard and La Honda Road are scenic corridors passing through San Mateo County. There is a small commercial district located at the intersection of Skyline Boulevard (State Route 35) and La Honda Road (State Route 84), approximately 400 feet from the station property. Alice's Restaurant, located at the south property entrance, shares the access right-of-way with the Skylonda Fire Station. Mountain Terrance, an event venue, is located across the street, approximately 180 feet from the property line. A small domestic water reservoir serving area homes is located adjacent to the project parcels off Blakewood Way.

3.10.2 Regulatory Setting

San Mateo County Zoning Ordinance

The Skylonda Fire Station property is zoned Residential (R-1) with Combining District (S-10). While public use facilities are allowed in the R-1 Zoning District with a Use Permit, the County is exempt from Zoning Regulations. Nonetheless, the Basic Zoning Development Standards for the S-10 district are 20-foot front and rear yard setbacks, 10-foot side yard setbacks, a maximum of three stories or 36 feet building height, and a maximum 25% lot coverage.

Although the project is exempt from Zoning Regulations, the proposed project does comply with these Basic Zoning Development Standards.

Section 8604.3 of the Zoning Ordinance gives the authority to grant all grading and land clearing permits in a State or County Scenic Road Corridor to the Planning Commission.

The San Mateo County General Plan designates the Skylonda area as Low Density Residential Rural. The Skylonda Fire Station property is zoned Residential (R-1) with Combining District (S-10). Fire stations are permitted uses within the R-1 district subject to use permit approval.

3.10.3 Discussion

Would the proposed project:

a) Physically divide an established community?

No Impact. The proposed project upgrades facilities at an existing fire station. The project does not establish new land uses or develop previously undeveloped areas. It would not divide an established community.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed project upgrades facilities at an existing fire station. The project does not establish new land uses or develop previously undeveloped areas. The project does not propose any change in land use and is consistent with county zoning which permits public facility use in a R-1 Residential Zoning District.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The proposed project upgrades facilities at an existing fire station. No habitat conservation plan or natural community conservation plan applies to the project site.

d) Result in the congregating of more than 50 people on a regular basis?

No Impact. The fire station replacement building would house existing San Mateo County and Cal Fire personnel employed at the site which is eight staff per shift. The project would not increase the number of employees at the site. The new building would have a small conference room (600 square feet) which could accommodate meetings. The conference room is sized to meet the needs of the fire station staff and would not facilitate the congregating of more than 50 people on a regular basis.

e) Result in the introduction of activities not currently found within the community?

No Impact. The proposed project upgrades facilities at an existing fire station. The project does not introduce new activities into the community.

f) Serve to encourage off-site development of presently undeveloped areas or increase development intensity of already developed areas (examples include the introduction of new or expanded public utilities, new industry, commercial facilities or recreation activities)?

No Impact. The proposed new fire station building would provide in-kind replacement of the existing office and barracks buildings. The project would not increase the development intensity on the project property or introduce new infrastructure or uses which could increase the development density in the surrounding community.

g) Create a significant new demand for housing?

No Impact. The proposed project upgrades facilities at an existing fire station. The project does not expand the service capacity of the fire station; the number of employees, apparatus, and call response capabilities would remain the same. The project does not affect community demand for housing.

Sources:

County of San Mateo. 2012. Zoning Regulations. Planning and Building Department. December 2012.

County of San Mateo. 2014. Zoning Maps. Planning and Building Department. Public Site. (http://maps.smcgov.org/planning/).

Town of Woodside. 2012. General Plan 2012. http://www.woodsidetown.org/planning/general-plan-2012-american-planning-association-northern-california-chapter-2014-comprehens

3.11 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local -general plan, specific plan or other land use plan?	☐	☐	☐	☒

3.11.1 Environmental Setting

No valuable mineral resources have been found to occur in Woodside or unincorporated San Mateo County in the project area.

3.11.2 Discussion

Would the proposed project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact (Responses a – b). No locally important mineral resources are designated in the project area by the County General Plan or Zoning District. The proposed fire station improvement project would not affect any known mineral resources of regional or local importance.

Sources:

County of San Mateo. 1986.General Plan. Approved by Board of Supervisors November 18, 1986.

3.12 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A significant permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A significant temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) 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, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

3.12.1 Environmental Setting

This section describes the fundamentals of noise and the existing noise conditions in the project area, summarizes applicable regulations that govern noise, evaluates the noise impacts from the construction and operation of the proposed project features, and identifies mitigation measures to address the impacts found to be potentially significant.

Noise is defined as loud, unpleasant, or unwanted sound. The frequency (pitch), amplitude (intensity or loudness), and duration of noise all contribute to the effect on a listener, or receptor, and whether or not the receptor perceives the noise as objectionable, disturbing, or annoying.

Existing Noise Levels

The Skylonda Fire Station is located in a rural noise environment. The daytime ambient noise level (Leq) in adjacent rural Woodside is less than 40 dBA in the daytime and less than 35 dBA in the evening. Major sources of noise in Woodside include automobiles, motorcycles, trucks, aircraft, and construction activity. Existing noise sources on the project site are those of an operational fire station which includes the dispatch call speakers, horns or sirens during emergency responses, daily starting and testing of engines, outdoor training exercises, vehicle washing or maintenance, and emergency use and weekly testing of an outdoor emergency generator. These activities generate regular, but short duration noise events. Skylonda Fire Station responds to an average of 50 calls per month, or approximately between one and two calls per day.

The Decibel Scale (dB)

The decibel scale (dB) is a unit of measurement that indicates the relative amplitude of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a tenfold increase in acoustic energy, while 20 dBs is 100 times more intense, 30 dBs is 1,000 more intense, and so on. In general, there is a relationship between the subjective noisiness, or loudness of a sound, and its amplitude, or intensity, with each 10 dB increase in sound level perceived as approximately a doubling of loudness.

Sound Characterization

There are several methods of characterizing sound. The most common method is the "A-weighted sound level," or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is typically most sensitive. Thus, most environmental measurements are reported in dBA, meaning decibels on the A-scale.

Human hearing matches the logarithmic A-weighted scale, so that a sound of 60 dBA is perceived as twice as loud as a sound of 50 dBA. In a quiet environment, an increase of 3 dB is usually perceptible, however, in a complex noise environment such as a long a busy street, a noise increase of less than 3 dB is usually not perceptible, and an increase of 5 dB is usually perceptible. A 10-dB increase is generally perceived as a doubling of loudness. Normal human speech is in the range from 50 to 65 dBA, with levels rising as the distance between speakers increases or as background noise level rises and forces the speakers to raise their voice in order to be heard. Generally, as environmental noise exceeds 50 dBA, it becomes intrusive and above 65 dBA noise becomes excessive. Nighttime activities, including sleep, are more sensitive to noise and are considered affected over a range of 40 to 55 dBA. Table 12 lists typical outdoor and indoor noise levels in terms of dBA.

Table 12. Typical Outdoor and Indoor Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	-110-	Rock Band
Jet flyover at 1,000 feet		
	-100-	
Gas lawn mower at 3 feet		
	-90-	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	-80-	Garbage disposal at 3 feet
Noise urban area, daytime		
Gas lawnmower, 100 feet	-70-	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	-60-	
		Large business office
Quiet urban daytime	-50-	Dishwasher next room
Quite urban nighttime	-40-	Theater, large conference room
Quiet suburban nighttime		
	-30-	Library
Quite rural nighttime		Bedroom at night
	-20-	
		Broadcast/recording studio
	-10-	
Lowest threshold of human hearing	-0-	Lowest threshold of human hearing

Source: Caltrans 2009

Sound levels are typically not steady and can vary over a short time period. The equivalent noise level (Leq) is used to represent the average character of the sound over a period of time. The Leq represents the level of steady noise that would have the same acoustical energy as the sum of the time-varying noise measured over a given time period. Leq is useful for evaluating shorter time periods over the course of a day. The most common Leq averaging period is hourly, but Leq can describe any series of noise events over a given time period.

Variable noise levels are values that are exceeded for a portion of the measured time period. Thus, L01 is the level exceeded one percent of the time and L90 is the level exceeded 90 percent of the time. The L90 value usually corresponds to the background sound level at the measurement location.

Noise exposure over the course of an entire day is described by the day/night average sound level, or Ldn, and the community noise equivalent level, or CNEL. Both descriptors represent the 24-hour noise impact on a community. For Ldn, the 24-hour day is divided into a 15-hour daytime period (7 AM to 10 PM) and a nine-hour nighttime period (10 PM to 7 AM) and a 10 dB "penalty" is added to measure nighttime noise levels when calculating the 24-hour average noise level. For example, a 45 dBA nighttime sound level would contribute as much to the overall day-night average as a 55 dBA daytime sound level. The CNEL descriptor is similar to Ldn, except that it includes an additional 5 dBA penalty beyond the 10 dBA for sound events that occur during the evening time period (7 PM to 10 PM). The artificial penalties imposed during Ldn and CNEL calculations are intended to account for a receptor's increased sensitivity to sound levels during quieter nighttime periods.

Sensitive Receptors

Sensitive receptors are facilities that house or attract people who are especially sensitive to the effects of the noise environment. Hospitals, schools, convalescent facilities, parks, and residential areas are examples of sensitive receptors. Noise levels at these locations are assumed to be similar to the general noise levels within the Town of Woodside.

Single-family residences are present at low density along Skyline Boulevard (Route 35) and the neighboring streets, including Linwood Way, Blakewood Way, and Redland Road. The nearest residential receptors are across Linwood Way (to the northwest) and Blakewood Way (to the southwest) with approximately 30 to 40 feet between property boundaries. Sound from the fire station operations emanates from the apparatus building area toward these residences.

3.12.2 Regulatory Setting

San Mateo County General Plan and Noise Ordinance

The San Mateo County General Plan regulates noise levels emanating from land uses to protect noise sensitive land uses. It is a County objective to strive toward an environment for all County residents which is free from unnecessary, annoying, and injurious noise. In order to control unnecessary and excessive noise in the incorporated and unincorporated portions of the County of San Mateo, the Board of Supervisors approved the noise provisions as outlined in Chapter 4.88 (Noise Control) in the San Mateo County Ordinance Code.

Noise sources associated with demolition, construction, repair, remodeling, or grading activity are exempt from the noise ordinance provided the activities occur between the hours of 7:00 A.M. and 6:00 P.M. on weekdays, 9:00 A.M. and 5:00 P.M. on Saturdays. Construction noise on Sundays, Thanksgiving, and Christmas is not exempt.

3.12.3 Discussion

Would the proposed project:

a) Expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. Noise impacts are considered less than significant because construction noise is temporary and there would be little to no incremental increase in operational noise.

Construction Noise Sources

Site construction and development could temporarily increase noise levels at residences surrounding the site. The noise would occur mainly from mobile and stationary heavy-duty construction equipment sources (e.g., graders, bulldozers, backhoes, drill rigs). This equipment is known to have the ability to produce noise levels of up to 85 dBA at a distance of 50 feet. Some construction equipment would operate at or immediately adjacent to the property boundary near residences on Linwood Way and Blakewood Way. Noise levels during these construction activities could intrude upon surrounding residential land uses. Table 13 lists typical construction equipment, and the noise level it would generate at the nearest sensitive receptor or property line at 30 to 40 feet. The noise levels for most of this equipment at 30 to 40 feet ranges from roughly 80 dBA to 90 dBA. When equipment is used in combination, noise levels would be higher.

Table 13. Typical Construction Equipment Noise Levels

Equipment	Noise Level (Leq)		
	30 feet	40 feet	100 feet
Backhoe	84	82	74
Bulldozer	89	87	79
Concrete Mixer	89	87	79
Crane	89	87	79
Excavator	89	87	79
Generator	84	82	74
Pneumatic Tools	89	87	79
Scraper	89	87	79
Truck (concrete and supplies delivery)	88	86	78
Vibratory Compactor	89	87	79
Vibratory Pile Driver	105	103	95

Source: Caltrans 2009; FTA 2006; FHWA 2010; modified by MIG|TRA 2015.

Construction noise levels would be intermittent (occurring during the allowable hours each day, no more than five days a week) and temporary (construction would last twelve months and would not produce the same sound levels every day). The San Mateo County Ordinance Code exempts construction operations occurring between the hours of 7:00 AM and 6:00 PM, Monday through Friday, and 9:00 AM to 5:00 PM on Saturday. Construction noise at the fire station site would be intermittent during the day.

Although construction noise levels would not exceed the County's ordinance code standards, project construction noise would intrude upon surrounding residential land uses. Construction noise levels of 82 to 89 dBA are estimated to be as much as 42 to 49 dBA higher than the ambient noise levels in the vicinity of the site, given the low density residential nature of the project area. The project construction noise may therefore be experienced by neighboring residents as annoying or a nuisance to quality of life. To reduce the potential for less than significant construction noise levels to be experienced as annoying or a nuisance, the County has incorporated several construction noise best management practices into the project (see Section 2.5 of the Project Description). These measures limit construction hours, provide notice to adjacent residences of planned construction activities, require equipment to be located away from sensitive receptors as much as possible, require the use of hydraulically or electrically powered equipment instead of pneumatically-powered equipment where feasible, prohibit the use of radios or amplified sound devices audible beyond the property line, and require the County to have a plan to document, respond, and resolve noise complaints. Therefore this impact is considered less than significant.

Operational Noise Sources

The existing Skylonda Fire Station was built in the mid-1930s and has been owned by Cal Fire since 1962. The operational noise sources associated with the fire station have been longstanding to the project area. Operational noise sources for California fire stations include sound speakers for dispatch calls, the use of horns or sirens during emergency operations, the use of a 168 horsepower (125 kilowatt) backup diesel generator, outdoor training exercises, and regularly scheduled starting and testing of engines. These activities would continue unchanged by the replacement of the current fire station structures with new facilities. New sound speakers would be installed with a volume control system that would allow exterior speakers to be muted or deactivated during nighttime hours. This would reduce the outdoor noise associated with emergency call broadcasts. The new firestation building would have apparatus bay doors facing east rather than toward Blakewood Way. As a result, speaker noise emanating from the apparatus bay when the doors are open would be directed away from nearby residents. Emergency vehicle sirens are only sounded when reasonably necessary. The sirens are used at the driveway adjacent to Alice's Restaurant when there is traffic blocking the exit. With the construction of a new egress driveway to Skyline Boulevard, the frequency of vehicle siren use is expected to be reduced. The generator would be housed in a weatherproof enclosure. Although these events are consistent sources of operational noise, they generate short duration noise events. The proposed project would not result in any increases to fire station personnel or vehicle fleet, thus, there is little to no incremental increase in any operational noise sources.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The installation of the project would result in noise from construction machinery and vehicles, and could temporarily expose persons to some minor groundborne vibration and noise due to cutting of the pavement and excavation. Site construction and development would involve the use of construction equipment such as scrapers, rollers, backhoes, and, potentially, pile drivers that would expose people and structures to groundborne vibration. Human response to groundborne vibration is subjective and varies from person to person. Caltrans identifies the threshold criteria in Table 14 for human response to and potential damage from continuous or frequent intermittent sources of vibration such as a pile driver.

Table 14. Groundborne Vibration Threshold Criteria		
Land Use Criteria - Human Response	**Maximum PPV (inches/second)**	**Max Lv (dBV)**
Workshop – Distinctly feelable vibration	--	90
Office – Feelable vibration	--	84
Residential Day – Barely feelable vibration	--	78
Residential Night – Vibration not likely feelable	--	72
Threshold of human perception	--	65
Construction Vibration Damage Criteria	**Maximum PPV (inches/second)**	**Approximate Lv (dBV)**
I. Reinforced concrete steel or timber	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90
Source: FTA 2006; MIG|TRA 2015.		

Table 15 lists the estimated vibratory motion for this equipment at 30 feet and 40 feet representing the nearest property lines and sensitive receptors. The nearest residential structure is beyond 100 feet, which is also listed on Table 15 for reference.

Table 15. Groundborne Vibration Estimates[1]			
Equipment	**Estimated PPV at 30 feet (inches/second)**	**Estimated PPV at 40 feet (inches/second)**	**Estimated PPV at 100 feet (inches/second)**
Vibratory roller	0.172	0.141	0.037
Large bulldozer	0.073	0.043	0.016
Small bulldozer	0.002	0.001	0.001
Loaded truck	0.062	0.037	0.014
Jackhammer	0.029	0.017	0.006

Source: FTA 2006; MIG|TRA 2015

[1] Estimations based on a reference distance of 25 feet.

San Mateo County would limit construction activities to the hours between 7:00 AM and 6:00 PM Monday through Friday and 9:00 AM and 5:00 PM on Saturday. The operation of jackhammers, bulldozers, and vibratory paving equipment would occur intermittently during daytime hours. As Table 15 shows, construction equipment is not expected to result in excessive groundborne vibration nor exceed recommended construction vibration damage criteria for residential land uses. Noise reduction measures would be implemented as standard management practices as described in Project Description, Section 2.5 (Table 3). This impact is considered less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. See Response a) above. The Skylonda Fire Station staffing and fleet capacity would remain the same resulting in no substantial permanent increase in ambient noise levels in the project vicinity.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact with Mitigation. See responses a) and b) above. Site construction and development could temporarily increase noise levels at residences surrounding the site. The noise would occur mainly from mobile and stationary heavy-duty construction equipment sources (e.g., graders, bulldozers, backhoes, drill rigs). Noise levels during these construction activities could intrude upon surrounding residential land uses.

e) 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, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project is located approximately nine miles from the nearest public airports (Palo Alto Airport and San Carlos Airport). The proposed project is not located within an airport land use plan area.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. There are no private airstrips located within the project vicinity.

Sources:

California Department of Transportation (Caltrans). 2009. *Technical Noise Supplement*. ICF Jones & Stokes. November 2009.

U.S. Federal Highway Administration (FHWA). *Construction Noise Handbook, Chapter 9 Construction Equipment Noise Levels and Ranges*. U.S. Department of Transportation FHWA. May 20, 2010. Accessed 5 Jan 2011. <http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm>

U.S. Federal Transit Administration (FTA) 2006. *Transit Noise and Vibration Assessment. FTA-VA-90-1003-06.* Washington, DC. May 2006.

Town of Woodside. 2012. *Town of Woodside General Plan 2012.* Noise Element. http://www.woodsidetown.org/sites/default/files/fileattachments/9_noise_element_2.pdf

3.13 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Induce a significant population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace existing housing **(including low- or moderate-income housing)**, in an area that is substantially deficient in housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.13.1 Environmental Setting

The Skylonda Fire Station is located in unincorporated San Mateo County and is surrounded by rural residential development in the County. The Town of Woodside is a rural community on the San Francisco peninsula. It has a population of 5,287 based on the 2010 Census.

3.13.2 Discussion

Would the proposed project:

a) Induce significant population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The project would not induce population growth in Woodside or unincorporated San Mateo County. The project consists of replacing existing fire station facilities. No permanent population or housing would be generated as a result of the project. The project would not add any new permanent residents to the area.

b) Displace existing housing (including low- or moderate-income housing), in an area that is substantially deficient in housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would not displace existing housing.

Sources:

Metropolitan Transportation Commission and the Association of Bay Area Governments. Bay Area Census. Census 2010. Accessed February 12, 2015. http://www.bayareacensus.ca.gov/cities/Woodside.htm

3.14 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project result in significant adverse physical impacts associated with the provision of new or physically altered government facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire Protection?	☐	☐	☐	☒
b) Police Protection?	☐	☐	☐	☒
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities or utilities (e.g., hospitals, or electrical/natural gas supply systems)?	☐	☐	☐	☒

3.14.1 Environmental Setting

Public service providers in the project area include the San Mateo County Fire Department (Cal Fire) for fire protection and County Sheriff for police services. The Woodside School District and Portola Valley School District provides public education for elementary school age children and the Sequoia Union High School District provides public education for high-school age children. The largest open space areas in the Woodside Planning Area are held by the Midpeninsula Regional Open Space District and San Mateo County Parks.

3.14.2 Discussion

Would the proposed project:

a) Fire protection?

b) Police protection?

c) Schools?

d) Parks?

e) Other public facilities or utilities (e.g., hospitals, or electrical/natural gas supply systems)?

No Impact. The project consists of upgrading an existing fire station with a new firehouse building, reserve apparatus building, access driveway, and septic system. It would not generate new use demand for public services. The project would improve fire protection and emergency services provided to the public by reducing emergency response times and upgrading essential service facility infrastructure.

Sources:

County of San Mateo. 1986.General Plan. Approved by Board of Supervisors November 18, 1986.

Town of Woodside. 2012. General Plan 2012. http://www.woodsidetown.org/planning/general-plan-2012-american-planning-association-northern-california-chapter-2014-comprehens

3.15 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.15.1 Environmental Setting

The Skylonda Fire Station is located in an area of unincorporated San Mateo County that is near a number of open spaces parks owned and managed by either San Mateo County or the Mid-Peninsula Regional Open Space District. The Town of Woodside is a rural suburban town situated between urban areas to the east and undeveloped wildland to the west. Open space recreational opportunities in the project vicinity include Wunderlich Park and Thornewood/Schilling Lake (Figure 5). The Town has a network of trails that provide opportunities for walking, hiking, running, and horseback riding. Skyline Boulevard (State Route 35) is a popular Class III bikeway and also has an equestrian trail route.

3.15.2 Discussion

Would the proposed project:

a) Increase the use of existing neighborhood or regional parks or other recreational facilities such that significant physical deterioration of the facility would occur or be accelerated?

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact (Responses a – b). The project consists of upgrading an existing fire station with a new firehouse building, reserve apparatus building, access driveway, and septic system. The project would not increase the use of recreational facilities or create new demand for recreational facilities.

Sources:

Town of Woodside. 2012. General Plan 2012. http://www.woodsidetown.org/planning/general-plan-2012-american-planning-association-northern-california-chapter-2014-comprehens

3.16 TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) 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?	☐	☒	☐	☐
b) 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?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in significant safety risks?	☐	☐	☐	☒
d) Significantly increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
g. Cause noticeable increase in pedestrian traffic or a change in pedestrian patterns?	☐	☐	☐	☒
h. Result in inadequate parking capacity?	☐	☐	☐	☒

3.16.1 Environmental Setting:

Regional access to the site is via I-280 and then SR-84 (Woodside Road/La Honda Road). The project site is located on Skyline Boulevard (State Route 35) north of its intersection with La Honda Road (State Route 84). Both Skyline Boulevard and La Honda Road are scenic corridors passing through San Mateo County. The stretch of Skyline Boulevard fronting the Skylonda Fire Station is popular with both cyclists and motorists; the commercial businesses next to the fire station are a popular rest stop for weekend travelers. A large volume of recreational traffic (both vehicle and bicycle) uses Skyline Boulevard and La Honda Road, especially during summer weekends and special events. Local residents in the project area also regularly use these roadways.

Average annual daily vehicle trips on Skyline Boulevard (State Route 35) are 1,875 (CEHTP 2007). Daily vehicle trips on La Honda (State Route 84) are 4,800 east of Skyline Boulevard and 1,925 west of Skyline Boulevard. Skyline Boulevard and La Honda Road are considered Class III bike routes and both experience a high volume of recreational bicycle traffic. There are no sidewalks or pedestrian pathways in the vicinity of the project site.

Average annual daily traffic trips on Skyline Boulevard (State Route 35) is 1,875 (CEHTP 2007). Daily trips on La Honda (State Route 84) is 4,800 east of Skyline Boulevard and 1,925 west of Skyline Boulevard.

Ingress/egress to the Skylonda Fire Station is described in Project Description. With the current driveway configurations and restrictions, emergency vehicles leave the site either via the driveway by Alice's Restaurant or the driveway by Linwood Way. Fire trucks returning to the site via northbound Skyline Boulevard or Hwy 84 use the Alice's Restaurant entrance. Vehicles returning to the site via southbound Skyline Boulevard use the Linwood Way entrance.

3.16.2 Regulatory Setting

San Mateo County General Plan

San Mateo County has the following transportation policies relevant to the Skylonda Fire Station No. 58 Replacement Project:

12.15 Rural Road Improvements. In rural areas, where improvements are needed due to safety or congestion, support improved traffic control measures that balance the needs of all users and provide safe travel, implementing measures such as signing, lane markings, and speed controls, and the construction of operational and safety improvements, such as adequate passing lanes, elimination of sharp curves, lane widening, or paved shoulders.

12.21 Local Circulation Policies. In unincorporated communities, plan for providing: … (e) Access for emergency vehicles

Town of Woodside Skylonda Center Area Plan

The Skylonda Fire Station is located on county property adjacent to the Town of Woodside town limits. While the project site is not governed by Town of Woodside plans and policies, the Town does have general plan policies and guidelines affecting circulation in the Skylonda area. The purpose of these policies is to limit or reduce traffic increases and turning movements along the Skyline Boulevard corridor.

California Department of Transportation (Caltrans)

Skyline Boulevard is a state highway (State Route 35). Project activity affecting the state route right-of-way is subject to review and authorization through an Encroachment Permit.

3.16.3 Discussion:

Would the proposed project:

a) 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?

Less Than Significant Impact with Mitigation. The proposed fire station improvement project would not generate a permanent increase in traffic on the local road network. Project construction would add temporary construction vehicle trips to Skyline Boulevard. Some construction vehicles would be extra wide and/or long loads (including scrapers, excavators, cat crawlers and extended lift trucks). A project construction crew of up to ten workers could be expected to generate 20 trips per day on Skyline Boulevard. This increase is roughly one percent of the 1,875 average daily trips on Skyline Boulevard (CEHTP 2007). The impact of adding construction traffic trips to and from the project site is not expected to result in a significant change to the performance of the local circulation system. The impact is less than significant.

The construction of a new driveway on Skyline Boulevard for emergency vehicle egress would require encroachment in the road right-of-way and cause partial road closure during the construction period. This is a temporary impact but could result in a significant disruption of traffic flow. Measure TRANS-1 requires the implementation of a traffic control plan to minimize the disruption to a less-than-significant level.

The fire station must be able to operate uninterrupted during project construction. Adequate space to stage construction equipment may be unavailable on the project site. The County requires submittal of a traffic control plan which addresses staging during construction. The plan shall identify the location of all staging areas on or off site. Equipment parking on Skyline Boulevard (State Route 35) and La Honda Road (State Route 84) is prohibited as specified in Measure TRANS-1.

Impact TRANS-1: The construction of a new driveway access to Skyline Boulevard (State Route 35) right-of-way would require partial road closure during the construction period disrupting traffic flow.

Measure TRANS-1: The Project Contractor shall submit a traffic control plan to the County Department of Public Works and Caltrans for review and approval. The traffic plan shall:

1) Identify hours of construction work. All construction traffic and activity within the Skyline Boulevard right-of-way shall be scheduled to avoid peak commute hours (weekdays 7:00 a.m. to 9:00 a.m. and 5:00 p.m. to 6:00 p.m.).
2) Identify lane closure requirements and safety control measures to be implemented such as signage, speed limits, and use of flagmen for work affecting Skyline Boulevard.
3) Prohibit on-street construction worker parking and identify on- and/or off-site parking areas with sufficient capacity for the number of construction workers involved in the project.
4) Prohibit on-street equipment staging and identify on- and/or off-site construction staging areas with sufficient capacity to store equipment and materials, including soil stockpiles.
5) Identify the final construction truck haul route for project soil import and export activities, potential conflicts from the use of this route, such as turning radii, noise and dust issues, or pedestrian conflicts, and means to reduce potential conflicts, such as flagmen or limiting deliveries and hauling activity times.

Effectiveness: This measure would provide vehicle safety during partial road closures.

Implementation: San Mateo County or its Contractor.

Timing: Plan to be submitted prior to issuance of grading permit. Traffic control measures to be implemented during construction period.

Monitoring: San Mateo County and Caltrans shall review the traffic control plan for inclusion of traffic safety control measures.

b) 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?

Less Than Significant Impact. The proposed project would not generate new permanent traffic onto the local road network. Construction traffic associated with the project is short-term and would occur in off-peak hours.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in significant safety risks?

No Impact. The project consists of fire station facility improvements. It would have no effect on air traffic patterns or volumes.

d) Significantly increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The fire station improvements would introduce a new driveway to Skyline Boulevard for emergency vehicle egress. The new driveway would be designed to allow wide turning radius as required for emergency vehicles (see Site Plan in Appendix A, Sheet A1.1). The driveway would be subject to state design standards for emergency vehicles access and require an encroachment permit from Caltrans. The new driveway would be located roughly 300 feet from the current fire station access driveway adjacent to Alice's Restaurant. This section of Skyline Boulevard has clear sight lines and would not create a dangerous intersection. Flashing lights would be installed on Skyline Boulevard that can be controlled by the emergency responders. The flashing lights would be activated to warn motorists when vehicles are leaving the station and turning onto Skyline Boulevard.

e) Result in inadequate emergency access?

Less Than Significant Impact. A new driveway connection from the fire station to Skyline Boulevard is proposed for the purpose of improving emergency vehicle access to Skyline Boulevard and reducing response times. The present driveway access point near Alice's Restaurant can become blocked with vehicles and slow response times. The proposed new access for emergency vehicles would provide a shortened route from the apparatus bay to Skyline Boulevard resulting in improved response times. This is a beneficial impact of the project.

The fire station facility improvements would not alter the existing street network or change emergency vehicle response routes on the street network. Skyline Boulevard is an emergency access/egress route for the local community. Constructing a new driveway access connecting to Skyline Boulevard would require an encroachment permit from Caltrans and coordination with the Town of Woodside regarding single lane closures during encroachment work. Once developed, the proposed new driveway would not impair or interfere with use of Skyline Boulevard as an emergency response or evacuation route.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The project consists of fire station facility upgrades. The project would not affect public transit, bicycle, or pedestrian facilities.

g) Cause noticeable increase in pedestrian traffic or a change in pedestrian patterns?

No Impact. The project consists of fire station facility upgrades. The project would not increase pedestrian traffic or travel patterns.

h) Result in inadequate parking capacity?

No Impact. The project consists of fire station facility upgrades. The project would not increase demand for fire station facility or community parking. The project would provide 15 on-site parking spaces including one accessible parking space to serve staff and visitors to the fire station facility (see Site Plan in Appendix A, Sheet A1.1). Adequate space exists on the property to provide the requisite number of parking spaces.

There will be temporary inadequate parking onsite for all construction workers and vehicles. The traffic control plan described in Mitigation Measures TRANS-1 shall address the provision of adequate parking during the construction phase.

Sources:

California Environmental Health Tracking Program (CEHTP). 2007. CEHTP Traffic Linkage Service Demonstration. Web accessed April 13, 2015. <http://www.ehib.org/traffic_tool.jsp>

County of San Mateo. 1986.General Plan. Approved by Board of Supervisors November 18, 1986.

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3.17 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
h) Be sited, oriented, and/or designed to minimize energy consumption, including transportation energy; incorporate water conservation and solid waste reduction measures; and incorporate solar or other alternative energy sources?	☐	☐	☒	☐
i) Generate any demands that will cause a public facility or utility to reach or exceed its capacity?	☐	☐	☐	☒

3.17.1 Environmental and Regulatory Setting:

Wastewater Treatment: No sewer lines or wastewater treatment providers serve the project site. The fire station uses a septic tank and leach field for wastewater treatment and disposal. The existing septic tank is located adjacent to the existing barracks building and the septic drain lines are located in front of the apparatus building under asphalt pavement (Figure 3). There are five leach lines located in front of the existing apparatus building. Two old lines are reportedly about 10 feet deep and located parallel to and roughly 10 and 26 feet from the building. Three newer lines, about seven to eight years old, are spaced at 10 feet and are about four and one-half feet deep (BAGG 2013).

Potable Water Supply: The Skylonda Mutual Water Company water supply reservoir, treatment, and distribution pumps are located immediately downhill of the site. Potable water to the fire

station is provided by Skylonda Mutual Water Company through a 5/8-inch meter off Blakewood Way.

Storm Water Drainage: Currently surface runoff sheet flows off the site and accumulates in a shallow drainage swale at the bottom of the site along Blakewood Way. The drainage swale flows to a storm drain inlet along Blakewood Way. No storm drainage infrastructure is built on the fire station property.

Electricity/Power: Existing power and communication lines front the project property along Skyline Boulevard as shown in Figure 3. There is a 10-foot public utility easement (PUE) that runs along the northeasterly property line and then cuts through the site. There is no direct supply for gas to the site. Domestic water heating, cooking, drying, and space heating is currently provided by a 500-gallon propane fuel tank on site.

The Skylonda Fire Station is currently supported by an emergency diesel generator in a NEMA 3R enclosure, located between the barracks and office buildings. The emergency generator is rated at 80 kilowatt (kw), 120/240 volt, 1-phase, 3-wire, with a 175-gallon sub-base fuel storage tank. Based on the size of the fuel tank, the generator can provide approximately 24 hours runtime at 100% full load.

3.17.2 Discussion:

Would the proposed project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. Wastewater disposal is handled by an onsite septic system. The existing septic system would be replaced under the proposed project. Therefore, the proposed project would not exceed the wastewater treatment requirements of the San Francisco Bay RWQCB.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The project would not result in the construction or expansion of any offsite water or wastewater treatment facilities since all wastewater would be retained onsite, and demand for potable water would remain similar to existing conditions after project construction. The proposed project is the replacement of an existing fire station and associated driveway reconfiguration and utility upgrades; onsite staffing levels would not change, and therefore, demand for potable water would also remain the same after project construction.

The proposed project would include the construction of a new onsite septic system including a new septic tank and new leach field. The construction of these new or replacement facilities would not result in potentially significant impacts with the implementation of the best management practices incorporated into the project and the mitigation measures contained in this document.

c). Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. Storm water drainage from the redeveloped project site would be collected and detained on site per the SMCWPP C.3 requirements (see Hydrology). Overall volume of storm drainage discharged from the project property to the county's storm drainage system would be reduced. Therefore, the proposed project would not impact any existing storm water drainage facilities or require the construction or expansion of new storm water drainage facilities.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact. The proposed facility upgrades would increase the number of showers and restrooms facilities available to the fire station personnel and visitors. However, the project would not increase staffing levels or operations that would demand an increase in water use. Additionally, with installation of new water-saving fixtures as required by code, the new firehouse building is expected to have less water demand than the existing facility. There would be no significant change in water service demand and no new entitlements or water supplies needed to serve the project.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. As stated above under question a, no wastewater treatment provider serves the project site and wastewater is collected onsite in a septic system. Therefore, the proposed project would not impact the capacity of any wastewater treatment provider.

f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?

No Impact. As stated above in the response to question b, staffing levels on the site would not increase over existing conditions. Therefore, the amount of solid waste generated on the site after project construction would be the same as existing conditions. The amount of construction waste is not expected to be substantial enough to impact the capacity of the landfill that serves the site.

g) Comply with Federal, State, and local statutes and regulations related to solid waste?

No Impact. The proposed project would comply with all federal, state and local statutes related to solid waste.

h) Be sited, oriented, and/or designed to minimize energy consumption, including transportation energy; incorporate water conservation and solid waste reduction measures; and incorporate solar or other alternative energy sources?

Less Than Significant Impact. The proposed project would be sited and designed to minimize energy consumption, and incorporate water conservation and solid waste reduction measures. The barracks/office building would be designed to meet the County of San Mateo Sustainable Building Policy and the highest practicable Leadership in Energy and Environmental Design (LEED) certification. Passive sustainable and reuse strategies would be evaluated to further enhance the self-sufficiency of the site. The general strategy would be to reduce building energy requirements while maximizing system efficiency and on-site power/energy generation. Onsite storm water infiltration, rainwater harvesting, and graywater reuse would be integrated into the design to reduce both operating costs and to meet County permitting and LEED requirements. No solar or other alternative energy sources are proposed for the project.

Transportation energy demands associated with the project site would be the same as under existing conditions after project completion, as staffing levels and therefore the number of commute vehicle trips would remain the same. The number of emergencies that emergency vehicles at the station would have to respond to is also expected to be similar to existing conditions after project completion.

i) Generate any demands that will cause a public facility or utility to reach or exceed its capacity?

No Impact. No wastewater treatment providers or gas providers serve the site; therefore the proposed project would not impact these facilities or utilities. Demand for water and energy

would be similar to existing conditions or reduced after project completion due to the incorporation of energy efficiency and water use reduction measures into the project design for LEED Certification. Therefore, the proposed project would not generate demands that would cause a public facility or utility to reach or exceed its capacity.

Sources:

BAGG Engineers. 2013. Preliminary Geotechnical and Geologic Report. Sky Londa Fire Station No. 58, 17290 Skyline Boulevard. San Mateo County, California. November 27, 2013.

County of San Mateo. 2015. San Mateo County Municipal Code, Chapter 4.100 Storm Water Management and Discharge Control. Online. https://www.municode.com/library/ca/san_mateo_county/codes/code_of_ordinances?nodeId=TIT4SAHE_CH4.100STWAMADICO_4.100.010PUIN, accessed on February 6, 2015.

County of San Mateo. 2015. San Mateo Countywide Water Pollution Prevention Program: Best Management Practices. Online. http://www.flowstobay.org/construction#Constructionbmpbrochures. Site accessed on February 18, 2015.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the efforts of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

3.18.1 Discussion:

Would the proposed project:

a) Does the project have the potential to degrade the quality of the environment, significantly reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant with Mitigation. The proposed project would not degrade the quality of the environment, significantly reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. The proposed project is the onsite replacement of an existing fire station and supporting structures and utilities; the project would not impact undeveloped land, sensitive habitat or known cultural resources. Construction of the proposed project has the potential to impact California red-legged frog (federally threatened and a state species of special concern), nesting birds (protected by the Migratory Bird Treaty Act and Fish and Game Code), and roosting bats (protected by Fish and Game Code) and would include the removal of ten trees, including five trees classified as significant under the County's Significant Tree Ordinance. Mitigation Measures BIO-1 through BIO-4 require measures to protect California red-legged frog, preconstruction surveys and buffer zones for nesting birds and roosting bats, tree replacement and protection of retained trees. There are no known historic or archaeological resources on or adjacent to the project site and the buildings to be demolished are not eligible for historic listing. BMPs are incorporated into the project to avoid potential impacts on unanticipated and previously unknown cultural resources (see Table 3 in Project Description). With the

implementation of applicable mitigation measures and Best Management Practices, all potential impacts to biological and cultural resources would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact. Potential impacts associated with the proposed project are not expected to be cumulatively considerable. Most of the potential impacts associated with the project would be temporary during project construction and would be less than significant with implementation of applicable BMPs (see Table 3 in Project Description) and mitigation measures. Longer term potential project-related impacts associated with aesthetics and tree removal would be localized and less than significant with implementation of appropriate site and architectural design, landscaping, and tree replacement. The incremental effects of the proposed project when viewed in connection with the effects of past, current and probable future projects are expected to be minimal.

c) Does the project have environmental effects which will cause significant adverse effects on human beings, either directly or indirectly?

Less Than Significant with Mitigation. The proposed project would not cause significant adverse effects on human beings, either directly or indirectly. The proposed project could improve fire service to local residents because the proposed fire station replacement is designed to reduce emergency response time. Potential project-related aesthetic impacts to the site, surrounding area and scenic roadway (Skyline Boulevard) have been reduced through project design. Air quality, noise and traffic impacts from the proposed project would be temporary and less than significant with implementation of applicable BMPs (see Table 3 in Project Description) and a traffic control plan to be prepared for the project (Mitigation Measure TRANS-1). The project would not impact housing, mineral resources, agricultural or forestry resources, public services, recreation or utilities.

Chapter 4. Report Preparation

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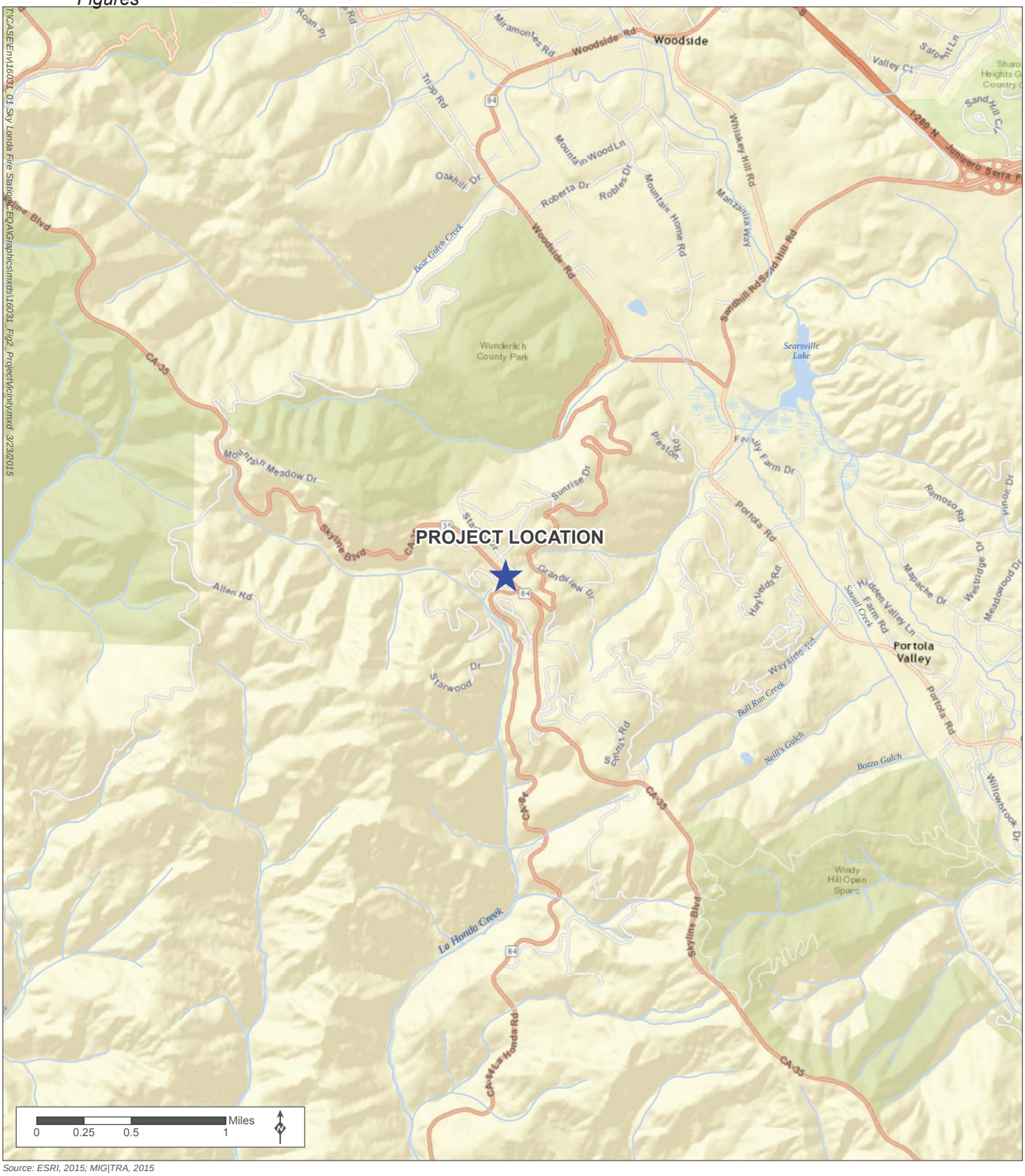
Karen Emery – Senior Geologist

Source: ESRI, 2015; MIG|TRA, 2015

Project location

Figure 1 Regional Location

Skylonda Fire Station No. 58 Replacement Project



Source: ESRI, 2015; MIG|TRA, 2015

Project location

Figure 2 Project Vicinity

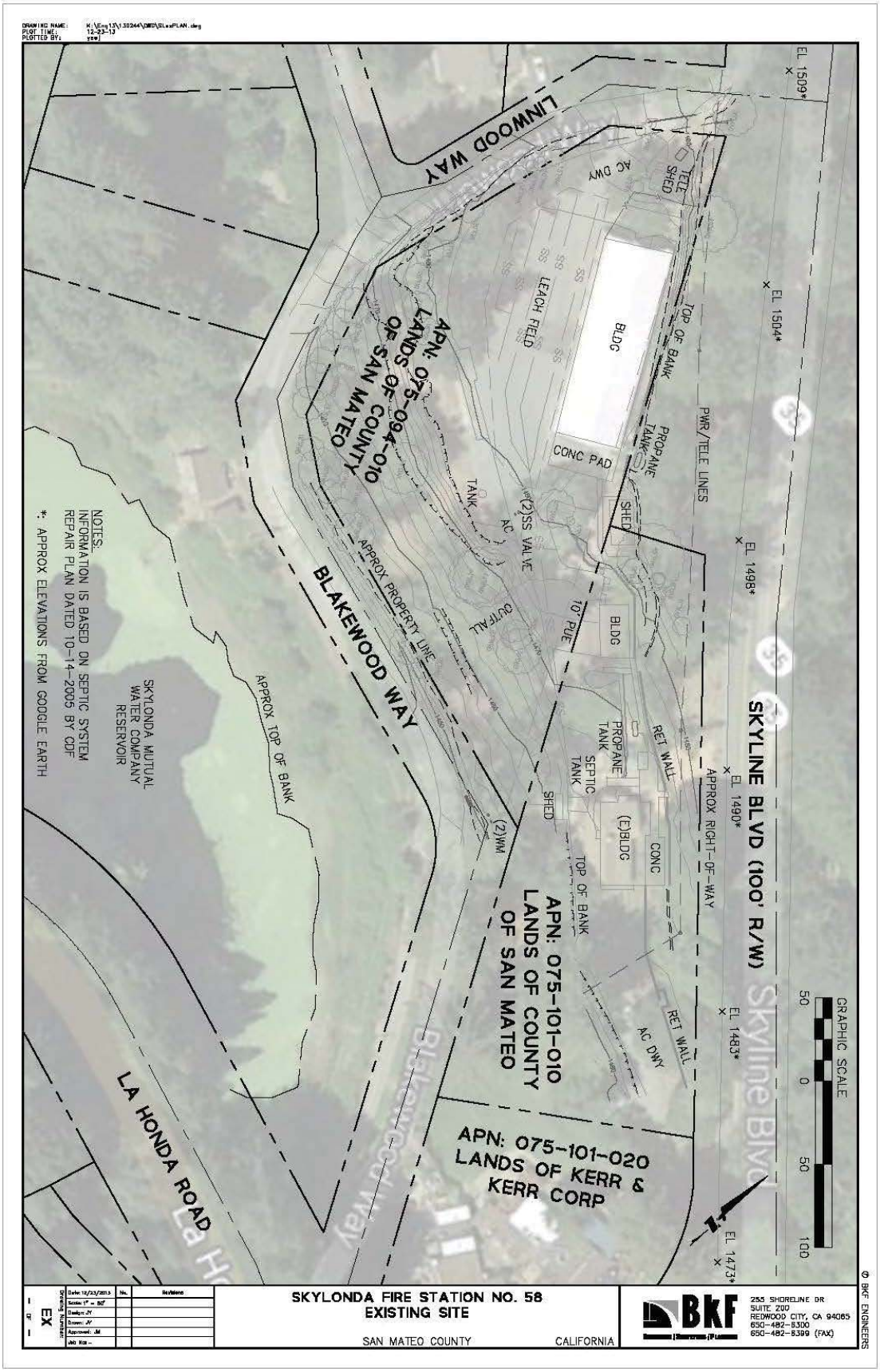
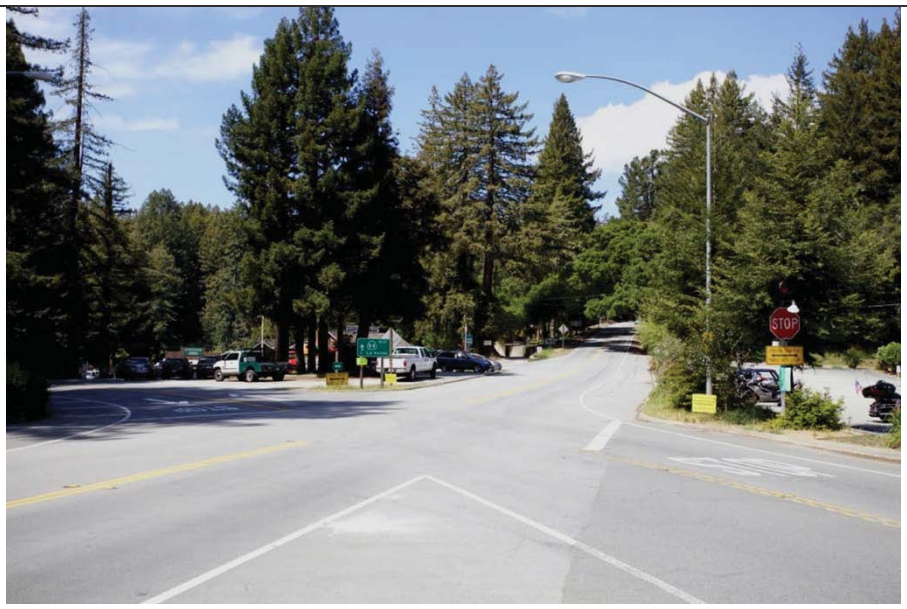


Figure 3 Parcel Map

Skylonda Fire Station No. 58 Replacement Project



Photograph 1: Intersection of Skyline Boulevard and La Honda Road looking northwest towards Alice's Restaurant and the project site. Other than the ingress/egress to the site, site features are not clearly visible from this location.

Photograph 2: Looking north towards site ingress/egress onto Skyline Boulevard through the right-of-way next to Alice's Restaurant parking lot. Sign and pavement markings indicate the emergency vehicle exit route.

Photograph 3: Looking south across staff parking area and site ingress/egress by Alice's Restaurant onto Skyline Boulevard.

Photograph 4: Looking north from Skyline Boulevard towards the site ingress/egress right-of-way by Alice's Restaurant and into the project site.

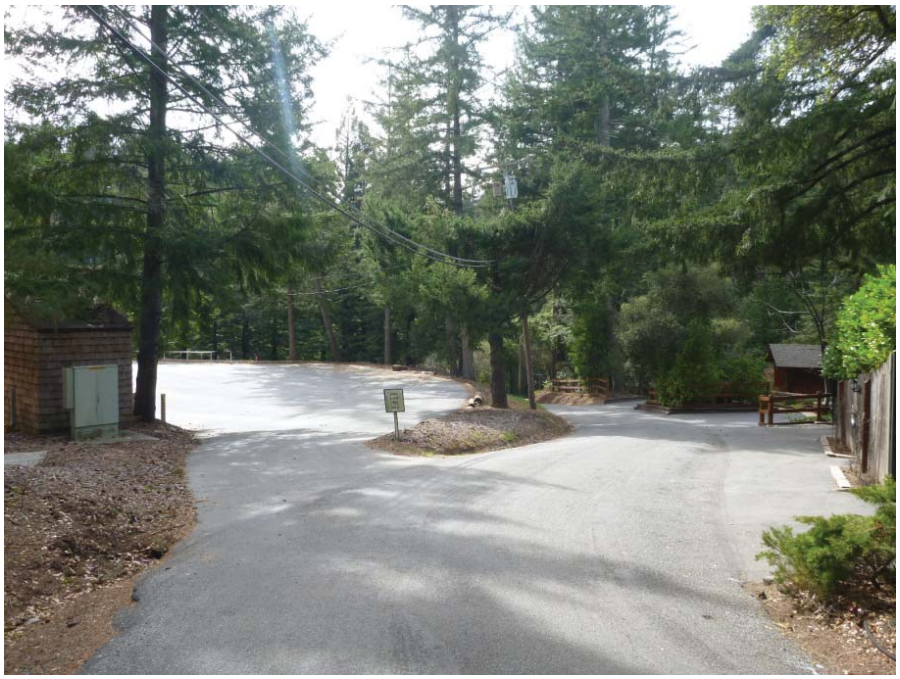
Photograph 5: Looking north into the site towards the apparatus building in the distance. A parking area and the administrative building are visible on the right in the photo.

Photograph 6: Middle of project site facing south at the edge of the pavement. Reservoir below project site is visible between the trees. Existing barracks is behind the parked cars.

Photograph 7: Back of administrative buildings from Skyline Boulevard.

Photograph 8: Administrative buildings from middle of project site. The closer building is the office and the more distant building is the barracks.

Photograph 9: Apparatus building and paved area from Linwood Way facing south.



Photograph 10: View of Skylonda Fire Station ingress/egress onto Linwood Way. Site egress is on the left and Linwood Way curves behind the site to the left and merges into Blakewood Way. Two residences on Linwood Drive are directly across from the fire station property and have views of the apparatus building and pavement area.

Photograph 11: Looking east up Linwood Way towards Skyline Boulevard from site egress near apparatus building.

Photograph 12: Facing south at the intersection of Linwood Way and Skyline Boulevard. Wooden fencing along Linwood Way is visible behind the telephone poles.

Photograph 13: View east from Linwood Way looking uphill towards apparatus building and paved area. The new firehouse building would be located at top of slope near center of photo.

Photograph 14: View south from bottom of the hillside below the paved area looking along the western edge of the project site. Blakewood Way and the Skylonda Mutual Water Company Reservoir are visible in the right of the photo.

Photograph 15: View from Skyline Boulevard looking south towards the apparatus building (roof visible through trees).

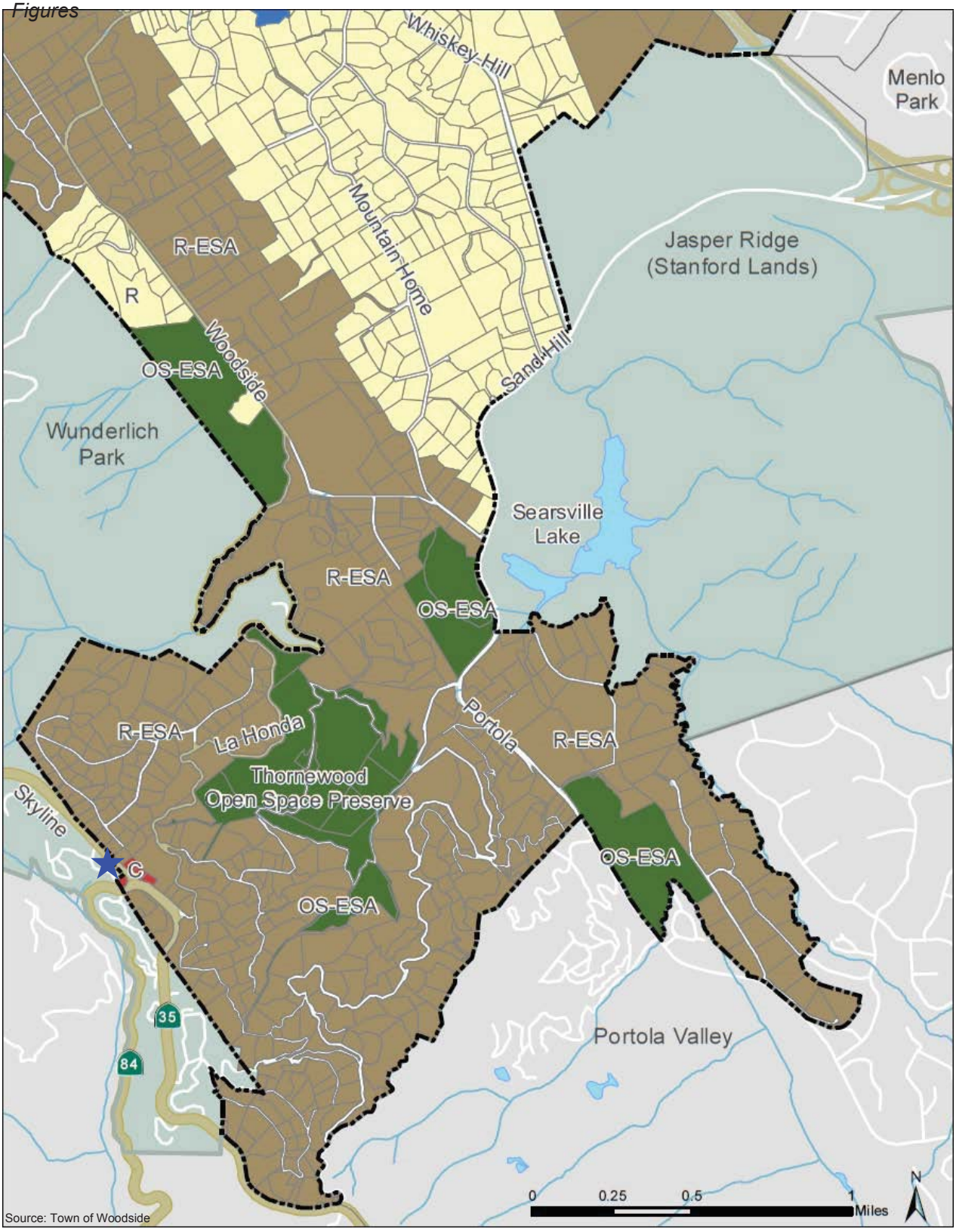
Photograph 16: View of apparatus building roof from Skyline Boulevard (looking south/southwest). The new driveway entrance would be past the apparatus building.

Photograph 17: View of project frontage from Skyline Boulevard (looking west). This photo shows the general location of the proposed new driveway connection to Skyline Boulevard.

Photograph 18: View of project site from Skyline Blvd facing north. Existing office building is shown tucked up against the hillside and shaded by mature redwood trees.

Photograph 19: View of Skylonda Fire Station from Linwood Way across from a residential driveway. Two residences on Linwood Way have direct views of the apparatus building and pavement area.

Photograph 20: Looking north towards site ingress/egress onto Linwood Way. Sign and pavement markings indicate the emergency vehicle exit route.



Project Location

Land Use Designations

C:Commercial

OS-ESA: Open Space / Environmentally Sensitive Area

R: Residential

R-ESA: Residential / Environmentally Sensitive Area

Woodside Town Boundary

Sphere of Influence

Figure 5 Woodside General Plan Land Use Map

Skylonda Fire Station Replacement Project
Initial Study / Mitigated Negative Declaration

Appendix C

Special-Status Species Lists

MIG | TRA Environmental Sciences, Inc.

Table 1. Special-Status Plant Species Potential to Occur in the Project Area.

Species Name	Federal, State, and CNPS Listing Status[1]	Geographic Distribution	Habitat Preferences, Distribution Information, and Additional Notes	Flowering Phenology	Potential to Occur[2]
Anderson's manzanita (*Arctostaphylos andersonii*)	1B.2	Endemic to California. Found in Santa Clara, Santa Cruz, and San Mateo counties.	Anderson's manzanita is found in the openings and edges of broad-leafed upland forest, chaparral, and north coast coniferous forest. It occurs at elevations from approximately 200 to 2,500 feet.	November – May	Two CNDDB occurrences for Anderson's manzanita have been documented within 5 miles of the project site. Some suitable habitat for this species is present within the project site. No manzanita were observed within the project site. **Low Potential**
Arcuate bush-mallow (*Malacothamnus arcuatus*)	1B.2	Endemic to California. Found in Santa Clara, Santa Cruz, and San Mateo counties.	Arcuate bush-mallow is found growing in chaparral and cismontane woodland habitats. It occurs at elevations between 50 and 1,160 feet.	April – September	Four CNDDB occurrences for arcuate bush-mallow have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Ben Lomond buckwheat (*Eriogonum nudum* var. *decurrens*)	1B.1	Endemic to California. Found in the Santa Cruz sandhills.	Ben Lomond buckwheat occurs in sandy soils in chaparral, cismontane woodland, and the maritime ponderosa pine from approximately 160 to 2,600 feet in elevation.	June – October	No CNDDB occurrences for Ben Lomond buckwheat have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Bent-flowered fiddleneck (*Amsinckia lunaris*)	1B.2	Endemic to California. Found in Alameda, Contra Costa, Colusa, Lake, Marin, Napa, San Benito, Santa Clara, Santa Cruz, San Mateo, Sonoma, and Yolo counties.	Bent-flowered fiddleneck occurs in coastal bluff scrub, cismontane woodland, and valley and foothill grassland habitats. It occurs at elevations from near sea level to 1,640 feet.	March – June	No CNDDB occurrences for bent-flowered fiddleneck have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**

Species Name	Federal, State, and CNPS Listing Status[1]	Geographic Distribution	Habitat Preferences, Distribution Information, and Additional Notes	Flowering Phenology	Potential to Occur[2]
Coast yellow leptosiphon (*Leptosiphon croceus*)	1B.1	Endemic to California. Found in San Mateo and Monterey counties. Thought to be extirpated from Marin County.	Coast yellow leptosiphon is found in coastal bluff scrub and coastal prairie habitats. It occurs at elevations from approximately 30 to 500 feet.	April – May	No CNDDB occurrences for coast yellow leptosiphon have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**
Choris' popcorn-flower (*Plagiobothrys chorisianus var. chorisianus*)	1B.2	Endemic to California. Found in Alameda, Monterey, Santa Clara, Santa Cruz, San Francisco, and San Mateo counties.	Choris' popcorn-flower grows in mesic chaparral, coastal prairie, and coastal scrub habitats. It occurs at elevations between 50 and 520 feet.	March – June	Four CNDDB occurrences for Choris' popcorn-flower have been documented within 5 miles of the project site. No suitable habitat for this species is present in project site. In addition, the project site is outside this species known elevation range. **No Potential**
Coastal marsh milk-vetch (*Astragalus pyncostachyus var. pynchostachyus*)	1B.2	Endemic to California. Found in Humboldt, Marin, and San Mateo counties.	Coastal marsh milk-vetch is found in mesic coastal dune, and in coastal scrub, and coastal marsh and swamp habitats. It occurs at elevations from sea level to approximately 100 feet.	April – October	No CNDDB occurrences for coastal marsh milk-vetch have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**
Coastal triquetrella (*Triquetrella californica*)	1B.2	Found in California and Oregon. In California, found in Contra Costa, Del Norte, Mendocino, Marin, San Diego, San Francisco, San Mateo, and Sonoma counties.	Coastal triquetrella is found in coastal bluff scrub and coastal scrub habitat. It occurs at elevations from approximately 30 to 330 feet.	Not Applicable	No CNDDB occurrences for coastal triquetrella have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**

Species Name	Federal, State, and CNPS Listing Status[1]	Geographic Distribution	Habitat Preferences, Distribution Information, and Additional Notes	Flowering Phenology	Potential to Occur[2]
Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*)	1B.1	Endemic to California. Found in Alameda, Contra Costa, Monterey, Santa Clara, San Luis Obispo, and San Mateo counties. Thought to be extirpated from Santa Cruz and Solano counties.	Condon's tarplant is found in alkaline valley and foothill grassland habitats. It occurs at elevations below 750 feet.	May – November	No CNDDB occurrences for Congdon's tarplant have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**
Crystal Springs lessingia (*Lessingia arachnoidea*)	1B.2	Endemic to California. Known only near the Crystal Springs Reservoir in San Mateo County. May occur in Sonoma County, but these occurrences need taxonomic verification.	Crystal Springs lessingia grows in cismontane woodland, coastal scrub, and valley and foothill grassland habitat. It often occurs in serpentinite soils and along roadsides. It occurs at elevations between 20 and 650 feet.	July – October	One CNDDB occurrence for crystal springs lessingia has been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**
Crystal Springs fountain thistle (*Cirsium fontinale* var. *fontinale*)	FE CE 1B.1	Endemic to California. Known only near the Crystal Springs Reservoir in San Mateo County.	Crystal Springs fountain thistle is found in serpentinite seeps in openings in chaparral, cismontane woodland, and valley and foothill grassland habitats. It occurs at elevations from 150 to 570 feet.	May – October	Four CNDDB occurrences for crystal springs fountain thistle have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**
Davidson's bush-mallow (*Malacothamnus davidsonii*)	1B.2	Endemic to California. Found in Los Angeles, Monterey, Santa Clara, San Luis Obispo, and San Mateo counties.	Davidson's bush-mallow grows in chaparral, cismontane and riparian woodland, and coastal scrub habitats. It occurs at elevations between 600 and 2,800 feet.	June – January	One CNDDB occurrence for Davidson's bush-mallow has been documented within 5 miles of the project site; however, this occurrence was last documented in 1936. No suitable habitat for this species is present in the project site. **No Potential**

Species Name	Federal, State, and CNPS Listing Status[1]	Geographic Distribution	Habitat Preferences, Distribution Information, and Additional Notes	Flowering Phenology	Potential to Occur[2]
Dudley's lousewort (*Pedicularis dudleyi*)	CR 1B.2	Endemic to California. Found in Monterey, San Luis Obispo, and San Mateo counties.	Dudley's lousewort is found in maritime chaparral, cismontane woodland, North Coast coniferous forest, and valley and foothill grassland habitats. It occurs at elevations from approximately 200 to 3,000 feet.	April – June	No CNDDB occurrences for Dudley's lousewort have been documented within 5 miles of the project site. Low-quality suitable habitat is present in the project site. **Low Potential**
Fragrant fritillary (*Fritillaria liliacea*)	1B.2	Endemic to California. Found in Alameda, Contra Costa, Monterey, Marin, San Benito, Santa Clara, San Francisco, San Mateo, Solano, and Sonoma counties.	Fragrant fritillary is often found on serpentine soils in cismontane woodland, coastal scrub, valley and foothill grassland, and coastal prairie habitats. It occurs at elevations below 1,350 feet.	February – April	Two CNDDB occurrences for fragrant fritillary have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Franciscan onion (*Allium peninsulare* var. *franciscanum*)	1B.2	Endemic to California. Found in Mendocino, Santa Clara, San Mateo, and Sonoma counties.	Franciscan onion is found in clay, volcanic or serpentinite soils in cismontane woodland and valley and foothill grassland habitats. It occurs at elevations from approximately 170 to 980 feet.	May – June	Three CNDDB occurrences for Franciscan onion have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**
Franciscan thistle (*Cirsium andrewsii*)	1B.2	Endemic to California. Found in Contra Costa, Marin, San Francisco, San Mateo, and Sonoma counties.	Franciscan thistle is found in mesic, sometimes serpentinite, broad-leafed upland forest, coastal bluff scrub, coastal prairie, and coastal scrub habitats. It occurs at elevations from sea level to approximately 500 feet.	March – July	No CNDDB occurrences for Franciscan thistle have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**

Species Name	Federal, State, and CNPS Listing Status[1]	Geographic Distribution	Habitat Preferences, Distribution Information, and Additional Notes	Flowering Phenology	Potential to Occur[2]
Hall's bush-mallow (*Malacothamnus hallii*)	1B.2	Endemic to California. Found in Contra Costa, Lake, Mendocino, Merced, Santa Clara, San Mateo, and Stanislaus counties.	Hall's bush mallow is found growing in chaparral and coastal scrub habitats. It occurs at elevations between 30 and 2,500 feet.	May – October	No CNDDB occurrences for Hall's bush-mallow have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Hickman's cinquefoil (*Potentilla hickmanii*)	FE CE 1B.1	Endemic to California. Found in Monterey, San Mateo, and Sonoma counties.	Hickman's cinquefoil is found in coastal bluff scrub, closed-cone coniferous forest, vernally mesic meadows and seeps, and freshwater marshes and swamps. It occurs at elevations from approximately 30 to 490 feet.	April – August	No CNDDB occurrences for Hickman's cinquefoil have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**
Hillsborough chocolate lily (*Fritillaria biflora* var. *ineziana*)	1B.1	Endemic to California. Found in San Mateo County.	Hillsborough chocolate lily is found in cismontane woodland and valley and foothill grassland habitats in serpentinite soils. It occurs at elevations below 500 feet.	March – April	No CNDDB occurrences for Hillsborough chocolate lily have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Hoover's button-celery (*Eryngium aristulatum* var. *hooveri*)	1B.1	Endemic to California. Found in Alameda, San Benito, Santa Clara, San Diego, and San Luis Obispo counties.	Hoover's button-celery is a vernal pool obligate species. It occurs at elevations below 150 feet.	July – August	No CNDDB occurrences for Hoover's button-celery have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**

Species Name	Federal, State, and CNPS Listing Status[1]	Geographic Distribution	Habitat Preferences, Distribution Information, and Additional Notes	Flowering Phenology	Potential to Occur[2]
Indian valley bush-mallow (*Malacothamnus aboriginum*)	1B.2	Endemic to California. Found in Fresno, Kings, San Mateo, Santa Clara, Monterey, and San Benito counties.	Indian valley bush-mallow is found in rocky and/or granitic soils in chaparral and cismontane woodland habitat. It often occurs in burned areas. It occurs at elevations from approximately 500 to 5,570 feet.	April – October	No CNDDB occurrences for Indian valley bush-mallow have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Kellogg's horkelia (*Horkelia cuneate* var. *sericea*)	1B.1	Endemic to California. Found in Santa Barbara, Santa Cruz, San Francisco, San Luis Obispo, and San Mateo counties. Thought to be extirpated from Alameda and Marin counties.	Kellogg's horkelia is found in sandy or gravelly openings in closed-cone coniferous forest, maritime chaparral, coastal dune, and coastal scrub habitats. It occurs at elevations from near sea level to approximately 650 feet.	April – September	No CNDDB occurrences for Kellogg's horkelia have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**
Kings Mountain manzanita (*Arctostaphylos regismontana*)	1B.2	Endemic to California. Found in Santa Clara, Santa Cruz, and San Mateo counties.	Kings Mountain manzanita occurs in granitic or sandstone soils in broad-leafed upland forest, chaparral, and North Coast coniferous forest habitats. It occurs at elevations from approximately 1,000 to 2,400 feet.	January – April	Twelve CNDDB occurrences for Kings Mountain manzanita have been documented within 5 miles of the project site. Suitable habitat for this species is present in the project area. However, no manzanita were observed at the project site. **Low Potential**
Legenere (*Legenere limosa*)	1B.1	Endemic to California. Found in Alameda, Lake, Monterey, Napa, Placer, Sacramento, Santa Clara, Shasta, San Joaquin, San Mateo, Solano, Sonoma, Stanislaus, and Yuba counties.	Legenere is found in vernal pools. It occurs at elevations from near sea level to approximately 2,900 feet.	April – June	One CNDDB occurrence of legenere has been documented within 5 miles of the project site; however, this occurrence was last documented in 1906. No suitable habitat for this species is present in the project site. **No Potential**

Species Name	Federal, State, and CNPS Listing Status[1]	Geographic Distribution	Habitat Preferences, Distribution Information, and Additional Notes	Flowering Phenology	Potential to Occur[2]
Lost thistle (*Cirsium praeteriens*)	1A	Endemic to California. Thought to be extirpated from Santa Clara County.	Habitat for lost thistle is not known since this species is presumed extinct in California. It occurs at elevations below 320 feet.	June – July	Lost thistle is presumed extinct in California. In addition, the project site is outside this species elevation range. **No Potential**
Marin western flax (*Hesperolinon congestum*)	FT CT 1B.1	Endemic to California. Found in Marin, San Francisco, and San Mateo counties.	Marin western flax occurs in serpentine soils in chaparral and valley and foothill grassland habitats. It occurs at elevations below 1,213 feet.	April – July	Three CNDDB occurrences for Marin western flax have been documented within 5 miles of the project site. No suitable habitat for this species is present at the project site. **No Potential**
Marsh microseris (*Microseris paludosa*)	1B.2	Endemic to California. Found in Mendocino, Monterey, Marin, San Benito, Santa Cruz, San Luis Obispo, and Sonoma counties. Thought to be extirpated from San Mateo and San Francisco counties.	Marsh microseris is found in closed-cone coniferous forest, cismontane woodland, coastal scrub, and valley and foothill grassland habitats. It occurs at elevations from near sea level to approximately 980 feet.	April – July	No CNDDB occurrences for marsh microseris have been documented within 5 miles of the project site. No suitable habitat is present in the project site. In addition, the project site is outside this species known elevation and geographic range. **Low Potential**
Methuselah's beard lichen (*Usnea longissima*)	4.2	Found in numerous states including California. In California, found in Del Norte, Humboldt, Mendocino, Santa Cruz, San Mateo, and Sonoma counties.	Methuselah's beard lichen is found on tree branches in broad-leafed upland forest and North Coast coniferous forest habitats. It is usually found on old growth hardwoods and conifers. It occurs at elevations from approximately 260 to 4,800 feet.	Not Applicable (N/A)	One CNDDB occurrence for Methuselah's beard lichen has been documented within 5 miles of the project site. Low-quality suitable habitat for this species is present in the project site. **Low Potential**

Species Name	Federal, State, and CNPS Listing Status[1]	Geographic Distribution	Habitat Preferences, Distribution Information, and Additional Notes	Flowering Phenology	Potential to Occur[2]
Minute pocket moss (*Fissidens pauperculus*)	1B.2	Found in California and Oregon. In California, found in Alameda, Butte, Del Norte, Humboldt, Mendocino, Marin, Santa Cruz, San Mateo, Sonoma, and Yuba counties.	Minute pocket moss is found in damp coastal soils in North Coast coniferous forests. It occurs at elevations from approximately 30 to 3,360 feet.	N/A	No CNDDB occurrences for minute pocket moss have been documented within 5 miles of the project site. Low-quality suitable habitat for this species is present in the project site. **Low Potential**
Montara manzanita (*Arctostaphylos montaraensis*)	1B.2	Endemic to San Mateo County.	Montara manzanita is found in maritime chaparral or coastal scrub habitats. It occurs at elevations from approximately 160 to 1,650 feet.	January – March	No CNDDB occurrences for Montara manzanita have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Oregon polemonium (*Polemonium carneum*)	2B.2	Occurs in Oregon, Washington, and California. In California, found in northern California and in the San Francisco Bay Area.	Oregon polemonium grows in coastal prairie, coastal scrub, and lower montane coniferous forest. It occurs at elevations below 6,000 feet.	April – September	No CNDDB occurrences for Oregon polemonium have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Ornduff's meadowfoam (*Limnanthes douglasii* ssp. *ornduffii*)	1B.1	Endemic to San Mateo County.	Ornduff's meadowfoam is found in meadows and seeps and agricultural fields. It occurs at elevations from 30 to 65 feet.	November – May	No CNDDB occurrences for Ornduff's meadowfoam have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**

Species Name	Federal, State, and CNPS Listing Status[1]	Geographic Distribution	Habitat Preferences, Distribution Information, and Additional Notes	Flowering Phenology	Potential to Occur[2]
Pappose tarplant (*Centromadia parryi* ssp. *parryi*)	1B.2	Endemic to California. Found in Butte, Colusa, Glenn, Lake, Napa, San Luis Obispo, San Mateo, Solano and Sonoma counties.	Pappose tarplant is found in chaparral, coastal prairie, meadows and seep, coastal salt marsh and swamp, and vernally mesic valley and foothill grassland habitats. It occurs at elevations from near sea level to approximately 1,370 feet.	May – November	No CNDDB occurrences for pappose tarplant have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Perennial goldfields (*Lasthenia californica* ssp. *macrantha*)	1B.2	Endemic to California. Found in Mendocino, Marin, San Luis Obispo, San Mateo, and Sonoma counties.	Perennial goldfields is found in coastal bluff scrub, coastal dune, and coastal scrub habitats. It occurs at elevations from near sea level to approximately 1,700 feet.	January – November	No CNDDB occurrences for perennial goldfields have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Point Reyes salty bird's-beak (*Chloropyron maritimum* ssp. *Palustre*)	1B.2	Endemic to California. Found in Humboldt, Marin, San Francisco, and Sonoma counties.	Point Reyes bird's-beak is found in coastal salt marshes and swamps. It occurs at elevations below 30 feet.	June – October	No CNDDB occurrences for Point Reyes bird's beak have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**
Point Reyes horkelia (*Horkelia marinensis*)	1B.2	Endemic to California. Found in Marin, Mendocino, San Mateo, and Santa Cruz counties.	Point Reyes horkelia occurs in sandy soils in coastal dunes, coastal prairie, coastal strand, and northern coastal scrub habitats. It occurs at elevations from near sea level to approximately 2,480 feet.	May – September	No CNDDB occurrences for Point Reyes horkelia have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**

Species Name	Federal, State, and CNPS Listing Status[1]	Geographic Distribution	Habitat Preferences, Distribution Information, and Additional Notes	Flowering Phenology	Potential to Occur[2]
Rose leptosiphon (*Leptosiphon rosaceus*)	1B.1	Endemic to California. Found in San Mateo and Marin counties. Thought to be extirpated from San Francisco and Sonoma counties.	Rose leptosiphon is found in coastal bluff scrub habitats. It occurs at elevations from sea level to approximately 330 feet.	April – July	No CNDDB occurrences for rose leptosiphon have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**
Round-leaved filaree (*California macrophylla*)	1B.1	Found in California, Baja California, and Oregon.	Round-leaved filaree is found in clay soils in cismontane woodland and valley and foothill grassland habitats. It occurs at elevations from approximately 50 to 4,000 feet.	March – May	No CNDDB occurrences for round-leaved filaree have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Saline clover (*Trifolium hydrophilum*)	1B.2	Endemic to California. Found in Alameda, Colusa, Monterey, Napa, San Benito, San Luis Obispo, San Mateo, Santa Clara, Santa Cruz, Solano, and Sonoma counties.	Saline clover occurs in marshes and swamps, mesic and alkaline valley and foothill grassland, and in vernal pool habitats. Many previously extant sites are thought likely to be extirpated. It occurs at elevations below 1,000 feet.	April – June	No CNDDB occurrences for saline clover have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
San Francisco Bay spineflower (*Chorizanthe cuspidata* var. *cuspidata*)	1B.2	Endemic to California. Found in Marin, San Francisco, San Mateo, and Sonoma counties. Thought to be extirpated from Alameda County.	San Francisco Bay spineflower grows in sandy soils in coastal bluff scrub, coastal dunes, coastal prairie, and coastal scrub habitats. It occurs at elevations from near sea level to 700 feet.	April – August	No CNDDB occurrences for San Francisco Bay spineflower have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**

Species Name	Federal, State, and CNPS Listing Status[1]	Geographic Distribution	Habitat Preferences, Distribution Information, and Additional Notes	Flowering Phenology	Potential to Occur[2]
San Francisco campion (*Silene verecunda* ssp. *Verecunda*)	1B.2	Endemic to California. Found in Santa Cruz, San Francisco, San Mateo, and Sutter counties.	San Francisco campion is found in sandy soils in coastal bluff scrub, chaparral, coastal prairie, coastal scrub, and valley and foothill grassland habitats. It occurs at elevations between 100 and 2,100 feet.	March – August	No CNDDB occurrence for San Francisco campion has been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
San Francisco collinsia (*Collinsia multicolor*)	4.3	Endemic to California. Found in Monterey, Marin, Santa Clara, Santa Cruz, San Francisco, and San Mateo counties.	San Francisco collinsia is found in closed-cone coniferous forest and coastal scrub habitats, sometimes in serpentinite soils. It occurs at elevations from approximately 100 to 820 feet.	March – May	No CNDDB occurrences for San Francisco collinsia have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**
San Francisco gumplant (*Grindelia hirsutula* var. *maritima*)	3.2	Endemic to California. Found in Marin, Monterey, San Francisco, San Luis Obispo, San Mateo, and Santa Cruz counties.	San Francisco gumplant occurs in sandy or serpentinite soils in coastal bluff scrub, coastal sage scrub, coastal scrub, northern coastal scrub, and valley and foothill grassland habitats. It occurs at elevations from approximately 50 to 1,300 feet.	June – September	No CNDDB occurrences for San Francisco gumplant have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
San Francisco owl's clover. (*Triphysaria floribunda*)	1B.2	Endemic to California. Found in Marin, San Mateo, and San Francisco counties.	San Francisco owl's clover usually occurs in serpentinite soils in coastal prairie, coastal scrub, and valley and foothill grassland habitat. It occurs at elevations from approximately 30 to 520 feet.	April – June	No CNDDB occurrences for San Francisco owl's clover have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**

Species Name	Federal, State, and CNPS Listing Status[1]	Geographic Distribution	Habitat Preferences, Distribution Information, and Additional Notes	Flowering Phenology	Potential to Occur[2]
San Mateo thorn-mint (*Acanthomintha* ssp.*duttonii*)	FE SE 1B.1	Endemic to San Mateo County.	San Mateo thorn-mint grows in serpentinite soils in valley and foothill grassland and chaparral habitats. It occurs at elevations between 160 and 980 feet.	April – June	One CNDDB occurrence for San Mateo thorn-mint has been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
San Mateo woolly sunflower (*Eriophyllum latilobum*)	FE CE 1B.1	Endemic to San Mateo County.	San Mateo woolly sunflower is found growing in cismontane woodland habitats often on serpentinite soils and on roadcuts. It is known from two extant occurrences. It occurs at elevations between 150 and 500 feet.	May – June	One CNDDB occurrence for San Mateo woolly sunflower has been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**
Santa Clara red ribbons (*Clarkia concinna* ssp. *automixa*)	4.3	Endemic to California. Found in Alameda, Santa Clara, and Santa Cruz counties.	Santa Clara red ribbons is found in chaparral and cismontane woodland habitats. It occurs at elevations from approximately 300 to 5,000 feet.	April – July	No CNDDB occurrence for Santa Clara red ribbons have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Short-leaved evax (*Hesperevax sparsiflora* var. *brevifolia*)	1B.2	Found in California and Oregon. In California, found in Del Norte, Humboldt, Mendocino, Marin, Santa Cruz, San Francisco, San Mateo, and Sonoma counties.	Short-leaved evax is found in sandy soils in coastal bluff scrub, coastal dunes, and coastal prairies. It occurs at elevations between sea level and 700 feet.	March - June	No CNDDB occurrences for short-leaved evax have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, the project site is outside this species known elevation range. **No Potential**

Species Name	Federal, State, and CNPS Listing Status[1]	Geographic Distribution	Habitat Preferences, Distribution Information, and Additional Notes	Flowering Phenology	Potential to Occur[2]
Showy rancheria clover (*Trifolium amoenum*)	FE 1B.1	Endemic to California. Found in Marin, San Mateo, and Sonoma counties. Thought to be extirpated from Napa, Santa Clara, and Solano counties.	Showy rancheria clover is found in coastal bluff scrub and valley and foothill grassland habitats. It occurs at elevations from near sea level to approximately 1,360 feet.	April – June	One CNDDB occurrence for showy rancheria clover has been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Slender-leaved pondweed (*Stuckenia filiformis*)	2B.2	Found in numerous states including California. In California, found in Alameda, Butte, Contra Costa, El Dorado, Lassen, Merced, Mono, Modoc, Mariposa, Nevada, Placer, Shasta, Sierra, San Mateo, Solano, and Sonoma counties.	Slender-leaved pondweed grows in shallow freshwater marshes and swamps. It occurs at elevations between 980 and 7,000 feet.	May – June	No CNDDB occurrences for slender-leaved pondweed have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Western leatherwood (*Dirca occidentalis*)	1B.2	Endemic to California. Found in Alameda, Contra Costa, Marin, Santa Clara, San Mateo, and Sonoma counties.	Western leatherwood is found in mesic habitats including broad-leafed upland forest, closed-cone coniferous forest, chaparral, cismontane woodland, north coast coniferous forest, and riparian forest and woodland. It occurs at elevations from approximately 80 to 1,400 feet.	January – April	Twelve CNNDB occurrences for western leatherwood have been documented within 5 miles of the project site. Limited suitable habitat for this species is present in the project site. No western leatherwood shrubs were observed within the project site. **Low Potential**

Species Name	Federal, State, and CNPS Listing Status[1]	Geographic Distribution	Habitat Preferences, Distribution Information, and Additional Notes	Flowering Phenology	Potential to Occur[2]
White-flowered rein orchid (*Piperia candida*)	1B.2	Found in California, Oregon, and Washington. In California, found in Del Norte, Humboldt, Mendocino, Santa Clara, Santa Cruz, Siskiyou, San Mateo, Sonoma, and Trinity counties.	White-flowered rein orchid inhabits broadleafed upland forests, lower montane coniferous forests, and North Coast coniferous forests and is sometimes found near or in areas with serpentine soils. It occurs below 4,300 feet in elevation.	March – September	No CNDDB occurrences for white-flowered rein orchid have been documented within 5 miles of the project site. Low-quality suitable habitat for this species is present in the project site. **Low Potential**
White-rayed pentachaeta (*Pentachaeta bellidiflora*)	FE CE 1B.1	Endemic to California. Found in San Mateo County. Thought to be extirpated from Marin and Santa Cruz counties.	White-rayed pentachaeta grows in cismontane woodland and valley and foothill grassland habitats and is often in serpentinite soils. It occurs at elevations between 100 to 2,000 feet.	March – May	No CNDDB occurrences for white-rayed pentachaeta have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Woodland woolythreads (*Monolopia gracilens*)	1B.2	Endemic to California. Found in Alameda, Contra Costa, Monterey, San Benito, Santa Clara, Santa Cruz, San Luis Obispo, and San Mateo counties.	Woodland woolythreads grows in serpentine soils in openings in broad-leafed upland forests, openings in chaparral, cismontane woodlands, north coast coniferous forests, and valley foothill grassland habitats. It occurs at elevations between 330 and 4,000 feet.	February – July	Four CNDDB occurrences for woodland woolythreads have been documented within 5 miles of the project site. Low-quality suitable habitat for woodland woolythreads is present in the project site. **Low Potential**

Species Name	Federal, State, and CNPS Listing Status[1]	Geographic Distribution	Habitat Preferences, Distribution Information, and Additional Notes	Flowering Phenology	Potential to Occur[2]
[1] Status explanations: **Federal:** FE = Listed as endangered under the Federal Endangered Species Act. FT = Listed as threatened under the Federal Endangered Species Act. **State:** CE = Listed as endangered under the California Endangered Species Act. CT = Listed as threatened under the California Endangered Species Act. CR = Listed as rare in California. **California Rare Plant Rank:** Rank 1A = Presumed extinct in California; Rank 1B = Rare, threatened, or endangered in California and elsewhere; Rank 2A = Plants presumed extirpated in California, but more common elsewhere; Rank 2B: Rare, threatened, or endangered in California, but more common elsewhere; Rank 3 = Plants for which more information is needed – A review list; and Rank 4 = Plants of limited distribution – A watch list. Additional threat ranks endangerment codes are assigned to each taxon or group as follows: .1 = Seriously endangered in California (over 80% of occurrences threatened/high degree of immediacy of threat). .2 = Fairly endangered in California (20-80% occurrences threatened). .3 = Not very endangered in California (<20% of occurrences threatened or no current threats known).			[2] Potential Occurrence explanations: **Present:** Species was observed on the project site, or recent species records (within five years) from literature are known within the project area. **High:** The CNDDB or other reputable documents record the occurrence of the species off-site, but within a 5-mile radius of the project area and within the last 10 years. High-quality suitable habitat is present within the project area. **Moderate:** Species does not meet all terms of High or Low category. For example: CNDDB or other reputable documents may record the occurrence of the species near but beyond a 5-mile radius of the project area, or some of the components representing suitable habitat are present within or adjacent to the project area, but the habitat is substantially degraded or fragmented. **Low:** The CNDDB or other documents may or may not record the occurrence of the species within a 5-mile radius of the project area. However, few components of suitable habitat are present within or adjacent to the project area. **No:** CNDDB or other documents do not record the occurrence of the species within or reasonably near the project area and within the last 10 years, and no or extremely few components of suitable habitat are present within or adjacent to the project area; or site is outside of specie's range.		

Table 2. Special-Status Wildlife Species Potential to Occur in the Project Area.

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]
Invertebrates				
Bay checkerspot butterfly (*Euphydryas editha bayensis*)	FT	Restricted to native grasslands on outcrops of serpentine soil Santa Clara and San Mateo Counties, California.	Bay checkerspot butterfly is found in shallow, serpentine-derived soils in native grasslands supporting larval host plants, including dwarf plantain (*Plantago erecta*) or purple owl's clover (*Castilleja densiflora* or *Castilleja exserta*).	Three CNDDB occurrences for Bay checkerspot butterfly have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Mission blue butterfly (*Plebejus icarioides missionensis*)	FE	Found in only a few locations in the San Francisco Bay Area, including the Marin Headlands in Marin County, skyline ridges and San Bruno Mountain in San Mateo County, and Twin Peaks in San Francisco County.	Mission blue butterfly requires a host plant and the appropriate nectar plants in coastal grassland habitat. Host plants include silver lupine (*Lupinus albifrons*), varicolor lupine (*L. variicolor*), and summer lupine (*L. formosus*). Nectar plants include various composite flowers in the sunflower family (*Asteraceae*) that grow in association with the larval host plants.	No CNDDB occurrence for mission blue butterfly have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]
Myrtle's silverspot (*Speyeria zerene myrtleae*)	FE	Currently only found in northwestern Marin County, including Point Reyes National Seashore, and southwestern Sonoma County.	Myrtle's silverspot is coastal dune or prairie habitat. Females lay their eggs on the debris and dried stemps of hooked spur violet (*Viola adunca*). Adult butterflies are typically found in areas that are sheltered from wind below 810 feet in elevation and within 3 miles of the coast. Adult flight season ranges from late June to early September. Adults feed on nectar from flowers, including hairy gumweed (*Grindelia hirsutula*), coastal sand verbena (*Abronia latifolia*), mints (*Monardella* spp.), bull thistle (*Cirsium vulgare*), and seaside fleabane (*Erigeron glaucus*).	No CNDDB occurrences for Myrtle's silverspot have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. In addition, this species is thought to be extirpated from San Mateo County. **No Potential**
San Bruno elfin butterfly (*Callophrys mossii bayensis*)	FE	Found in only three locations around the San Francisco Bay Area, including Milagra Ridge, San Bruno Mountain, and Montara Mountain in San Mateo County.	San Bruno elfin butterfly occurs only on north-facing slopes within the fogbelt where its host plant stonecrop (*Sedium spathulifolium*) grows. Stoncrop grows in coastal grassland and low scrub on thin, rocky soils.	No CNDDB occurrences San Bruno elfin butterfly have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]
Fish				
Longfin smelt (*Spirinchus thaleichthys*)	FC CT CSSC	Found in nearshore coastal environments from San Francisco Bay north to Lake Earl, near the Oregon Border. Specifically, found in the Sacramento-San Joaquin Delta, San Pablo Bay, San Francisco Bay, the Gulf of Farallones, the Humboldt Bay, and the Eel River estuary.	Longfin smelt is found in open waters of estuaries, mostly in the middle or bottom of the water column. It prefers salinities of 15 to 30 parts per thousand, but it can be found in completely freshwater to almost pure saltwater.	No CNDDB occurrences for longfin smelt have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Steelhead (Central California coast Distinct Population Segment [DPS]) (*Oncorhynchus mykiss irideus*)	FT	This DPS includes all populations of steelhead from the Russian River south to Aptos Creek. Steelhead in drainages of San Francisco, San Pablo, and Suisun Bays are also part of this DPS.	Adult steelhead migrate from the ocean into streams in the late fall, winter, or early spring seeking out deep pools within fast moving water to rest prior to spawning. Steelhead spawn in shallow-water gravel beds.	Two CNDDB occurrence for steelhead has been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Tidewater goby (*Eucyclogobius newberryi*)	FE CSSC	Found in scattered locations from the mouth of the Smith River in Del Norte County to Agua Hedionda Lagoon in northern San Diego County.	Tidewater goby inhabits brackish shallow lagoons and lower stream reaches where the water is fairly still, but not stagnant. It prefers a sand substrate component for breeding, but is also found on rocky, mud, and silt substrates. Tidewater goby is found in waters with salinity levels between 2 and 27 parts per thousand.	No CNDDB occurrences for tidewater goby have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]
Amphibians				
California red-legged frog (*Rana draytonii*)	FT CSSC	Found from Riverside County to Mendocino County along the Coast Range, from Calaveras County to Butte County in the Sierra Nevada, and in Baja California.	California red-legged frog is found in lowlands and foothills typically in or near sources of water. It prefers shorelines with extensive vegetation since it disperses far during and after rain. Larvae require 11-12 weeks of permanent water for development.	Seven CNDDB occurrences for California red-legged frog have been documented within 5 miles of the project site. USFWS designated critical habitat for this species is mapped within the project site; however, no primary constituent elements for this species are present in the site. The water supply reservoir directly south of the project site could provide suitable aquatic breeding habitat for this species. Marginal-quality suitable dispersal habitat is present in the project site due to the urban nature of the project site and the presence of some barriers to movement (e.g., paved roads and parking areas). **Moderate Potential**

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]
California tiger salamander (*Ambystoma californiense*)	FT CT CSSC	Found in the Coast Range and Sierra Nevada foothills of California. In the Coast Range, it occurs from southern San Mateo County south to central San Luis Obispo County, and also in the vicinity of northwestern Santa Barbara County. In the Sierra Nevada foothills, it occurs from northern Yolo County to northwestern Kern County and northern Tulare County.	California tiger salamander are found in grasslands and open oak woodlands. Necessary habitat components for this species include California ground squirrel (*Otospermophilus beecheyi*) or gopher burrows for underground retreats and breeding ponds, such as seasonal wetlands, vernal pools, or slow moving streams that do not support predatory fish or frog populations.	Two CNDDB occurrences for California tiger salamander have been documented within 5 miles of the project site; however, one occurrence was last documented in 1962 and it is thought to be extirpated due to the development of low density housing in the area. The water supply reservoir directly south of the project site could provide suitable aquatic breeding habitat for this species. No suitable upland aestivation habitat is present in the project site. Marginal-quality suitable dispersal habitat is present in the project site due to the urban nature of the project site and the presence of some barriers to movement (e.g., paved roads and parking areas). **Low Potential**
Foothill yellow-legged frog (*Rana boylii*)	CSSC	Found in the Coast Ranges from the Oregon border south to the Transverse Mountains in Los Angeles County, in most of northern California west of the Cascade crest, and along the western flank of the Sierra Nevada south to Kern County.	Foothill yellow-legged frog inhabits partially shaded, shallow perennial stream habitats with at least some rocky or cobble substrate in forests, chaparral, and woodlands. When disturbed, this species will escape into deeper water and hide under cover. This species lays between 100 and 1,000 eggs on rocks submerged in water between April and July. Individuals hatch as a tadpole after approximately 1 week and usually undergo metamorphosis by October.	No CNDDB occurrences for foothill yellow-legged frog have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]
Reptiles				
Western pond turtle (*Emys marmorata*)	CSSC	Found from Baja California, Mexico north through Klickitat County, Washington. In California, found west of the Sierra-Cascade crest. Absent from desert regions, except the Mojave Desert along the Mojave River and its tributaries.	Western pond turtle requires permanent or nearly permanent bodies of water including ponds, marshes, rivers, streams, and irrigation ditches. It requires basking sites, such as submerged rocks, logs, open mud banks, or floating vegetation mats. This species also requires sandy banks or grassy open fields up to 0.5 kilometers from the water's edge for egg laying.	Two CNDDB occurrences for western pond turtle have been documented within 5 miles of the project site. Suitable aquatic habitat for this species is present in the water supply reservoir directly south of the project site. However, this species is unlikely to move from the aquatic habitat into the project site. **Low Potential**

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]
San Francisco garter snake (*Thamnophis sirtalis tetrataenia*)	FE CE	Historically, occurred in scattered wetland areas on the San Francisco Peninsula from approximately the San Francisco County line south along the eastern and western bases of the Santa Cruz Mountains. Found at least from the Upper Crystal Springs Reservoir in San Mateo County south to Año Nuevo State Reserve in Santa Cruz County. Currently, although the geographical distribution may remain the same, reliable information regarding specific locations and population status is not available. Much of the remaining suitable habitat is located on private property that has not been surveyed for the presence of the snake.	San Francisco garter snake is a highly aquatic species that is found in or near densely vegetated freshwater ponds with adjacent open hillsides where they can bask, feed, and find cover in rodent burrows.	Numerous CNDDB occurrence for San Francisco garter snake are have been documented within 5 miles of the project site. Suitable aquatic habitat for San Francisco garter snake is present in the water supply reservoir directly south of the project site. No suitable upland habitat is present within or in the vicinity of the project site. Marginal-quality dispersal habitat is present in the project site due to the urban nature of the project site and the presence of barriers to movement (e.g., paved roads and parking areas). **Low Potential**

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]
Birds				
Alameda song sparrow (*Melospiza melodia pusillula*)	CSSC	Restricted to the tidal marshes on the fringes of the south San Francisco Bay.	Alameda song sparrow is a resident of salt marshes bordering the south arm of the San Francisco Bay. It prefers tidally influenced habitats. This species is found in all relatively large marshes (e.g., Dumbarton Marsh, Palo Alto Baylands) and in most remnant patches of marsh vegetation along sloughs, dikes, and levees, including some highly disturbed and urbanized sites. Vegetation is required for nesting sites, song perches, and concealment from predators. In addition, Alameda song sparrow requires some upper marsh vegetation for nesting in order to ensure the nests remain dry during high tide.	No CNDDB occurrences for Alameda song sparrow have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
American peregrine falcon (*Falco peregrinus anatum*)	CFP	Occurs throughout the Central Valley, coastal areas, and northern mountains of California.	American peregrine falcon uses steep cliffs and buildings for nesting. It forages over a variety of habitats, especially wetlands.	No CNDDB occurrence for American peregrine falcon have been documented within 5 miles of the project site. No suitable foraging or nesting habitat for this species is present in the project site. **No Potential**

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]
Bank swallow (*Riparia riparia*)	CT	Occurs in scattered locations in northern and central California in major lowland valleys and coastal areas where alluvial soils exist. The major breeding population is confined to the Sacramento and Feather Rivers and their major tributaries.	Bank swallow is a colonial nester and requires vertical banks and cliffs with fine-textured or sandy soils near streams, rivers, ponds, lakes, and the ocean for nesting. Nest sites consist of burrows dug into a vertical earthern bank to a depth of 18 to 36 inches.	No CNDDB occurrences for bank swallow have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Burrowing owl (*Athene cunicularia*)	CSSC	Found year-round throughout much of California, except the coastal counties north of Marin and mountainous areas.	Burrowing owl is found in open, dry annual grasslands and scrublands characterized by low-growing vegetation. It is dependent upon burrowing mammals, especially the California ground squirrel for nesting and wintering sites.	No CNDDB occurrences for burrowing owl have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
California black rail (*Laterallus jamaicensis coturniculus*)	CT	The majority found in the tidal salt marshes of the northern San Francisco Bay region, primarily in San Pablo and Suisun Bays. Smaller populations occur in San Francisco Bay, the Outer Coast of Marin County, freshwater marshes in the foothills of the Sierra Nevada, and in the Colorado River Area.	California black rail is found in marshlands with unrestricted tidal influence (estuarine, intertidal, emergent, or regularly flooded). It prefers areas dominated by pickleweed (*Salicornia virginica*), bulrushes (*Scirpus* sp.), matted salt grass (*Distichilis spicata*), and other marsh vegetation.	No CNDDB occurrences for California black rail have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]
California clapper rail (*Rallus longirostris obsoletus*)	FT CT	Found almost exclusively in the marshes of the San Francisco estuary in San Mateo, Santa Clara, Alameda, Contra Costa, Solano, Napa, Sonoma, and Marin counties.	California clapper rail is found in tidal saltwater and brackish marshes traversed by tidal sloughs in the vicinity of the San Francisco Bay. It prefers tall stands of pickleweed and pacific cordgrass (*Spartina foliosa*), but they are also associated with gumplant (*Grindelia* sp.), saltgrass (*Distichlis spicata*), and alkali heath (*Frankenia grandifolia*).	No CNDDB occurrences for California clapper rail have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
California least tern (*Sternula antillarum browni*)	FE CE	Nests along the coast from San Francisco Bay south to Northern Baja California.	California least tern forages primarily in shallow estuaries or lagoons where small fish are abundant. It nests in loose colonies in areas relatively free of human or predatory disturbance on bare or sparsely vegetated, flat substrates in sand beach, alkali flat, or landfill habitats near shallow-water feeding areas.	No CNDDB occurrences for California least tern have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Long-eared owl (*Asio Otus*)	CSSC	Occurs very locally throughout most of California, particularly in the southeastern deserts and densely forested areas. Essentially extirpated from the entire floor of the Central Valley and locally on the southern coast.	Long-eared owl frequents dense, riparian and live oak thickets near meadow edges, as well as nearby woodland and forest habitats. At higher elevations, it is also found in dense conifer stands. It requires adjacent open land with prey species for foraging. It also requires the presence of old nests for breeding.	No CNDDB occurrences for long-eared owl have been documented within 5 miles of the project site. Some suitable nest trees for this species are present; however, areas of nearby open land with prey species are approximately 2 miles west of the project site **Low Potential**

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]
Northern harrier (*Circus cyaneus*)	CSSC	Breed from sea level near the coast to at least 9,000 feet in the Glass Mountain region of Mono County.	Northern harrier is predominantly found in grassland and wetland communities; however, it uses various habitats. It nests on the ground in shrubby vegetation, usually at marsh edges.	No CNDDB occurrences for northern harrier have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Saltmarsh common yellowthroat (*Geothylpis trichas sinuosa*)	CSSC	Found year-round in the vicinity of San Francisco Bay, from Tomales Bay in Marin County and Napa Sloughs in southern Sonoma County on the north, east to Carquinez Straight, and south to vicinity of San Jose in Santa Clara County. Historic locations of confirmed breeding include Lake Merced in San Francisco County, and Coyote Creek, Alviso, and Milpitas in Santa Clara County	Saltmarsh common yellowthroat nests and forages in fresh and saltwater marshes and seasonal wetlands. It breeds on the ground or up to 8 centimeters off the ground under the cover of dense shrubs and emergent aquatic vegetation.	One CNDDB occurrence for saltmarsh common yellowthroat has been documented within 5 miles of the project site. No suitable nesting or foraging habitat for this species is present in the project site. **No Potential**

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]
Short-eared owl (*Asio flammeus*)	CSSC	Found year-round in certain parts of California. Small resident populations remain in the Great Basin region and locally in the Sacramento–San Joaquin River Delta. Most recent breeding from coastal central California and the San Joaquin Valley has been episodic. Breeding in mainland southern California is exceptional and limited to years of unusual incursions.	Short-eared owl forages in in open, treeless areas, such as marshes and grasslands, with elevated sites for perches and dense vegetation for roosting and nesting.	No CNDDB occurrences for short-eared owl has been documented within 5 miles of the project site. No suitable habitat for short-eared owl is present in the project area. **No Potential**
Western snowy plover (*Charadrius alexandrines nivosus*)	FT CSSC	Occurs along the entire coastline of California.	Western snowy plover is found on sandy beaches, salt pond levees, and shores of large alkali lakes. It needs sandy, gravelly, or friable soils for nesting.	No CNDDB occurrences for western snowy plover have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]
White-tailed kite (*Elanus leucurus*)	CFP	Found year-round in nearly all areas of California up to the western Sierra Nevada foothills and southeast deserts. Common in the Central Valley of California and along the entire length of the coast, possibly breeding in more arid regions east of the Sierra Nevada and Transverse Range (Inyo and eastern Kern Counties). Documented breeding in Imperial County, western Riverside County, and eastern San Diego County. In the Sacramento Valley, populations have predominantly increased in irrigated agricultural areas where the California vole (*Microtus californicus*) often occurs.	White-tailed kite nests in rolling foothills or valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. It forages in open grasslands, meadows, or marshes with perching sites.	No CNDDB occurrences for white-tailed kite have been documented within 5 miles of the project site. Low-quality nesting habitat for this species is present in the project site. No suitable foraging habitat is present in the project site; however, suitable foraging habitat is present approximately 2 miles west of the project site. The quality of the nesting habitat is low due to the urban nature of the project site. **Low Potential**
Mammals				
American badger (*Taxidea taxus*)	CSSC	Occurs throughout California, the western United States, and Canada.	American badger is rare in western San Francisco Bay area. It occurs in grasslands and open stages of forest and scrub habitats with friable soils and good prey base of burrowing rodents.	One CNDDB occurrence for American badger has been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]
Hoary bat (*Lasiurus cinereus*)	--	Found throughout California, although distribution is patchy in the southeastern deserts.	Hoary bat prefers open habitats or habitat mosaics, with access to trees for cover. It prefers open areas or habitat edges for feeding. It roosts in dense foliage of medium to large trees. It requires water nearby foraging and roosting sites.	Three CNDDB occurrences for hoary bat have been documented in the project site. The trees and buildings in the project site provide suitable foraging and roosting habitat. No sign (e.g., guano) of this species was observed in the project site. **Moderate Potential**
Pallid bat (*Antrozous pallidus*)	CSSC	Common throughout low elevations of California. No found in the high Sierra from Shasta to Kern counties and the northwestern corner of the State from Del Norte and western Siskiyou counties to northern Mendocino County.	Pallid bat is uncommon, especially in urban areas. This species roosts in caves and large trees and forages in grasslands and oak savannah. It is most common in open, dry habitats with rocky areas for roosting.	One CNDDB occurrence for pallid bat has been documented within 5 miles of the project site; however this occurrence was last documented in 1960. Some trees are present in the project area that could provide roosting habitat for pallid bat; however, this habitat is marginal since it is fairly urban. **Low Potential**
Saltmarsh harvest mouse (*Reithrodontomys raviventris*)	FE CE	Occurs only in the saline emergent wetlands of the San Francisco Bay and its tributaries.	Saltmarsh harvest mouse is only found in saline emergent wetlands in the San Francisco Bay and its tributaries. It uses pickleweed as its primary cover. It also uses non-submerged, salt-tolerant vegetation for escape during extremely high tides.	No CNDDB occurrences for saltmarsh harvest mouse have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Saltmarsh wandering shrew (*Sorex vagrans halicoetes*)	CSSC	Endemic to the salt marshes of the south arm of the San Francisco Bay in San Mateo, Santa Clara, Alameda, and Contra Costa counties.	Saltmarsh wandering shrew is most frequently found in salt marshes that provide dense cover and have abundant sources of invertebrates for food and continuous ground moisture.	No CNDDB occurrences for saltmarsh wandering shrew have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]
San Francisco dusky-footed woodrat (Neotoma fuscipes annectens)	CSSC	Found throughout the San Francisco Bay area in grasslands, scrub and wooded areas.	San Francisco dusky-footed woodrat is found in forest and scrub habitats of moderate canopy and moderate dense understory.	One CNDDB occurrence for San Francisco dusky-footed woodrat has been documented within 5 miles of the project site. Due to the open understory within the project site, only low-quality suitable habitat for this species is present. No woodrat houses were observed at the project site. **Low Potential**
Santa Cruz kangaroo rat (*Dipodomys venustus venustus*)	--	Found in the cool, maritime mountains of west-central California.	Santa Cruz kangaroo rat occurs in chaparral habitats in the low foothills of the Santa Cruz Mountains on substrates of sands, loams, and sandy loams.	Two CNDDB occurrences for Santa Cruz kangaroo rat have been documented within 5 miles of the project site. No suitable habitat for this species is present in the project site. **No Potential**
Townsend's big-eared bat (*Corynorhinus townsendii*)	CPT CSSC	Found throughout California, but details of its distribution are not well known. Found in all but subalpine and alpine habitats.	Townsend's big-eared bat roosts in caves, mines, and large trees. It forages within woodlands and along stream edges. This species is extremely sensitive to human disturbance.	Six CNDDB occurrences for Townsend's big-eared bat have been documented within 5 miles of the project site. This species could forage within the trees at the project site. In addition, some hibernacula, as well as maternal or colony roosting habitat for this species is present in the trees and buildings at the site. No sign (e.g., guano) of this species was observed in the project site. **Moderate Potential**

Species Name	Federal and State Listing Status[1]	Geographic Distribution	Habitat Requirements	Potential to Occur[2]

[1] Status explanations:

Federal:

FE = Listed as endangered under the Federal Endangered Species Act.

FT = Listed as threatened under the Federal Endangered Species Act.

FC = Candidate species to be listed under the Federal Endangered Species Act.

State:

CE = Listed as endangered under the California Endangered Species Act.

CT = Listed as threatened under the California Endangered Species Act.

CPT = Proposed as threatened under the California Endangered Species Act.

CSSC = Species of Special Concern designated by California Department of Fish and Wildlife.

CFP = Fully Protected Species under California Fish and Game Code.

[2] Potential Occurrence explanations:

Present: Species was observed on the project site, or recent species records (within five years) from literature are known within the project area.

High: The CNDDB or other reputable documents record the occurrence of the species off-site, but within a 10-mile radius of the project area and within the last 10 years. High-quality suitable habitat is present within the project area.

Moderate: Species does not meet all terms of High or Low category. For example: CNDDB or other reputable documents may record the occurrence of the species near but beyond a 10-mile radius of the project area, or some of the components representing suitable habitat are present within or adjacent to the project area, but the habitat is substantially degraded or fragmented.

Low: The CNDDB or other documents may or may not record the occurrence of the species within a 10-mile radius of the project area. However, few components of suitable habitat are present within or adjacent to the project area.

No: CNDDB or other documents do not record the occurrence of the species within or reasonably near the project area and within the last 10 years, and no or extremely few components of suitable habitat are present within or adjacent to the project area.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY CLEAR EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660, MS-10D
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TTY 711
http://www.dot.ca.gov/dist4/

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December 29, 2015

Ms. Summer Burlison, Project Planner
County of San Mateo
455 County Center, 2nd Floor
Redwood City, CA 94063

Dear Ms. Burlison:

New Skylonda Fire Station with Apparatus Bay – APN 075094010 – Use Permit

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. The following comments are based on the Use Permit Application and Plans. We provide these comments to promote the State's smart mobility goals that support a vibrant economy and build active communities rather than sprawl.

Project Understanding
The project proposes to rebuild the existing Skylonda Fire Station and construct a new apparatus bay with a new exit driveway onto Skyline Boulevard (State Route [35]). The project will also include the removal of 15 trees and 2,600 cubic yards of grading located within the Skyline State Scenic Corridor. The existing apparatus building, office, and barracks buildings will be demolished.

Lead Agency
As the lead agency, the County of San Mateo (County) is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the certificate of occupancy. Since and encroachment permit is required for work in the state right-of-way (ROW), and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend the County work with Caltrans to ensure that our concerns are resolved during the

environmental process and in any case prior to the submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

Traffic Impact Study

During construction of starting "opening day," this project may generate traffic at volumes sufficient to impact the operation of nearby state highway facilities, and it may be necessary to prepare a Traffic Impact Study (TIS). If it is found that a TIS is not required, please provide a verifiable explanation for this finding. The following criteria are among those that may be used to determine whether a TIS is warranted:

1. The project would generate over 100 peak hour trips assigned to a state highway facility.

2. The project would generate 50 to 100 peak hour trips assigned to a state highway facility, and the affected highway facilities are experiencing noticeable delay; approaching unstable traffic flow (level of service (LOS) "C" or "D") conditions.

3. The project would generate 1 to 49 peak hour trips assigned to a S

4. state highway facility, and the affected highway facilities are experiencing significant delay; unstable or forced traffic flow (LOS "E" or "F") conditions.

We recommend using the Department's *"Guide for the Preparation of Traffic Impact Studies"* for determining which scenarios and methodologies to use in the analysis. The guide can be accessed from the following webpage:
http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf.

Traffic Impact Fees

If improvements to the Caltrans ROW are proposed, please identify any Traffic Impact Fees associated with the project. The scheduling and costs associated with planned improvements on the Caltrans ROW should be listed, in addition to identifying viable funding sources.

Cultural Resources

Caltrans requires that a project environmental document include documentation of a current archaeological record search from the Northwest Information Center of the California Historical Resources Information System if construction activities are proposed within the state ROW. Current record searches must be no more than five years old. Caltrans requires the records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, and evidence of Native American consultation to ensure compliance with the California Environmental Quality Act, Section 5024.5 and 5097 of the California Public Resources Code,

and Volume 2 of Caltrans' Standard Environmental Reference (http://ser.dot.ca.gov). These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in state ROW; these requirements also apply to National Environmental Policy Act (NEPA) documents when there is a federal action on a project. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to state ROW.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating the state ROW must be submitted to: Mr. David Salladay, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits/.

Please send one hard copy and one CD of the environmental document, including technical appendices as soon as they are available. Please provide the previously sent plan set or updated plan set in an electronic form; CD or PDF.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra.finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

Pat C.

PATRICIA MAURICE
District Branch Chief
Local Development – Intergovernmental Review