

RESOLUTION NO. 59-2017

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PACIFICA APPROVING AMENDMENT NO. 2 TO USE PERMIT UP-080-16 AND SITE DEVELOPMENT PERMIT PSD-816-16, NEW OFF-HAULING ROUTES FOR SOIL DURING CONSTRUCTION OF THE WET WEATHER EQUALIZATION BASIN AT 540 CRESPI DRIVE (APN 022-162-420) AND APPROVING ADDENDUM NO. 2 TO THE ADOPTED MITIGATED NEGATIVE DECLARATION IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).

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Initiated by: City of Pacifica ("Applicant").

**WHEREAS**, an application was submitted to construct a 2.1-million-gallon capacity equalization basin and associated structures and pipelines (Project) at 540 Crespi Drive in Pacifica (APN 022-162-420);

**WHEREAS**, the Project site is located in a zoning district where public utility facilities are not expressly permitted and a use permit is necessary per PMC Section 9-4.2303;

**WHEREAS**, the Project site is adjacent to an R-1 (Single Family Residential District) zoning district and a use permit is necessary per PMC Section 9-4.1202(i);

**WHEREAS**, wastewater treatment and reclamation facilities can be accommodated in any zoning district if it meets the special use permit review criteria detailed in PMC Section 9-4.2306(d);

**WHEREAS**, new construction in a commercial district requires a Site Development Permit per PMC Section 9-4.3201(a);

**WHEREAS**, City of Pacifica Planning Division is the Lead Agency for preparing the environmental review for the Project pursuant to the California Environmental Quality Act (CEQA) and for project approval;

**WHEREAS**, Terraphase Engineering Inc., on behalf of the City of Pacifica Planning Division prepared the *City of Pacifica Wet Weather Equalization Basin Project Draft Mitigated Negative Declaration/ Initial Study (MND/IS)* for the Project in accordance with Public Resources Code Section 21000 *et seq.* and CEQA Guidelines Section 15000 *et seq.*;

**WHEREAS**, the MND/IS concluded that implementation of the Project could result in a number of significant effects on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level;

**WHEREAS**, in connection with the approval of a project involving the preparation of an initial study/mitigated negative declaration that identifies one or more significant environmental effects, CEQA requires the decision-making body of the lead agency to incorporate feasible mitigation measures that would reduce those significant environment effects to a less-than-significant level;

**WHEREAS**, whenever a lead agency approves a project requiring the implementation of measures to mitigate or avoid significant effects on the environment, CEQA also requires a lead

agency to adopt a Mitigation Monitoring and Reporting Program to ensure compliance with the mitigation measures during project implementation;

**WHEREAS**, the Planning Commission approved, with conditions, Use Permit UP-080-16 and Site Development Permit PSD-816-16 and adopted the Wet Weather Equalization Basin Project Final MND/IS and MMRP for construction of the a 2.1-million-gallon capacity equalization basin and associated components as detailed above at 540 Crespi Drive (Resolution 968) at a regularly scheduled Planning Commission Meeting on February 6, 2017;

**WHEREAS**, an appeal was filed on February 16, 2017 in opposition to the Planning Commission's action;

**WHEREAS**, the City Council did hold a duly noticed public hearing on March 13, 2017, at which time it considered the appeal and other information presented by the appellants as well as the February 6, 2017 Planning Commission staff report and meeting minutes;

**WHEREAS**, the City Council denied the appeal and approved with conditions, Use Permit UP-080-16 and Site Development Permit PSD-816-16 and adopted the Wet Weather Equalization Basin Project Final MND/IS and MMRP for construction of the a 2.1-million-gallon capacity equalization basin and associated components as detailed above at 540 Crespi Drive (Resolution 12-2017) at a regularly scheduled City Council Meeting on March 13, 2017;

**WHEREAS**, the contractor has requested amendments to Use Permit UP-080-16 and Site Development Permit PSD-816-16 to allow for temporary extended construction work and trucking hours, including Saturdays, as fully detailed in the September 11, 2017 staff report (herein referred to as "Amendment No. 1");

**WHEREAS**, Terraphase Engineering Inc., on behalf of the City of Pacifica Planning Division prepared the *Addendum to the Wet Weather Flow Equalization Basin Project Final Mitigated Negative Declaration/Initial Study* (SCH# 2016122016; herein referred to as "Addendum No. 1") for the Project in accordance with Public Resources Code Section 21000 *et seq.* and CEQA Guidelines Section 15000 *et. seq.*;

**WHEREAS**, the Addendum concluded that the amendments do not result in any changes in the Project that would result in a new or substantially more severe impact than disclosed in the Final MND and that there is no new information that would require additional environmental analysis under CEQA Guidelines Section 15162;

**WHEREAS**, the City Council did hold a duly noticed public hearing on September 11, 2017, at which time it considered requested Amendment No. 1 and information in the Addendum No. 1;

**WHEREAS**, the City Council approved Addendum No. 1 and Approved Amendment No 1 of Use Permit UP-080-16 and Site Development Permit PSD-816-16 for construction of the a 2.1-million-gallon capacity equalization basin and associated components at 540 Crespi Drive (APN 022-162-420) as as detailed in City of Pacifica City Council Resolution 49-2017;

**WHEREAS**, the contractor has requested amendments to Use Permit UP-080-16 and Site Development Permit PSD-816-16 to allow for trucks off-hauling soils from the site to travel northbound on Highway 1, as fully detailed in the November 27, 2017 staff report to City Council

(herein referred to as "Amendment No. 2") and which the City Council has reviewed and considered in making the determination on this Resolution;

**WHEREAS**, Terraphase Engineering Inc., on behalf of the City of Pacifica Planning Division prepared the *Addendum No 2 to the Wet Weather Flow Equalization Basin Project Final Mitigated Negative Declaration/Initial Study* (SCH# 2016122016; herein referred to as "Addendum No. 2") for the Project in accordance with Public Resources Code Section 21000 *et seq.* and CEQA Guidelines Section 15000 *et seq.*;

**WHEREAS**, the Addendum concluded that the amendments do not result in any changes in the Project that would result in a new or substantially more severe impact than disclosed in the Final MND and that there is no new information that would require additional environmental analysis under CEQA Guidelines Section 15162; and

**WHEREAS**, the City Council did hold a duly noticed public hearing on November 27, 2017, at which time it considered requested Amendment No. 2 and information in the Addendum No. 2.

**NOW, THEREFORE BE IT RESOLVED** that the City Council of the City of Pacifica makes the following findings, determinations and recommendations with respect to Amendment No. 2 of for Use Permit UP-080-16 and Site Development Permit PSD-816-16 and Addendum No. 2:

1. The above recitals are true and correct and material to this Resolution;
2. Amendment No. 2 as detailed in the associated staff report to this Resolution would not change the City Council's findings for Use Permit UP-080-16 and Site Development Permit PSD-816-16 as stated in City Council Resolution 12-2017 or City Council's findings for Amendment No. 1 as stated in City Council Resolution 49-2017;
3. The Council has independently reviewed, analyzed and considered the MND/IS, Addendum No. 1 and Addendum No. 2 and all written documentation on the Project;
4. Addendum No. 2 was prepared and reviewed in compliance with the provisions of CEQA and the CEQA Guidelines;
5. The information and analysis contained in the Addendum No. 2 reflects the City's independent judgment as to the environmental consequences of the proposed Project; and
6. ~~Addendum No. 2 identifies that the revisions to the project analysis were examined pursuant to CEQA Guidelines Section 15162 and the conclusion of the analysis is that the changes would have no new or substantially more severe impact and that there is no new information that would require additional environmental review pursuant to Section 15162. All of the mitigation measures from the MND/IS continue to apply to the Project as amended in the Addendum No. 1 and no new effects could occur and no new mitigation measures are required.~~

7. Based on the substantial evidence set forth in the record, including but not limited to the MND and the Addendum, the City Council finds that, based on the whole record before it, none of the conditions under State CEQA Guidelines section 15162 or 15163 requiring subsequent environmental review have occurred because the project as amended:
- a. Will not result in substantial changes that would require major revisions of the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
  - b. Will not result in substantial changes with respect to the circumstances under which the Revised Project is developed that would require major revisions of the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and
  - c. Does not present new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the MND was adopted, showing any of the following: (i) that the modifications would have one or more significant effects not discussed in the earlier environmental documentation; (ii) that significant effects previously examined would be substantially more severe than shown in the earlier environmental documentation; (iii) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects, but the applicant declined to adopt such measures; or (iv) that mitigation measures or alternatives considerably different from those analyzed previously would substantially reduce one or more significant effects on the environment, but which the applicant declined to adopt.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the City Council of the City of Pacifica does hereby approve the *Addendum No. 2 to the Wet Weather Flow Equalization Basin Project Final Mitigated Negative Declaration/Initial Study* (SCH# 2016122016) provided at Exhibit A, in its entirety, and attached hereto and incorporated by this reference, and approves Amendment No. 2 of Use Permit UP-080-16 and Site Development Permit PSD-816-16 for construction of the a 2.1-million-gallon capacity equalization basin and associated components at 540 Crespi Drive (APN 022-162-420) as approved by Resolution 12-2017 and as amended by Resolution 49-2017 and subject to conditions of approval included as Exhibit A in Resolution 12-2017, and Exhibit B of this Resolution, to allow trucks off-hauling soils from the project site to travel northbound on Highway 1.

\* \* \* \* \*

Passed and adopted at a regular meeting of the City Council of the City of Pacifica, California, held on the 27th day of November 2017.

AYES, Councilmember:  
NOES, Councilmember:  
ABSENT, Councilmember:  
ABSTAIN, Councilmember:

  
Mike O'Neill, Mayor

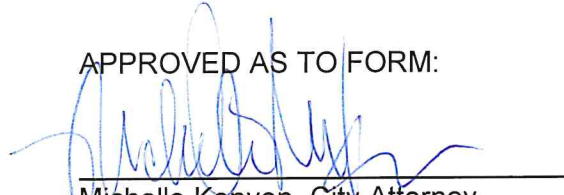
ATTEST:



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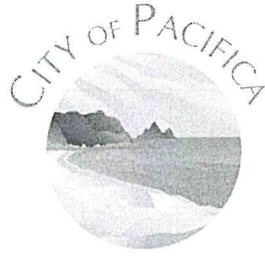
Kathy O'Connell, City Clerk

APPROVED AS TO FORM:



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Michelle Kenyon, City Attorney



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**ADDENDUM No. 2 TO THE MITIGATED NEGATIVE DECLARATION/INITIAL STUDY  
FOR THE CITY OF PACIFICA WET WEATHER FLOW EQUALIZATION BASIN PROJECT**

**1.0 Introduction**

The City of Pacifica (“the City”) has prepared this Addendum to evaluate modifications to the wet weather flow equalization basin (“the EQ basin”) and associated pipelines project (together referred to as “the Project”) previously identified and analyzed in the 2017 Mitigated Negative Declaration/Initial Study for the City of Pacifica Wet Weather Flow Equalization Basin Project (“the MND/IS”; State Clearinghouse Number 2016122016) and the 2017 Addendum to the Mitigated Negative Declaration / Initial Study for the City of Pacifica Wet Weather Flow Equalization Basin Project (“the first Addendum”). As the Lead Agency, the City has prepared this Addendum pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15050 and 15164.

This Addendum amends and updates the Project’s trucking direction during specific phases of construction from the route considered in the MND/IS as detailed in Section 2.0, below. The MND/IS was adopted by the City’s Planning Commission on February 6, 2017. On appeal, the MND/IS was adopted by the City Council on March 13, 2017. The first Addendum, which evaluated modifications to construction and trucking hours, was presented to and approved by the City Council on September 11, 2017.

The MND/IS and first Addendum analyzed the potential environmental impacts associated with the Project’s construction and operation, and where relevant, mitigation measures were identified to avoid potential impacts. The MND/IS and first Addendum concluded that the Project would not result in significant environmental impacts with implementation of the mitigation measures.

As described in the following sections, substantial evidence shows that the change in trucking direction during specified phases of construction does not create any new significant environmental impact or a significant increase in the severity of impacts identified in the MND/IS. This Addendum is included as part of the MND/IS for the City of Pacifica Wet Weather Flow Equalization Basin Project (State CEQA Guidelines Section 15164(c)).

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*1.1 Project Description and Location*

The City intends to construct and utilize the Project as a key element to mitigate storm-related sanitary sewer overflows (SSOs) in the City’s wastewater collection system and reduce peak wet weather flows to the City’s Calera Creek Water Recycling Plant. The City’s sanitary sewer collection system is subject to infiltration and inflow (I/I) of extraneous groundwater and stormwater into the system, resulting in high wet weather flows during storm events. As a result, SSOs have occurred at several locations in the system during large storms.

The Project would include the installation of a 2.1-million-gallon capacity EQ basin, two diversion structures to passively divert excess flows from the existing Linda Mar Boulevard and Arguello Boulevard sanitary sewer lines and transport the flow via a conveyance pipeline to the EQ basin during storm events, an effluent conveyance pipeline routing flows to the existing Crespi Drive sanitary sewer line and the Linda Mar Pump Station, a 10-foot-tall motor control center building equipped with a 4-foot-high metal antenna that would allow radio communication with the City's Calera Creek Water Recycling Plant, a ventilation and odor-control system, and a potable-water-supplied cleaning system within the EQ basin.

The EQ basin would be located within the parking lot for the Skatepark and immediately southwest of the Community Center (located at 540 Crespi Drive) on the east side of SR-1. The property for the proposed EQ basin is owned by the City, zoned for Controlled Manufacturing, and is identified as Public Facilities in the City's General Plan.

The proposed EQ basin construction site is bounded by open space areas to the east and west, residential parcels approximately 80 feet to the southwest, and the Skatepark and Community Center complexes to the northwest and northeast, respectively. There is an open, vegetated drainage swale between the southwestern end of the parking lot and the nearby residences.

The proposed two diversion structures and conveyance pipelines to and from the EQ basin would be constructed in City-owned rights-of-way or public utility easements.

During construction of the EQ Basin, the Skatepark parking lot would be closed to the public, and normal parking in this area would be diverted to the Crespi Parking Lot west of the Community Center. Following completion of EQ basin construction, the Skatepark parking lot would be reconstructed above the EQ basin structure to provide, at minimum, the same number of parking spots as in the existing parking lot.

### *1.2 CEQA Process and Environmental Determination*

As the lead agency under the CEQA, the City prepared a draft MND/IS, which evaluated the potential environmental effects of the proposed project. Based on the findings of the draft MND/IS, the City determined that the proposed project, with incorporation of mitigation measures, would not have a significant impact on the environment. This conclusion is supported by the following findings:

- The proposed project would result in no or less-than-significant impacts to agriculture and forestry resources, geology and soils, greenhouse gas emissions, land use and planning, mineral resources, population and housing, public services, recreation, and utilities and service systems.
- With the incorporation of mitigation measures, the project would result in less-than-significant impacts to aesthetics, air quality, biological resources, cultural and tribal cultural resources, hazards and hazardous materials, hydrology and water quality, noise, and transportation and traffic.
- No substantial evidence exists that the proposed project would have a negative or adverse effect on the environment.

- The proposed project would not substantially degrade the quality of the environment, significantly reduce the habitat for fish and wildlife species, result in fish or wildlife populations below a self-sustaining level, reduce or restrict the range of a special-status species, or eliminate important examples of California history or prehistory.
- The proposed project with incorporation of mitigation measures would not have environmental effects that would cause substantial direct or indirect adverse effects on humans.
- The proposed project would not have environmental effects that are individually limited but cumulatively considerable.

The draft MND/IS, the Notice of Intent to Adopt a Mitigated Negative Declaration (NOI), and public review of the draft MND/IS were prepared, posted, and conducted in accordance with Sections 15070 through 15073 and 15105 of the CEQA Guidelines. The public review period occurred from December 8, 2016, through January 13, 2017. A total of five comment letters were received during the public comment period.

These comment letters, along with responses to the comments, were provided in the Response to Comments section of the final MND/IS. A Mitigation Monitoring and Reporting Program (MMRP), which outlines the City's mitigation obligations during construction and operation of the proposed project, was prepared and appended to the final MND/IS.

On February 6, 2017, the City's Planning Commissioners approved the Use Permit (UP-080-16) and Site Development Permit (PSD-816-16), and adopted the Final MND/IS (including the MMRP) by a vote of 5-0 after reviewing all of the materials in the staff report, including the environmental document prepared in accordance with the CEQA, comment letters, and public oral comments. Two Planning Commissioners were absent.

On February 16, 2017, Pacifica Environmental Reform timely submitted an appeal challenging the Planning Commission's action. The City Council considered the appeal and the record and testimony before it upon appeal. The City Council denied the appeal on March 13, 2017, by a vote of 4-1.

On September 11, 2017, the City Council considered the first Addendum and the record and testimony before it. The first Addendum presented and evaluated modifications to the construction and trucking hours to allow for Saturday work, longer weekday work days, and longer weekday trucking hours in response to the concrete supply shortage and the accommodations the contractor needed to make in order to encourage the concrete supplier to deliver concrete to the site. The City Council approved the first Addendum on September 11, 2017, by a vote of 5-0.

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## 2.0 Project Modification Description

Construction of the proposed EQ basin includes the excavation of approximately 23,000 cubic yards of soil (in place volume), and transportation of the soil for offsite reuse or disposal as Class III (non-impacted) material. The generalized traffic plan considered in the MND/IS assumed that all outbound trucks transporting excavated soil would exit the Project Site along Crespi Drive and would travel southbound on Highway 1 towards Ox Mountain Landfill in Half Moon Bay. The project's general contractor, Sierra Mountain Construction, Inc. (SMCI), submitted a Request for Information (RFI)



requesting the City to allow trucks transporting excavated soil from the EQ basin to exit the Site along Crespi Drive and then travel northbound on State Highway 1.

SMCI has indicated that, based on a different interpretation of the haul routes shown on the project plans, their construction bid assumed that trucks off-hauling excavated soil could travel northbound on State Highway 1 between the hours of 9 a.m. and 3 p.m. As part of developing their construction bid, SMCI assumed transporting the soil to the north instead of to the south.

An estimated 23,000 cubic yards of soil (in place volume) will be excavated as part of the construction of the Wet Weather Flow EQ Basin. The change in haul route allowing trucks to travel northbound on Highway 1 would not change the total volume of soil that would be excavated during the project but may result in shorter cycle times for transporting soil.

The following conditions would apply to the amended project:

- As outlined in Mitigation Measure TRANS-1, no soil off-haul trucks shall be allowed to arrive at the Site prior to 8 a.m. and shall not be allowed to leave the Site outside of the approved hours of 9 a.m. and 3 p.m. Monday through Friday.
- SMCI and their subcontractors shall continue to comply with the Project's approved traffic control plan. The traffic control plan will be amended to allow truck traffic to travel north on Highway 1.

Soil off-haul and material delivery trucks shall not be allowed to exit Highway 1 at the Sharp Park Road exit when transporting soil northbound on Highway 1 per Pacifica Municipal Code (PMC) Section 4-7.1403.<sup>1</sup>

### 3.0 Supplemental Environmental Assessment

To confirm the applicability of the findings provided within the Addendum, the proposed modifications to the project description as discussed in Section 2.0, above, have been evaluated for potential impacts to the MND/IS. It was determined that the amendments would have no effect on the analyses in the MND/IS for the following environmental resources as there would be no change to the project footprint or overall construction activities. The amendments would not create any new or different impact, or contribute to cumulative impacts, in the following resource areas:

- Aesthetics
- Agricultural and Forestry Resources
- Biological Resources
- Cultural / Tribal Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Resources
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation

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<sup>1</sup> Per Pacifica Municipal Code (PMC) Section 4-7.1403, vehicles over 14,000 gross vehicle weight rating (GVWR) are prohibited on Sharp Park Road between College Drive and Lundy Way.

Therefore, these resources are not further discussed in this Addendum.

The following environmental resource areas may be affected by amendments to the project, and these resource areas have therefore been assessed in this Addendum:

- Air Quality, Noise, Greenhouse Gases, Transportation and Circulation, because of modification of trucking routes; and
- Utilities and Service Systems, because of the use of an alternative soil management option.

The analysis for each resource is provided below.

### *3.1 Air Quality and Greenhouse Gas*

Illingworth and Rodkin, Inc. (Illingworth & Rodkin) prepared the air quality and greenhouse gas evaluation presented in the MND/IS. Illingworth & Rodkin prepared the attached memorandum, dated November 13, 2017, discussing the effect of the Project Modification Description on the air quality and greenhouse gas assessment and conclusions (**Attachment A**). Illingworth & Rodkin concluded that the air quality and greenhouse gas impacts from the modified trucking route identified in the Project Modification Description would remain less-than-significant with the implementation of **Mitigation Measure AQ-1** and **Applicant Proposed Measure APM-1**, as presented in the MND/IS.

**AQ-1:** The Project's general contractor and their subcontractors shall implement basic measures to control dust and exhaust during construction, as recommended by the Bay Area Air Quality Management District (BAAQMD). During any construction period with ground disturbance, the Project's general contractor and their subcontractors shall implement the following BAAQMD-recommended best management practices (BMPs):

1. All exposed non-hardscaped surfaces (e.g., temporary parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered appropriately to maintain a damp condition.
2. All haul trucks transporting soil, sand, or other loose material offsite shall be covered.
3. All visible mud or dirt tracked onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping or washing down paved streets using potable water is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
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 with these requirements 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 specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

**APM-1:** During construction, the Project's general contractor shall use off-road equipment that would meet, at minimum, the following criteria:

1. All mobile diesel-powered off-road equipment larger than 25 horsepower (hp) and operating on the site for more than 20 hours shall meet, at a minimum, one of the following:
  - a. Equipped with engines meeting U.S. Environmental Protection Agency (EPA) particulate matter emissions standards for Tier 2 engines or equivalent;
  - b. All diesel-powered portable equipment (i.e., generators, concrete saws, and pumps) operating on the site for more than 20 hours shall be equipped with CARB-certified Level 3 Diesel Particulate Filters or meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent;
  - c. Use alternatively fueled (i.e., non-diesel) equipment; or
  - d. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.
2. Line power shall be utilized as soon as feasible, limiting the use of all diesel-fueled generators, including any diesel-powered welders, used for construction activities exceeding 20 days for each piece of equipment.

Alternatively, prior to construction, the Project's general contractor may develop a plan, verified by a qualified air specialist and approved by the City, which ensures that the off-road equipment used onsite to construct the Project would achieve a fleet-wide average 75 percent reduction in PM10 exhaust emissions, compared to uncontrolled aggregate statewide emission rates for similar equipment.

### 3.2 Noise

Illingworth and Rodkin prepared the noise evaluation presented in the MND/IS. Illingworth & Rodkin prepared the attached memorandum, dated November 13, 2017, discussing the effect of the Project Modification Description on the noise assessment and conclusions (**Attachment A**). Illingworth & Rodkin concluded that the noise impacts from the modified trucking route identified in the Project Modification Description would remain less-than-significant with the implementation of **Mitigation Measure NOISE-1**, as modified in the first Addendum, and **Applicant Proposed Measure APM-2**, as presented in the MND/IS.

**NOISE-1:** Construction activities shall be conducted in accordance with the provisions of the City's Municipal Code, which limits construction work between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday and Sunday. No construction activities are permitted at night (after 7:00 p.m. or 5:00 p.m. on weekends). To reduce construction noise levels emanating from the site and minimize disruption and annoyance at existing noise-sensitive receptors in the Project vicinity, the City shall require the selected contractor to develop a Noise Control Plan. This noise control plan shall include, but not be limited to, the following construction BMPs:

- All equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
- Unnecessary idling of internal combustion engines shall be prohibited.
- Construction staging areas shall be established at locations that would create the greatest distance between the construction-related noise sources and receptors nearest the Project site during all project construction, as feasible.
- Locate stationary noise sources as far from receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures, where feasible and appropriate) would be used as necessary to comply with local noise ordinance and general plan limits. Any enclosure openings or venting would face away from receptors.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- Neighbors located adjacent to the construction site shall be notified of the construction schedule in writing.
- Designate a project liaison who shall be responsible for responding to noise complaints during construction. The name and phone number of the liaison shall be conspicuously

posted at construction areas and on all advanced notifications. This person shall take steps to resolve complaints, including periodic noise monitoring, if necessary. Results of noise monitoring shall be presented at regular project meetings with the Project contractor, and the liaison shall coordinate with the contractor to modify any construction activities that generated excessive noise levels to the extent feasible.

- Require a reporting program that documents complaints received, actions taken to resolve problems, and effectiveness of these actions.
- Hold a preconstruction meeting with the job inspectors and the general contractor/onsite project manager to confirm that noise mitigation and practices (including construction hours, construction schedule, and noise coordinator) are completed.

**APM-2:** The contractor shall be required to construct temporary noise barriers to shield stationary noise sources (e.g., tunneling equipment) from nearby receptors. The barrier shall be a minimum of 16 feet in height and would provide approximately 8 to 10 A-weighted decibels (dBA) of attenuation at the first floor, and approximately 5 dBA of attenuation at the second and third floors, where the line-of-sight to construction activities is interrupted by the barrier.

### *3.3 Transportation and Circulation*

Fehr & Peers Transportation Consultants (Fehr & Peers) prepared the traffic evaluation of the Crespi Drive and State Route 1 (SR-1) intersection presented in the MND/IS and the traffic evaluation of the modified construction and trucking hours presented in the first Addendum. A detailed evaluation of the roadways north of the Project was not included as truck traffic during peak hours was not anticipated. Fehr & Peers has prepared the attached memorandum dated November 13, 2017 discussing the effect of the Project Modification Description on the Transportation and Circulation assessment and conclusions (**Attachment B**).

The original traffic assessment of the EQ Basin documented in the Fehr & Peers November 17, 2016, memorandum assumed that all outbound truck trips off-hauling excavated materials would travel to a landfill site to the south of Pacifica via Highway 1. Fehr and Peers assessed the route discussed in the Project Modification Description, which identifies trucks traveling to an alternative soil management facility that would have the outbound trucks traveling to the north of Pacifica via Highway 1. As discussed in the Project Modification Description, trucks hauling excavated materials would be restricted to weekday operations between 9:00 a.m. and 3:00 p.m.

Fehr & Peers evaluated the potential transportation impacts that might result from the modified route. Fehr & Peers concluded that because trucks off-hauling soil would be limited to egressing the site between 9:00 a.m. and 3:00 p.m., a change in directionality (i.e., egressing to the north on Highway 1) would not affect peak hour traffic congestion that occurs between 7:00 and 9:00 a.m. in the northbound direction on Highway 1. Any impact would be short-term, temporary, managed by traffic control personnel, and would not be considered significant with implementation of **Mitigation Measure TRANS-1**, as presented in the first Addendum.

**TRANS-1:** The selected contractor shall be required to prepare a Traffic Control Plan, which shall include, at minimum:

- A set of comprehensive traffic control measures to maintain safety and Level of Service (LOS), including:
  - scheduling of major truck trips and deliveries to avoid peak traffic hours – deliveries and soil off-haul trucks shall not arrive onsite prior to 8 a.m. and shall not leave the site outside of the hours of 9 a.m. to 3 p.m., with the exception of the following:
    - Monday through Friday between mid-September through mid-November 2017 and again between mid-March and July 2018: Concrete trucks or any material delivery trucks will not be allowed to depart the site outside of the hours of 9:00 a.m. and 6:00 p.m.
    - Saturdays beginning in mid-September through early November 2017: Concrete trucks or any material delivery trucks would not be allowed to depart the site outside of the hours of 9:00 a.m. to 4:00 p.m.
  - requirements for posting of detour signs,
  - requirements for traffic control personnel such as flaggers during disruptions in the City rights-of-way,
  - lane closure procedures and signage requirements,
  - placement requirements for signs and cones for drivers, and
  - designated construction access routes;
- Methods for maintaining the condition and LOS of city and state roadways;
- Notification procedures for adjacent properties and public safety personnel regarding when major deliveries, detours, and lane closures would occur;
- Location of construction staging areas for materials, equipment, and vehicles at an approved location;
- Any heavy equipment brought to the construction site shall be transported by truck, where feasible.

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### *3.3 Utilities and Service Systems*

The MND/IS concluded that the project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. This discussion assumed that the soil generated during the excavation would be managed as Class III solid waste for disposal at Ox Mountain Landfill in Half Moon Bay, California. SMCI has identified Baylands Soil Processing facility in Brisbane, California as an alternative location for receiving the excavated soil from the project. The Baylands Soil Processing facility recycles the material imports it receives to produce various recycled soil products.

Baylands Soil Processing facility is permitted to accept soil that meets its submittal guidelines, including minimum sampling frequency and chemical characterization. SMCI submitted the required waste characterization data collected by the City's consultant 4LEAF, Inc. and has approved waste profiles with both the Baylands and Ox Mountain facilities. Baylands Soil Processing facility is not a landfill, and will recycle the soil for use at another site. The amended project would have no new significant impact on landfill capacity. The original MND determined the project would have (a less-than-significant impact on landfill capacity.

#### **4.0 Basis for Preparation of Addendum**

State CEQA Guidelines Section 15164(b) states: "An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred."

State CEQA Guidelines Section 15162 states:

- (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR [or negative declaration] shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
  - (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
  - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
  - (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
    - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
- (b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.
- (c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.
- (d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

As demonstrated in Section 3.0, above, the Project, as modified herein, would not result in new environmental impacts, change the severity of environmental effects, or require substantially different mitigation measures beyond those analyzed in the MND/IS.

There are no substantial changes proposed by the revised project or in the circumstances in which the Project would be undertaken that require major revisions of the existing MND/IS, or preparation of a new Negative Declaration, due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects. The incorporation of the minor revisions to the mitigation measures would ensure less-than-significant impacts. As illustrated herein, the project is consistent with the MND/IS and would involve only minor changes to the previously approved project (State CEQA Guidelines Section 15162).

## 5.0 Conclusion

Based on the analysis of the categories of environmental impacts evaluated above, implementing the proposed project described in this Addendum would result in none of the conditions described in State CEQA Guidelines Section 15162 calling for preparation of a subsequent negative declaration. In summary, there are no altered circumstances or new information of substantial importance since adoption of the MND/IS, and the proposed changes and additions evaluated in this Addendum:

- would not result in any new significant environmental effects,
- would not substantially increase the severity of previously identified effects,



- would not result in mitigation measures or alternatives previously found to be infeasible becoming feasible, and
- would not result in availability/implementation of mitigation measures or alternatives that are considerably different from those analyzed in the previous document that would substantially reduce one or more significant effects on the environment.

These conclusions confirm that this Addendum to the MND/IS is the appropriate CEQA document to evaluate and record the Project's minor technical changes and additions described in this document.

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Signature of Lead Agency Representative

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Date

**ATTACHMENT A**  
**AIR QUALITY, GREENHOUSE GAS, AND NOISE MEMORANDUM**  
**ILLINGWORTH & RODKIN, INC. (NOVEMBER 15, 2017)**

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## M E M O

Date: November 15, 2017

To: **Alice Hale Price**  
Terra Phase

From: James Reyff  
Illingworth & Rodkin, Inc.  
1 Willowbrook Court, Suite 120  
Petaluma, CA 94954

SUBJECT: **Pacifica EQ Basin Air Quality and Noise – RFI No. 068**  
Job#16-190

Illingworth & Rodkin, Inc. prepared air quality and noise analysis for the Pacifica EQ Basin project that were used in the Initial Study/Mitigated Negative Declaration (IS/MND) that was adopted last year. These studies addressed construction activities. We understand the City is considering RFI-68, which would allow trucking to the north of the site rather than going to the Ox Mountain site to the south. The IS/MND studies assumed truck traffic would go to the south. The IS/MND considered a total of about 1,400 trips and that would not change with this proposal.

The air quality study considered the total number of construction trips in evaluating construction period emissions and health risk impacts in terms of increased cancer risk and annual PM2.5 concentrations. The study did not consider daily fluctuations since the thresholds are based on total emissions and average daily emissions over the construction period. Localized impacts from construction were evaluated also in terms of increased cancer risk and annual PM2.5 concentrations. Activity on the project site was the dominant source of emissions that caused these impacts and as a result, the maximum impacts were near the site and not affected by the direction of truck travel. In terms of GHG emissions, the changes in the truck activity would not affect the findings since these are temporary emissions and there are no quantified thresholds used to evaluate their effect.

In terms of noise, the finding in the IS/MND for temporary noise impacts would not change as a result of the changes to truck traffic assuming that truck travel in the area occurs during the specified construction time periods between 7:00 a.m. and 7:00 p.m. per Section 8-1.08: Amendments: Section 105.8 (“Hours of Construction”) and additional restrictions contained in Mitigation Measure TRANS-1.

We do recommend that the City strictly enforce the time limitations and idling restrictions to reduce air quality or noise impacts. One concern is trucks queuing in the morning prior to allowable construction hours causing nuisances related to air quality and noise.

**ATTACHMENT B**  
TRAFFIC ASSESSMENT FOR OFF-HAUL TRUCK TRAVEL  
DIRECTIONALITY CHANGE, FEHR & PEERS (NOVEMBER 13,  
2017)

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## MEMORANDUM

Date: November 13, 2017

To: Bonny O'Connor, Louis Sun - City of Pacifica  
Gene Barry - 4LEAF, Inc.

From: Bob Grandy, Fehr & Peers

**Subject: Traffic Assessment for Off-Haul Truck Travel Directionality Change for the Equalization Basin at 540 Crespi Drive in Pacifica, California**

*SF16-0902*

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This memorandum describes an assessment of potential transportation impacts that might result from a change in the directionality of outbound trucks hauling excavated materials from the construction site for the Equalization ("EQ") basin located at 540 Crespi Drive ("project"). This memorandum supplements the original transportation assessment of the construction project as documented in a November 17, 2016 memorandum ("2016 memo") and a subsequent assessment of revised construction hours as documented in an August 31, 2017 memorandum.

### EQ BASIN PROJECT

The project is the construction of an Equalization (EQ) basin, for sewer waste management, and connecting sewer lines that is currently under way. The basin is located at 540 Crespi Drive in the parking lot for the City of Pacifica's Skate Park and Community Center on the east side of State Route 1 (SR 1) south of Crespi Drive. The project includes the following:

- Installation of the 2.1-million-gallon EQ basin;
- Construction of two diversion structures to passively divert excess flows from the existing Linda Mar and Arguello sanitary sewer lines and transport the flow via a conveyance pipeline to the EQ basin during storm events;
- Construction of an effluent conveyance pipeline routing flows to the existing Crespi Drive sanitary sewer line and Linda Mar Boulevard pump station;
- Construction of a fenced-in, weather-proof motor control center;
- Construction of ventilation, odor-control, and cleaning systems within the EQ basin; and





- Closing the 49-space Skate Park parking lot and diverting parking to the Crespi Parking Lot north of the Community Center (the lot will be reconstructed with approximately the same number of spaces after the EQ basin construction is completed).

## CHANGE IN OFF-HAUL TRUCK TRAVEL DIRECTIONALITY

The original traffic assessment of the EQ Basin documented in the 2016 memo assumed that all outbound truck trips off-hauling excavated materials would travel to a landfill site to the south of Pacifica via SR 1. This memorandum assesses a request from the contractor to have outbound trucks travel to an alternative landfill site that would have the outbound trucks traveling to the north of Pacifica via SR 1. Trucks hauling excavated materials would be restricted to weekday operations between 9:00 a.m. and 3:00 p.m.

## TRAFFIC ASSESSMENT

Because trucks off-hauling soil would be limited to egressing the site between 9:00 AM and 3:00 PM, a change in directionality (i.e., egressing to the north on SR 1) would not affect peak hour traffic congestion that occurs between 7:00 and 9:00 AM in the northbound direction on SR 1.

Traffic counts provided by Caltrans indicate that volumes on northbound SR 1, at Rockaway Beach Avenue/Fassler Avenue, peak at 1,900 vehicles per hour between 7:00 AM and 9:00 AM. Traffic volumes on northbound SR 1 between the end of the morning peak hour and the beginning of the evening peak hour, from 9:00 AM to 3:00 PM, range from 1,000 to 1,100 vehicles per hour. The off-peak volumes on northbound SR 1 represent 53-58 percent of the AM peak hour volume. Given the substantially lower off-peak volumes on northbound SR 1, which are well below the capacity of the existing four-lane freeway section, the re-direction of off-haul trucks to northbound SR 1 during the off-peak hours would not result in a significant traffic impact.

## Exhibit B

**Condition of Approval: Amendment No. 2 to Use Permit UP-080-16 and Site Development Permit PSD-816-16 to construct a wet weather equalization basin at 540 Crespi Drive (APN 022-162-420)**

**City Council Meeting November 27, 2017**

1. Soil off-haul and material delivery trucks shall not be allowed to exit Highway 1 at the Sharp Park Road exit when transporting soil northbound on highway 1. Per Pacifica Municipal Code (PMC) Section 4-7.1403, vehicles over 14,000 gross vehicle weight rating (GVWR) are prohibited on Sharp Park Road between College Drive and Lundy Way.

\*\*\*END\*\*\*