



ADDENDUM 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). 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 construction and trucking hours during specific phases of construction from the hours considered in the 2017 Final 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’s City Council on March 13, 2017.

The MND/IS 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 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 construction and trucking hours 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)).

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 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.

2.0 Project Modification Description

The San Francisco Bay Area is currently experiencing a concrete shortage due to a strong economy and the significant amount of construction occurring throughout the region. Typically for a project like the EQ basin, the contractor would have a primary concrete supplier and a back-up concrete supplier, which they would be able to call upon as concrete is needed at the project site, and either would be willing and able to meet the project's demand. However, due to the shortage, concrete suppliers are in control of distributing concrete in a manner to their greatest advantage and contractors are pressed to accept concrete where and when they can obtain it.

The EQ basin design includes 24 individual concrete panels for the slurry wall and a concrete mat slab. The structural engineering design presented in the project plans and specifications requires that each panel is poured continuously as monolithic structures.

The contractor, Sierra Mountain Construction, Inc. (SMCI), has requested an amendment to the project 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 has to make in order to encourage the concrete supplier to deliver concrete to the site. The contractor needs additional time on pour days to accommodate the approximately 20 truckloads of concrete that are required to construct one panel. The Saturday work days and extended work hours during the non-pour weekdays are

necessary to get all the preparation done for the pour days without impacting the schedule.

As a result, SMCI has requested that the City allow:

- Allowable work hours for Monday through Friday between mid-September through mid-November 2017 and again between mid-March and July 2018 would be from 7:00 a.m. to 6:00 p.m. for heavy equipment use (e.g., trenching and excavation equipment, concrete delivery trucks, concrete pump trucks, generators, etc.) and from 6:00 p.m. to 7:00 p.m. for daily cleanup (no heavy equipment use). 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.
- Allowable work hours on eight consecutive Saturdays beginning in mid-September through early November 2017 would be from 9:00 am to 4:00 p.m. for heavy equipment use (e.g., trenching and excavation equipment, concrete delivery trucks, concrete pump trucks, generators, etc.) and from 4:00 p.m. to 5:00 p.m. for daily cleanup (no heavy equipment use).

The temporary extended hours would allow the contractor to ensure adequate preparation and time for placing concrete during critical pours for several key structural components of the EQ Basin structure which need to be completed with a single pour. The reasons for extending the construction hours during these specific periods are to:

- Provide sufficient flexibility for concrete deliveries. The allowable working hours that were developed during the Initial Study process assumed that an adequate and readily-available supply of concrete could be obtained from concrete batch plants. The continuing strong economy and large number of construction projects in the San Francisco Bay area has created a large increase in the demand for, and a resulting lower supply of, concrete from batch plants. Due to the continued high demand for concrete, the project's slurry wall contractor, Malcolm Drilling, has indicated that they are now required to place orders for concrete with the batch plants several months in advance to ensure that they are in the queue for receiving concrete when needed and to provide the batch plants with a wide delivery window on their various projects. Concrete batch plants have become selective on the projects they will dispatch concrete trucks to if they deem a project's allowable hours for receiving concrete are too restrictive. In addition, due to the low supply of concrete, concrete batch plants have also recently begun notifying contractors that they will only provide concrete for projects if they are the primary supplier on a project. This has adversely impacted a contractor's ability to obtain concrete from alternate sources on pour days when the primary concrete batch plant is off line or has an insufficient supply of concrete.
- Provide sufficient time to pour concrete for basin wall panels in fall 2017 and the slab in spring 2018. The engineering specifications require that each slurry wall panel be poured continuously. The structural integrity of the basin structure could be compromised if the complete pours cannot be achieved within one day for several key structural elements of the EQ basin structure. The uncertainty of when concrete would be dispatched to the site on pour days, as well as time to set up the site prior to the pour, and time to clean up the site at the end of the day, necessitates longer work hours on those specific days.
- Allow the contractor to get back on schedule for the slurry wall portion of the work.

The concrete supplier for the project will be located north of the Project. The anticipated number of trucks per day would not be altered based on the update to the project description. The trucks would, in effect, be dispersed over a longer period during the day.

Portable lighting would be used to illuminate the work area between dusk and stopping work at 7:00 p.m. on weekdays during the extended hours, approximately 2.5 hours during the fall. The portable lights would be used only when needed for safely completing work and would be directed away from the nearby residences (i.e., directed towards the north).

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 area or overall construction activities. The amendments would not generate any additional vehicle trips or miles traveled, would not require utilization of additional materials, and would not create any new or different impact to biological, cultural, housing, population, mineral, soil, or water resources, or contribute to cumulative impacts in these resource areas. Therefore, these resources are not further discussed in this Addendum:

- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gases
- Hazardous and Hazardous Materials
- Hydrology and Water Resources
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

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

- Aesthetics, because of the potential limited use of portable lighting;
- Noise, because of the use of equipment during hours previously not anticipated; and
- Transportation and Circulation, because of concrete delivery trucks arriving from the north and departing the site to the north between the hours of 3:00 p.m. and 6:00 p.m.

The analysis for each resource is provided below.

3.1 Aesthetics

Construction of the Project would primarily occur during daylight hours (8:00 a.m. to 5:00 p.m.), and would not require lighting. Specific days during late fall 2017 and early spring 2018, as identified in the Project Modification Description of this Addendum, would require working until 7:00 p.m., which may necessitate the use of portable artificial lighting for approximately 2.5 hours in the evenings. As stated in the Project Modification Description, if needed, the portable artificial lights would be stationed to face away from residences to the south and angled to illuminate only the working area, to avoid impact to residences to the north. Additionally, the sound walls constructed along the southern border of the project would prevent any light from spilling over to adjacent neighbors. Given the temporary use of construction lighting, as well as the best management practices that would be applied to minimize lighting outside of the project area, the lighting would not create a significant impact or contribute to a cumulatively considerable impact.

3.2 Noise

Illingworth and Rodkin, Inc. (“Illingworth & Rodkin”) prepared the noise evaluation presented in the MND/IS. Illingworth & Rodkin prepared the attached memorandum, dated August 28, 2017, discussing the effect of the Project Modification Description on the noise assessment and conclusions (Attachment A). Illingworth & Rodkin concluded that because the hours identified in the Project Modification Description are consistent with the City Municipal Code Section 8-1.08 allowable construction hours, temporary construction activities would remain less-than-significant with the implementation of an amended Mitigation Measure NOISE-1, as shown below in strikethrough and underline, and Applicant Proposed Measure APM-2.

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 ~~on the weekends or 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.

The amendment of Mitigation Measure Noise-1 clarifies the standards detailed under Section 8-1.08 of the Pacifica Municipal Code. No further mitigation would be required.

The Applicant Proposed Measure APM-2 included in the MND/IS would remain unchanged by the extended work hours. This measure is as follows:

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. 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 discussing the effect of the Project Modification Description on the Transportation and Circulation assessment and conclusions (Attachment B).

Fehr & Peers evaluated the potential transportation impacts that might result from the extended weekday work hours as summarized below:

- SR-1/Crespi Drive intersection: The intersection would continue to operate at level of service (LOS) B with the addition of these truck trips during the weekday p.m. peak hour. Therefore, the extension of work hours for the project would have a less-than-significant impact on traffic conditions at the SR-1/Crespi Drive intersection.
- Northern intersections: SR-1/Reina Del Mar Avenue and SR-1/Fassler Avenue: With the extended work hours, the project would add a total of 15 passenger vehicles and two trucks (equivalent to 20 passenger vehicles) to the northbound through movement and two trucks (equivalent to five passenger vehicles) to the southbound through movement at both intersections during the weekday p.m. peak hour. These project trips would not cause the critical-movement delay at either intersection to increase by one or more seconds, nor would it cause the critical intersection vehicle to capacity ratio (V/C) to increase by more than 0.01. Therefore, the extension of work hours for the project would have a less-than-significant impact on traffic conditions at the SR-1/Reina Del Mar Avenue and SR-1/Fassler Avenue intersections.
- Cabrillo Elementary School frontage: As discussed in the Final MND/IS, with the implementation of Mitigation Measure TRANS-1, the impact to Cabrillo School pick-up/drop-off would be less than significant. Mitigation Measure TRANS-1 in the MND/IS includes requirements for traffic control personnel such as flaggers during disruptions to City rights-of-way. With the extended work hours, the project would add two additional trucks (compared to the project without extended hours) per hour traveling on Crespi Drive near the school after 3:00 p.m. The presence of two additional concrete trucks that access/exit the site after 3:00 p.m. may cause a slight delay to school traffic; however, the impact would be short-term, would be managed by traffic control personnel, and would not be considered significant with implementation of Mitigation Measure TRANS-1.

Fehr & Peers evaluated the potential transportation impacts that might result from the Saturday work hours and determined that the presence of heavy trucks from 9:00 a.m. to 4:00 p.m. may cause a slight delay to traffic, but is not expected to result in LOS E or F based on an assessment of count data provided by Caltrans. 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.

Fehr & Peers evaluated the potential impacts from the Project Modification Description on transit, pedestrian, and bicycle conditions and concluded that the change in construction hours would have a less-than-significant impact.

Fehr & Peers concluded that during the hours identified, temporary construction activities would remain less than significant with the implementation of an amended Mitigation Measure TRANS-1, as shown below in ~~strikethrough~~ and underline.

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.

The amendment of Mitigation Measure TRANS-1 clarifies the allowable trucking hours for the project.

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).

4.0 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.

Signature of Lead Agency Representative

Date

ATTACHMENT A
ADDENDUM TO ENVIRONMENTAL NOISE IMPACT REPORT
ILLINGWORTH & RODKIN, INC. (AUGUST 28, 2017)

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August 28, 2017

Ms. Alice Hale Price
Terra Phase Engineering
1404 Franklin Street, Suite 600
Oakland, CA 94612

**Subject: Pacifica EQ Basin Project, Pacifica, CA
Addendum to Environmental Noise Impact Report**

Dear Ms. Hale Price:

Illingworth & Rodkin, Inc. (I&R) has received notification that the contractor selected to construct the Pacifica EQ Basin Project has requested extended work hours, beyond those assumed in our November 2016 noise assessment. This addendum addresses the new construction schedule and identifies any potential noise impacts that would result from the extended work hours.

Project construction began in late June 2017 and is expected to conclude in late December 2018. The total construction duration is estimates at 19 months. During most of project construction, work hours are Monday through Friday from 8:00 a.m. to 5:00 p.m., and trucks would not be allowed to depart the site outside of the hours of 9:00 a.m. and 3:00 p.m. The contractor is requesting extended work hours between mid-September and mid-November 2017 and also between mid-March and July 2018. The proposed temporary extended hours in the EQ Basin area would consist of the following:

- Work hours between 7:00 a.m. and 6:00 p.m., Monday through Friday, for heavy equipment use (e.g. trenching and excavation equipment, concrete delivery trucks, concrete pump trucks, generators, etc.) and between 6:00 p.m. and 7:00 p.m. for daily cleanup (no heavy equipment use). Concrete trucks or any material delivery trucks would not be allowed to depart the site outside of the hours of 9:00 a.m. and 6:00 p.m.

- Work hours on eight consecutive Saturdays beginning in mid-September through mid-November 2017 would be from 9:00 a.m. to 4:00 p.m. for heavy equipment use (e.g. trenching and excavation equipment, concrete delivery trucks, concrete pump trucks, generators, etc.) and from 4:00 p.m. to 5:00 p.m. for daily cleanup (no heavy equipment use).

The City of Pacifica defines allowable construction hours in Section 8-1.08 of the Municipal Code. The Code reads as follows:

Section 8-1.08 – Amendments: Section 105.8 (“Hours of Construction”)
Section 105.8 shall be added to read as follows:

Section 105.8 Hours of Construction: The hours of construction for any project for which a building permit is required within the City of Pacifica shall be limited to the hours of 7:00 a.m. to 7:00 p.m. on Monday, Tuesday, Wednesday, Thursday, and Friday. The hours of construction shall be limited to 9:00 a.m. to 5:00 p.m. on Saturday and Sunday.

The requested extension to project construction hours do not exceed the allowable construction hours defined by the City of Pacifica. Therefore, project construction would remain compliant with the City’s established regulations for construction activities. Mitigation Measure NOISE-1 from the original noise report should thus be revised as follows:

NOISE-1: No construction activities are permitted at night (after 7:00 p.m. on weekdays and after 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) will be used as necessary to comply with local noise ordinance and general plan limits. Any enclosure openings or venting will 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 that will 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/on-site project manager to confirm that noise mitigation and practices (including construction hours, construction schedule, and noise coordinator) are completed.

The additional Applicant Proposed Measure included in the report would remain unchanged by the extended work hours. This measure is as follows:

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.

Temporary construction activities would remain less-than-significant with the implementation of NOISE-1 and APM-2. No further mitigation would be required.

Sincerely,



Carrie J. Janello
Consultant
Illingworth & Rodkin, Inc.

ATTACHMENT B
TRAFFIC ANALYSIS FOR THE EXTENDED CONSTRUCTION HOURS
FEHR & PEERS (AUGUST 31, 2017)



MEMORANDUM

Date: August 31, 2017
To: Bonny O'Connor, City of Pacifica
From: Ingrid Ballus Armet and Bob Grandy, Fehr & Peers
Subject: **Traffic Analysis for the Extended Construction Hours for the Equalization Basin at 540 Crespi Drive in Pacifica, California**

SF16-0902

This memorandum describes an assessment of potential transportation impacts that might result from an extension of work hours for construction of the Equalization ("EQ") basin located at 540 Crespi Drive ("project"). Because the construction project is short-term in duration, the traffic assessment focuses on evaluation of existing conditions. This memorandum supplements the original transportation assessment of the construction project as documented in a November 17, 2016 memorandum ("2016 memo").

CONSTRUCTION WORK HOURS

A summary of the project description is provided below. The objective of this memorandum is to assess a request by the contractor to extend work hours. Current approved construction hours for the project are from 8:00 AM to 5:00 PM on Monday through Friday, and material delivery trucks are not allowed to depart the site outside of the hours between 9:00 AM and 3:00 PM. The project's General Contractor, Sierra Mountain Construction, Inc. (SMCI), has requested that the City allow extended work hours on the project between mid-September through mid-November 2017 and then again between mid-March and July 2018, including work on eight (8) consecutive Saturdays in Fall 2017. The temporary extended hours in the EQ Basin area would consist of the following:

- Allowable work hours for Monday through Friday would be from 7:00 AM to 6:00 PM for heavy equipment use (e.g. trenching and excavation equipment, concrete delivery trucks, concrete pump trucks, generators, etc.) and from 6:00 PM to 7:00 PM for daily cleanup (no heavy equipment use). Concrete trucks or any material delivery trucks will not be allowed to depart the site outside of the hours between 9:00 AM and 6:00 PM



- Allowable work hours on eight (8) consecutive Saturdays beginning in mid-September through early November 2017 would be from 9:00 AM to 4:00 PM for heavy equipment use (e.g. trenching and excavation equipment, concrete delivery trucks, concrete pump trucks, generators, etc.) and from 4:00 PM to 5:00 PM for daily cleanup (no heavy equipment use).

The temporary extended hours would ensure adequate time for placing concrete during critical pours for several key structural components of the project's EQ Basin structure.

EQ BASIN PROJECT DESCRIPTION

The project is the construction of an Equalization (EQ) basin, for sewer waste management, and connecting sewer lines. The basin would be 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 would include 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 would be reconstructed with approximately the same number of spaces after the EQ basin construction is completed).

The location of the EQ basin and the piping are detailed in **Figure 1**. The potential transportation effects of the construction project are related to vehicle trips that would be generated by construction employees and trucks that would access the project site.






-  Project Site (EQ Basin)
-  Project Site Access
-  New Sanitary Sewer Piping



Figure 1
Project Site Area



TRANSPORTATION ANALYSIS

Project Travel Demand

Vehicle Trip Generation

The project's travel demand has been estimated based on information provided by the City of Pacifica regarding vehicle activity related to construction. As presented in the 2016 memo, trips generated by the project without extended hours are estimated to be 15 employee vehicles exiting the site during the PM peak hour (4:00 PM – 5:00 PM) and ten trucks exiting the site during the AM peak hour (8:00 AM – 9:00 AM). The extended construction hours would not result in an increase in project trips during the weekday AM peak hour, but would increase trips during the weekday PM peak hour as heavy equipment would be allowed to access the site between 3:00 PM and 6:00 PM. A maximum of two concrete trucks would access the site during the PM peak hour, resulting in the addition of two inbound and two outbound truck trips during any given hour between 3:00 PM and 6:00 PM.

To assess the effect of trucks on traffic operations, this analysis applies a passenger car equivalent (PCE) for rolling terrain of 2.5 vehicles per truck (Highway Capacity Manual, Exhibit 11-10, 2010).

Table 1 details the expected vehicle trips generated by the project with and without the extended work hours.

TABLE 1: PROJECT VEHICLE TRIP GENERATION						
Project Trips	Without Extended Hours		With Extended Hours		Change	
	In	Out	In	Out	In	Out
Weekday AM Peak Hour	25 ¹	0	25 ¹	0	-	-
Weekday PM Peak Hour	0	15	5 ²	20 ³	5	5
Saturday Peak Hour	0	0	8 ⁴	23 ⁵	8	23

Notes:

1. 10 trucks * 2.5 Passenger Vehicle Equivalent = 25 passenger vehicles (Source: Highway Capacity Manual, 2010)
2. 2 trucks * 2.5 Passenger Vehicle Equivalent = 5 passenger vehicles (Source: Highway Capacity Manual, 2010)
3. 15 passenger vehicles + (2 trucks * 2.5 Passenger Vehicle Equivalent) = 25 passenger vehicles (Source: Highway Capacity Manual, 2010)
4. 3 trucks * 2.5 Passenger Vehicle Equivalent = 8 passenger vehicles (Source: Highway Capacity Manual, 2010)
5. 15 passenger vehicles + (3 trucks * 2.5 Passenger Vehicle Equivalent) = 23 passenger vehicles (Source: Highway Capacity Manual, 2010)



Vehicle Trip Distribution

As assumed in the 2016 memo, all of the trucks are assumed to access/exit the project site from/to the north. The majority of employees (80 percent) are assumed to access/exit the project site from/to the north on SR-1, while the remaining employees (20 percent) are expected to access/exit from/to the south on SR-1.

Study Locations and Time Periods

Study Locations

This memo presents an assessment of potential transportation impacts that might result from the extended work hours for the project at three locations:

- SR-1/Crespi Drive intersection;
- Northern intersections: SR-1/Reina Del Mar Avenue and SR-1/Fassler Avenue; and
- Cabrillo Elementary School frontage

The SR-1/Crespi Drive intersection is evaluated as it's located immediately adjacent to the City of Pacifica's Skate Park and Community Center where the EQ basin would be located. The 2016 memo evaluated the SR-1/Crespi Drive intersection, and no other intersections on SR-1, due to the relatively small number of vehicle trips generated by the project and the restricted hours of operation. The assessment presented in this memo reviews whether the extended construction hours would cause a significant impact at two intersections to the north on SR-1: at Reina Del Mar Avenue and Rockaway Beach Avenue-Fassler Avenue. Additionally, the extended work hours (after 3:00 PM) could affect drop-off/pick-up operations at the Cabrillo Elementary School, located on Crespi Drive, and, thus, this location is assessed in this memo.

Time Periods

The extended work hours would increase the project travel demand during the weekday PM peak hour and the Saturday peak hour, and not during the weekday AM peak hour (**Table 1**). Therefore, this memo presents an assessment for the weekday PM peak hour and Saturday peak hour only.



Traffic Conditions

Weekday Conditions

SR-1/Crespi Drive Intersection

In the 2016 memo, Fehr & Peers evaluated the SR-1/Crespi Drive intersection in the vicinity of the site for the weekday PM peak hour (4:00 PM to 5:00 PM). During the weekday PM peak hour, the intersection operates at level of service (LOS) B with an average vehicle delay of approximately 13 seconds for both existing and existing plus project conditions. With the extended work hours, the project would add two additional trucks (equivalent to 5 passenger vehicles), compared to the project without extended hours, to the westbound right movement at the SR-1/Crespi Drive intersection during the weekday PM peak hour. The intersection would continue to operate at LOS B with the addition of these truck trips during the weekday PM peak hour. Therefore, the extension of work hours for the project would have a **less-than-significant** impact on traffic conditions at the SR-1/Crespi Drive intersection.

Northern Intersections: SR-1/Reina Del Mar Avenue and SR-1/Fassler Avenue

The Supplemental Draft EIR for the Fassler Avenue residential project¹ includes an assessment of the SR-1/Reina Del Mar Avenue and SR-1/Fassler Avenue intersections during the weekday PM peak hour. Under existing conditions, both intersections operate at LOS F during the weekday PM peak hour.

With the extended work hours, the project would add a total of 15 passenger vehicles and two trucks (equivalent to 20 passenger vehicles) to the northbound through movement and two trucks (equivalent to 5 passenger vehicles) to the southbound through movement at both intersections during the weekday PM peak hour. These project trips would not cause the critical-movement delay at either intersection to increase by one or more seconds nor would it cause the critical intersection vehicle to capacity ratio (V/C) to increase by more than 0.01. Therefore, the extension of work hours for the project would have a **less-than-significant** impact on traffic conditions at the SR-1/Reina Del Mar Avenue and SR-1/Fassler Avenue intersections.

¹ *Fassler Avenue Residential Project Draft Supplemental EIR*, City of Pacifica, June 2017.



Cabrillo Elementary School Frontage

Cabrillo Elementary School, located on Crespi Drive, has a start time of 8:20 AM and end times of 1:20 PM (Kindergarten), 2:20 PM (first through third grades), and 2:45 PM (fourth through eighth grades) on Monday, Tuesday, Thursday, and Friday². On Wednesdays and minimum days, school end times are 1:10 PM (Kindergarten through third grades) and 1:20 PM (fourth through eighth grades). The Final Mitigated Negative Declaration/Initial Study (MND/IS) for the project discussed traffic impacts to the pick-up/drop-off operations at Cabrillo School and determined that, with the implementation of Mitigation Measure TRANS-1, the impacts would not be significant for project trips occurring between 8:00 AM and 3:00 PM. Mitigation Measure TRANS-1 in the MND/IS includes requirements for traffic control personnel such as flaggers during disruptions to City rights-of-way.

With the extended work hours, the project would add two additional trucks (compared to the project without extended hours) per hour traveling on Crespi Drive near the school after 3:00 PM. By 3:00 PM, most of the afternoon school traffic (last pick-up is at 2:45 PM) would have already left or be in the process of leaving the school site. The presence of two additional concrete trucks that access/exit the site after 3:00 PM may cause a slight delay to school traffic; however, the impact would be short-term, would be managed by traffic control personnel, and would not be considered significant with implementation of Mitigation Measure TRANS-1.

Saturday Conditions

Traffic count data obtained from Caltrans by City staff on SR-1 in Pacifica, conducted for eight days during the month of September, indicates that the peak hour volume (i.e., heaviest hour of the day) on Saturday is 30-35 percent lower than the weekday AM or weekday PM peak hour volume in that corresponding direction of travel (i.e., the northbound Saturday peak hour volume is 30 percent less than the northbound weekday AM peak hour volume, and the southbound Saturday peak hour volume is 35 percent less than the southbound PM peak hour volume). An assessment of these segment volumes indicates that SR-1 operates at LOS D conditions in the segment immediately north of the SR-1/Rockaway Beach Avenue-Fassler Avenue (the most congested location during this time period) intersection during the Saturday peak hours (4:00 PM - 6:00 PM).

² *Wet Weather Flow Equalization Basin Project Final Mitigated Negative Declaration/Initial Study*, City of Pacifica, February 2017.



With the extended work hours, the project would add a maximum of three trucks (equivalent to eight passenger vehicles) to the southbound direction on SR-1 and 15 passenger vehicles and two trucks (equivalent to 23 passenger vehicles) to the northbound direction on SR-1. No heavy equipment use would be allowed from 4:00 PM to 6:00 PM on Saturdays. The presence of heavy trucks from 9:00 AM to 4:00 PM on Saturdays may cause a slight delay to traffic, but is not expected to result in unacceptable conditions based on an assessment of count data provided by Caltrans. 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.

Transit, Pedestrian, and Bicycle Conditions

The project area is served by several SamTrans transit lines; the 110, 112, and 118³ buses stop along northbound SR-1 just south of Crespi Drive and continue up SR-1 to destinations to the north. The 14, 19, 49, 110, 112, and 118 buses stop along eastbound Crespi Drive east of SR-1 and directly north of the Pacifica Community Center and continue south into Pacifica or to other destinations to the south and east. No significant delays or interference were observed at either of these bus stops during the AM and PM peak hours.

There is currently a pedestrian crossing with a marked standard crosswalk on the south and east legs of the intersection of SR-1/Crespi Drive. Each of these crossings has a pedestrian push button on the traffic signal with a flashing red hand but no countdown function. There was minimal pedestrian traffic during the AM peak hour, and the majority of pedestrians observed in the PM peak hour were passing through the intersection to access the beach west of SR-1. There were no observed conflicts between pedestrians and vehicles at the intersection.

There are no bicycle facilities in the project area. There was very light bicycle traffic in both peak hours. Bicyclists observed in the PM peak hour were using the sidewalks and pedestrian crossings to access the beach.

The extended construction hours does not add any vehicles making the northbound right movement during the peak hours; therefore, it would not impact bus stop operations at the stop on SR-1 south of Crespi. While the project would add ten trucks, or the equivalent of 25 passenger vehicles, during the weekday AM peak hour and a similar number on Saturdays passing by the bus stop on Crespi Drive north of the Community Center, these added vehicles would increase delay at

³ San Mateo County Transit District (SamTrans) web site: www.samtrans.com/schedulesandmaps/maps.html



the adjacent intersection by less than a second. Therefore, these project trips would have a negligible impact on the bus stop operations. Some trucks will be leaving the site between 9:00 AM and 6:00 PM on weekdays and between 9:00 AM and 4:00 PM on Saturdays, but these vehicles would be dispersed, with no more than four per hour. Therefore, the change in construction hours has a **less-than-significant** impact on transit conditions along SR-1 at Crespi Drive.

Additionally, the extended construction hours would not result in any changes to existing or planned pedestrian or bicycle facilities, on or adjacent to the site. Because the intersection of SR-1/Crespi Drive is signalized, the added vehicles due to the extended construction hours would not affect pedestrians or bicyclists traveling through the intersection. Therefore, the change in construction hours has a **less-than-significant** impact on pedestrian and bicycle conditions at the study intersection.