
FINAL RESPONSE TO COMMENTS, ERRATA & MMRP

San Ramon Valley Fire Protection District Fire Station #32

County File #LP09-2026

(SCH #: 2010122077)



Prepared for
Contra Costa County

June 2011



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1.0 INTRODUCTION

On December 23, 2010, Contra Costa County (County) published a Draft Initial Study/Mitigated Negative Declaration (IS/MND), which analyzed potential impacts of the San Ramon Valley Fire Protection District Fire Station #32 (project). Pursuant to Section 15073 of CEQA, the Draft IS/MND included a 30-day public review period, which was extended by two weeks to Monday, February 7, 2011 for a total of 46 days. During this time, the County received 12 written comment letters from the public. Two additional comment letters were received shortly after the public comment period for the Mitigated Negative Declaration had closed but these letters have been included along with responses in this document.

The purpose of the public review period is to provide an opportunity for the public to comment on the adequacy of the analysis contained in the CEQA document. Substantive comments are those that relate to the facts of the project, the environmental document, or support studies. Opinions or comments that were provided without factual substantiation are considered not to be substantive and a response is not provided.

All comments are part of the administrative record and are considered by the Contra Costa County Department of Conservation and Development. All comment letters will be included in the packet of materials forwarded to the County Zoning Administrator to support their deliberation on the project as a whole.

This Final IS/MND includes the following:

- A copy of each public comment letter received during the public review period and an individual response to each substantive issue.
- An errata sheet identifying changes to the text of the draft IS/MND
- A revised Final IS/MND including all edits, corrections, and project clarifications identified in the errata sheet.

2.0 RESPONSE TO COMMENTS

This section provides responses to comments received during the public review period. All individuals who commented on the draft MND are listed in **Table 1**.

A copy of each comment letter is included in this section. Each comment of substance pertaining to the MND analysis, and within the scope of the California Environmental Quality Act (CEQA), is assigned a number. For example, Letter 1 contains 8 comments, identified as comments 1-1 through 1-8. The responses are numbered to correspond to the comments (responses 1-1 through 1-8). If the comment is addressed in another individual response, the response number is cross-referenced.

Table 1: Index to Comments

Letter	Date of Comment	Commenter
1	January 16, 2011	Ed and Nanci Wolske
2	January 17, 2011	Dr. Kenneth L. Brown
3	January 19, 2011	Dan Haller
4	January 15, 2011	Timothy and Lydia Huang
5	January 21, 2011	Dan Haller
6	January 21, 2011	Cathy and Tom Harvill
7	January 20, 2011	Tiffany Haller
8	February 4, 2011	Jan Conway
9	February 5, 2011	Alamo Improvement Association, Roger F. Smith
10	February 10, 2011	Steve Mick
11	February 7, 2011	Darren and Lynn Muzio
12	January 26, 2011	Michael McDonald
13	February 9, 2011	Christine Olinger
14	February 10, 2011	Cathy Harvill

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2011 JAN 18 AM 9:36
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01/16/11

To: Department of Conservation and Development

Attention: Ruben Hernandez

We are writing several comments to protest the adequacy of the proposed Mitigated Declaration for County File#LP09-2026.

For the past two years you have told us to write down comments and questions concerning the above file and that all comments and questions would be addressed. We followed this instruction, but found that none of our input was considered. Below we will list most of our concerns regarding the proposed development of Fire Station 32 in a residential neighborhood. Documents verifying these comments have previously been submitted to your agency and should be available in your files.

1. The Creek Structure Setback Line (subdivision ordinance SS914-14.012) was incorrectly calculated on the current set of plans in one area. Please have Mr. M. Sen calculate and show the correct structure setback line and produce in writing the findings that would allow the zoning administrator to grant the exception to the setback line, as well as the reason for granting the variance in #3 of page 5 of the NOTICE of INCOMPLETE APPLICATION (9-15-09).

1-1

2. The DETAILED FEMA Study of Stone Valley Creek with the subject property (2100 Stone Valley Rd, Alamo, CA) and an effective date of June 16, 2009 shows the 500 year flood level at 335 elevation and the 100 year flood level at 334 elevation. This detailed study is available from Mr. Bob Hendry at the Department of Conservation and Development. The 500 year flood level plus freeboard (82-28.462) is 336 elevation (freeboard is required according to ORDINANCE #2000-33). The new building pad is 335.5 elevation, therefore the foundation is considered at the 500 year flood level. Please have the correct 500 year and 100 year flood plain shown on the final plans. Under Executive Order 11988, Floodplain Management, Federal agencies funding and/or permitting critical facilities are required to avoid the 0.2% (500-year) floodplain or protect the facilities to the 0.2% chance flood level. This information is available from FEMA, under Critical Facilities.

1-2

3. The number of employee and handicapped parking spaces required by CCC code and ADA needs to be addressed. ADA van accessible parking needs to be in both parking lots. The fire chief stated at an Alamo MAC meeting that the employee lot would be opened up to parking if a group came to visit the station. All parking lots are required to be ADA accessible. Please note there are eight bedrooms in the proposed facility.

1-3

4. Please show compliance with Ordinance Code 82-12.406 or if there is another code that overrides this code, then please state that code.

1-4

5. California Fire Code is very specific regarding the placement and separation of LPG containers and flammable liquid tanks. There must be twenty feet of separation between them and concrete walls are not allowed. The information is verified by the California State Fire Marshal, Division of Fire and Life Safety (see attached letter). If the local fire district has jurisdiction, please have the local fire marshal sign off on how to mitigate the California State Fire Code (3404.2.9.5.3). This is also a national fire code (THE MINIMUM SEPARATION FROM AN L.P. GAS TANK AND ABOVEGROUND TANKS CONTAINING FLAMMABLE OR COMBUSTIBLE LIQUIDS IS NO LESS THAN 20 FEET. (NFPA 58.6.4.5.5). Also, under the California Fire Code Chapter 38, it is required that a thousand gallon propane tank be 10 feet from any source of ignition and 10 feet from any building. The proposed plans show the propane tank within 18 inches of the utility building. The Utility Building that the fire district wants to call a trash enclosure is a BUILDING according to California Building Code, it is required to have a permit to be constructed, because it has a foundation, block walls, and electrical and water utilities. It is also larger than 115 square feet in size.

1-5

6. The Contra Costa County C.3 Clean Water Program requires that any project with vehicle and equipment washing facilities must have a covered, bermed area for washing activities. Any project with fuel-dispensing areas shall have the fueling areas covered by a canopy that extends a minimum of 10 feet in each direction from the pump. Even though a sand oil separator is provided for the Special Treatment Area P3, the higher flows during a major storm event are not allowed into the storm drain system which flows into Stone Valley Creek. This can be confirmed by reference to the Contra Costa Clean Water Program – Stormwater C.3 Guidebook. The CCC Clean Water Program requires the canopy as a Best Management Practice. The Program does not allow petroleum products to be introduced to any waterway (Stone Valley Creek). This should be confirmed with the San Francisco Regional Water Quality Board, located in Oakland, California.

1-6

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7. The position and appearance of the communication tower for the project needs to be shown due to the aesthetics in a residential neighborhood. Also the 12' vent pipe for the propane container should be shown. The Elevation Plans will need to show the canopy for the wash and fueling areas.

1-7

8. The noise from the emergency generator was not addressed in the Initial Study. The Contra Costa County General Plan indicates that the Noise Level at the corner of Miranda Ave. and Stone Valley Road is 61 dB. The Emergency Generator has a noise level of 71 dB at 100'. This will obviously be too loud for the neighborhood. The generator will need to be placed in a soundproof building. This building will also need to have at least 10' of separation from the LPG container.

1-8

As stated above, please address the above documentation before completing the review of the land use permit. We realize the fire district provides an important service to our community, but all codes and regulations should be followed to insure the safety and protection of Alamo residents.

Sincerely,

Ed and Nanci Wolske

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Responses to Comment Letter 1

- 1-1 The creek structure setback line as identified on the Site Plan (Sheet A1.1) has been deemed acceptable by the County Public Works Department. Findings for granting an exception to the Creek Structure Setback line are required to be made prior to approval and will be addressed in the staff report for the project along with all other required findings.
- 1-2 The County Floodplain Management Ordinance (Chapter 82-28) requires that the base flood elevation and finished floor elevation be identified prior to deeming an application for a land use permit complete. A detailed topographic study was done for the site which identified the exact location of the 100-year floodplain level (Elevation 333.5 feet). Therefore, the 100-year floodplain level as identified on the site plan is correct. A finished floor elevation for the building of 336.5 has also been identified in the submitted plans.
- As described in the draft MND (see page 61), no structures would be placed within the 100-year flood plain. Figure 3 of the draft MND shows the correct location of the 100-year flood zone per the FEMA Flood Insurance Rate Map ID 06013C0432F (effective June 16, 2009).
- The project is not accepting any federal funding, and therefore is not required to design the facility to meet the requirements of Executive Order 11988. The CEQA Guidelines are concerned with whether a project would place housing or other structures within the 100-year flood zone as designated by FEMA. As described in the MND and above, the project meets this requirement.
- 1-3 The project complies with 2010 ADA standards (code 208.2), which require one handicapped accessible space per 25 parking spaces.¹ The project site plan in Figure 2 of the draft MND shows one ADA accessible parking space in the visitor parking area. ADA requirements are an interpretation of the building code and are subject to approval of the Contra Costa County Department of Conservation and Development, Building Inspection Division during the building permit stage of the project. Any variances and required findings to County Parking standards will be addressed in the staff report for the project.
- 1-4 Ordinance 82-12.406 governs activities related to outdoor advertising. The project does not include any outdoor advertisements, and therefore this ordinance does not apply. The monument sign at the front of the building is for identification purposes only and its design and location will be reviewed as part of the land use permit application.
- 1-5 Interpretation of the California Fire code is not under the purview of CEQA. Building code requirements are subject to the approval of the Contra Costa County Department of Conservation and Development, Building Inspection Division during the building permit stage of the project.

¹ <http://www.ada.gov/regs2010/2010ADASTandards/2010ADASTandards.htm>. Accessed May 6, 2011.

1-6 As described in **Mitigation Measure IX-1**, the San Ramon Valley Fire Protection District (SRVFPD) shall develop a Final Stormwater Control Plan that will document source control Best Management Practices (BMPs) and treatment BMPs (permanent post-construction stormwater management facilities) to minimize impacts to water quality. The County Public Works Department has reviewed the site plan and has deemed the proposed Stormwater Control Plan preliminarily complete. Prior to issuance of building permits, the Final Stormwater Control Plan will be subject to review by the County Public Works Department to ensure that it is consistent with the Stormwater C.3 Guidebook and will be refined as necessary.

It should be noted that the Stormwater C.3 Guidebook provides guidance regarding preparation of stormwater control plans, and that this guidance does not necessarily constitute specific requirements. During the review of the Final Stormwater Control Plan, the feasibility of either covering areas for fueling and vehicle washing (or moving these activities to areas already proposed to be covered) will be evaluated; however, if these are not feasible, a combination of structural and operational BMPs to prevent the discharge of pollutants related to fueling and vehicle washing activities may be allowed. It should be noted that standard stormwater management facility design and sizing criteria provide for facilities that only manage stormwater generated up to certain size storm events, and that additional runoff generated by larger events will bypass stormwater management facilities and enter the storm drain system. Provisions to ensure compliance with C.3 guidelines (and other NPDES Permit requirements) will be finalized during the building permit process.

1-7 According to the SRVFPD, the project would not include a communication tower. The need for a canopy over the wash and fueling area will be determined as part of the County Zoning Administrator's final review of the stormwater control plan. The proposed materials and treatments, including architectural components will be considered by the County Zoning Administrator and may be modified as part of the conditions of approval.

1-8 The noise study prepared for the project considered regular testing of the emergency response firefighting equipment, such as fire engines, sirens, and tools. Testing of the emergency back-up generator at the existing fire station was not included in the study. According to the SRVFPD, the emergency back-up generator at the existing fire station is currently tested once a week for 20 minutes.

Manufacturer specifications of the proposed generator state that the emergency generator would produce a noise level of 70 dBA at 23 feet when in operation. This generator would be located on the southern portion of the site near the intersection of Miranda Avenue and Stone Valley Road (see Figure 2 of the draft MND). Additionally, the generator would be located in the equipment

yard that would be surrounded by a 7-foot high precast concrete wall and the 35-foot high fire station building. The location of the proposed emergency generator is 100 feet from residences across Miranda Avenue and over 120 feet from the residence adjacent to the eastern property line and residences located on Megan Court to the north of the property. In general, noise attenuates at a rate of 6 dBA for every doubling of distance from the source. With a sound level of 70 dBA at 23 feet, the noise level would attenuate to 57 dBA at 100 feet. Intervening structures such as the fire station building and concrete wall would increase the rate of attenuation. Testing of the emergency generator would therefore not result in a noticeable source of noise in the area surrounding the project site. Furthermore, the conclusions of the noise study would not change and the project would not result in any significant noise impacts.

January 17, 2011

Ruben Hernandez
Department of Conservation & Development, Contra Costa County
651 Pine St., 4th Floor, N. Wing
Martinez, CA 94553

RE: Declaration for County File #LP09-2026, Proposed Fire Station #32

Dear Mr. Hernandez:

I have joined other citizens attending numerous MAC and AIA meetings regarding the above referenced Proposed Fire Station #32. Our comments and concerns seem to fall on deaf ears. Many times, representatives of the Fire District have not been present and have failed to respond to questions posed by the board members. Some of my concerns follow:

- 1) Architectural renderings exclude existing, neighboring homes and present the two lane roads abutting the project as if they were four lanes each. | 2-1
- 2) Chief Price claims the number of accidents at the current station location is an important factor for relocating 1/3 mile away. A CHP officer reported to the MAC board there are more accidents at the proposed site than the existing station. | 2-2
- 3) In response to neighbors' questions, Chief Price held up a book claiming it presented the results of an extensive Time Response Study. I, as well as two other neighbors, read the book and found no mention of the proposed site. In addition, an inadequate study was done during August when Stone Valley Middle School was not in session. | 2-3
- 4) Two Fire District board members met with neighbors at the proposed site in the afternoon when school-related traffic, walkers, and bikers were present. The members declined to walk to the creek on Miranda Ave., stating it would be too dangerous. | 2-4
- 5) Although the Proposed Fire Station would have a Stone Valley Rd. address, all emergency vehicles would exit the property onto Miranda Ave., which is a narrow street. The plan calls for a sidewalk/bike lane in front of the emergency doors. | 2-5
- 6) The proposed site is the third property the Fire District has purchased at full price with no contingencies. Tax payers have wasted millions of dollars – where is the oversight? | 2-6

What happened to "Protect and Serve?" The safety of our local students must be addressed. If you, as the tax payers' representative perform due diligence, researching the history of Station #32, you will recognize the fraudulent waste of money inherent in the Fire District's proposal. If a new Fire Station is built at the corner of Stone Valley and Miranda, it will create a serious danger to the people your office needs to protect.



Dr. Kenneth L. Brown
110 St. Alicia Ct.
Alamo, CA 94507

cc: Gov. Jerry Brown, State of California

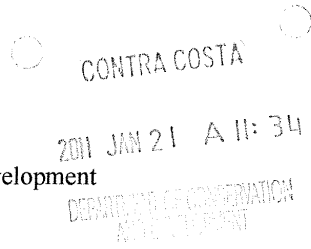
DEPARTMENT OF CONSERVATION
& DEVELOPMENT
JAN 19 P 12:27
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Responses to Comment Letter 2

- 2-1 The existing and proposed perspective views in the draft MND (see Figure 6) are meant to render an approximation of the proposed views and are not meant for final design purposes. The project would not add additional lanes to Stone Valley Road or Miranda Avenue. Figure 6 has been amended to include a note adjacent to the “Proposed view along Miranda Avenue” explaining that the landscaping in the foreground has been altered to provide a clear perspective of the frontage of the project site.
- 2-2 According to the California Highway Patrol (CHP), there was one vehicular accident at the Stone Valley Road and Miranda Avenue intersection in 2010; there were no vehicular accidents at the existing fire station. As described in the draft MND (see page 81), the project would include a retrofitted traffic light at the Miranda Avenue and Stone Valley Road intersection that would have automatic pre-emption. The signal pre-emption would allow emergency vehicles to have the right-of-way and be able to turn onto Miranda Avenue without potential traffic safety hazards.
- 2-3 According to the Contra Costa Transportation Authority, a traffic study is required for any project that would generate 100 or more peak hour vehicle trips. As described in the draft MND (see page 80), the project would not result in an increase in vehicle trips as it would replace the existing facility located 0.4-miles east of the project site. The existing fire station currently has an annual average of 1.5 calls for service per day and every two days at shift change six firefighters would enter the project site and six firefighters would leave the project site. Therefore, the project would not generate more than 100 peak hour vehicle trips and a traffic study is not required. Additionally, the Traffic Implications Memorandum prepared by ESA and found in Appendix J to the draft MND is not considered a full and complete traffic study. It is a memorandum presenting an initial evaluation of potential impacts associated with the relocation of the fire station.
- The Time Response Study to which the commenter is referring is the Standards of Cover Deployment Analysis prepared by the San Ramon Valley Fire Protection District in 2010. This analysis is not a component of the MND. This comment is noted and is part of the administrative record. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- 2-4 As described in the draft MND (see page 80), Contra Costa County improved Miranda Avenue to provide striped bicycle lanes on both sides of the street. Additionally, as shown in Figure 2 in the MND, the project would improve pedestrian safety by creating a 5-foot sidewalk along the project frontage from Stone Valley Creek to Stone Valley Road.
- 2-5 This comment about the circulation pattern is noted.

2-6

This comment is noted and is part of the administrative record. It is not the purpose of a MND to evaluate or assess property purchases. This comment will be considered by the County Zoning Administrator when making a decision about the project.



January 19, 2011

Contra Costa County
Department of Conservation and Development
Attn: Ruben Hernandez
651 Pine Street, 4th Floor, N.Wing
Martinez, CA 94553

This letter is in response to Notice of Public Review and Intent to Adopt a Proposed Mitigated Negative Declaration for the proposed San Ramon Valley Fire Department Fire Station #32/

I would like to request that the County not approve the Fire Departments request. If the County will not deny their request then I would ask that the County require the San Ramon Valley Fire Department(SRVFD) to do a complete EIR. A complete EIR should provide much more detailed descriptions of the specific ways SRVFD expects to mitigate significant impacts to the surrounding community. Below is a summary of comments where the Negative Declaration provided by the SRVFD does not provide enough concrete mitigation for environmental impacts that are significant to the surrounding residences.

3-1

Noise

According to the Contra Costa County guidelines acceptable noise guidelines for Residential Low Density Housing is 50-60dB. However, there are several elements of the proposed fire station that have dB levels above 60. Below is a listing of these elements and the estimated dB level of these elements. Specific mitigation should be provided for each of these elements and they will significantly impact surrounding homes.

1. Fire Engine Siren – 120 dB. A Fire Siren at 120 dB is twice the acceptable level and there is no mitigation sighted for this impact on the neighbors. Currently the average emergency calls east of the existing station is 4 per week, with 4 between the existing station and current station. With the new project this number will go to 16 or nearly double. This is a significant impact to the noise levels of the surrounding homes. Currently a siren is gone in 1-2 seconds but with the new station the time from beginning the departure from the new station to exiting the area could be anywhere from 10-30 seconds depending on traffic and time to clear the light. Thus, not only will the number of calls surrounding the proposed site double, but the time the residence will have to listen to the siren will go up 10 to 15times. This is a significant impact that must be mitigated prior to any approved permit.

3-2

Several residents around the proposed site work from home and this type of noise will impact their ability to take business calls from home. Also, there are seven children that would be living within 100 feet of the proposed station and this noise level will disturb sleep patterns and create other possible damages due to the high dB level of this source of noise. This is a **significant impact** and it is not fair to say the average dB level will only go up 1 dB. (Note: If sirens “would not typically be used when exiting the station” they the county should get written agreement that yes in fact sirens **will not** be used when exiting the station. It was my understanding that by law, sirens must be used when exiting the station.)

2. Fire Engine Backup Alarm – 80-107dB. Depending on the type of back up alarm installed in the Fire Engine, the backup alarm is also a significant contributor of noise to the proposed project that does not exist on the site today. The Negative Declaration does not even address the noise that comes from the fire engine back up alarms and with this source of noise above acceptable levels, this source also needs to be deemed a **significant impact**. The fire department should also be required to explain how they are going to mitigate this impact for neighbors. Again, several neighbors work from home and have children where such constant noise far above acceptable residential levels is something they should not have to tolerate.

3-3

3. Generator – 90 dB. It is my understanding the project will have a commercial generator on the property. While I do not have the specifics on the exact generator, the noise level of a typical generator is roughly 90dB. This is also well in excess of the acceptable standard and 10times the 3 dB change in sound levels that is detectible by the human ear. However, there is no mention of the Generator and its use or required testing by the fire department on a daily or weekly basis. This additional source of noise is something that does not occur at the proposed site and yet there is no mitigation measures provided by the fire department on this source of noise either.

3-4

4. Heavy Truck to UnMuffled Diesel Engine – 85 - 90dB. There is no discussion in the Negative declaration about the noise level of the idling engine. It is my understanding that the fire department may be idling its engines in the yard and an unmuffled Diesel Engine noise level is roughly the same as a generator. Thus, the Negative Declaration should address the noise levels of the actual engine and if that level is above the 50-60dB level of a residential area then this is a significant impact as well and the Negative Declaration or EIR should address this with proposed mitigation measures such as no idling of the engine within the yard.

3-5

If Contra Costa County is going to allow a 24x7 Commercial facility to enter a pre-existing residential neighbor this the significant sources of noise must be more clearly mitigation in writing before any permit or approval is granted. I would also ask the county to have an independent sound study done when the fire station is not aware of the day. Station 32 services 1.5 calls per day yet in the 48 period of the study they serviced 8 calls east of the station or two weeks worth of calls. This appears a little suspicious and has potentially skewed the results of the study and base line levels. Regardless, the above items are not factored into any of the mitigation of the Negative Declaration and should be addressed to the satisfaction of the surrounding neighbors as the existing site has none of these significant sources of noise today.

3-6

3-7

Aesthetics

1. The Negative Declaration is stating that the project would install large 8 ft metal “greenscreen” panels that would be planted with climbing vines. It could take years for climbing vines to cover such ugly looking panels and this type of structure is not consistent with typical landscaping in a residential neighborhood. A standard 6 to 8 ft fence in the same location and large greenscreen plant vegetation (not panels) should be installed to be consistent with the surrounding homes. This feedback has been provided to the Fire Department several times yet the architect still insists on something that the neighbors who will have to look at such a structure are adamantly

3-8

opposed. The county needs to make sure the environment structures and trees planted on the site are consistent with residential areas.

3-8, cont.

2. The proposed station view along Miranda Ave has flag poles that appear to be upwards of 50ft. I am not sure if these are just automatically generated but it appears to me that the flag poles should be governed by the same height requirement as the structure. Again, this is a residential neighborhood and flags typically hang off of the home structure. While it would be preferred to mount the flag off of the residence/station, flag poles of a reasonable size would be much better suited for a residential neighborhood.

3-9

Utilities and Service Systems

1. The Negative Declaration addresses the water utility concerns but does not address any of the electrical concerns. It is my understanding the fire department will need to relocate an existing Electrical box in order for them to move forward with the proposed plan. The station will also require the relocation of existing overhead power lines along Miranda. Will either of these projects result in the loss of power to existing residence? This concern needs to be addressed in the negative declaration and residents around the proposed site should not be without power during the building of this project and mitigation measures should be made very clear.

3-10

Air Quality

1. The Negative Declaration talks about the construction control guidelines that will be used during the construction but does not talk about the increase in pollution associated with cars and fire engines on the site. Currently a home may have 2-3 cars yet the proposed fire station has 10 parking spaces, assuming 8 vehicles going in and out, as well as the fire engines. There is no indication as to how much this could increase the pollution level. Idling diesel engines will also emit pollution that does not appear to be addressed in the Negative Declaration.

3-11

Traffic

1. The Negative Declaration sites that the County may require a "Keep Clear Zone." If this is the case then a complete traffic study, during school hours, needs to be completed. Alamo's Middle School is less than a quarter mile from the proposed site and there is significant traffic on Miranda during pickup and drop off. Currently 10 -15 cars back up on Miranda during these times and a "Keep Clear" will only increase this traffic problem. If a "Keep Clear" is required in front of the fire station then one should also be placed on Megan Ct.
2. Miranda will become much more of a through street for the fire department and a traffic study should be completed to review the feasibility and impact during school pickup and drop off of a fire truck getting through the Miranda St. traffic. Miranda is a very narrow single lane street with trees on both sides so there is no room for cars to pull to the side. This increases the safety risk to students leaving school should an emergency happen at this time.

3-12

3-13

Building Code and Fire Code Violations

1. It is my understand that certain aspects of the current proposed drawings do not meet current building and fire codes. While this is not a concern of the Negative Declaration, I would like to make sure the County is being very diligent to ensure all Building and Fire Codes are met in full. Propane tanks, gas tanks, generators, etc. are very dangers equipment to have in a residential neighborhood.

3-14

In summary, the residences in and around the proposed project do not want this project to move forward. We have already seen the impact the proposed station has had on property values of the neighboring homes. Residences who pay their property taxes to provide such services should not be seeing their home values decrease due to the introduction of a fire station. This does not appear to be part of the Negative Declaration but should be researched and addressed before approving any project.

3-15

Fire stations are 24x7 commercial facilities that bring noise and additional pollution. I would ask again that the County not approve this permit. However, if the county will not turn down the project at this time, I ask the county to protect the people surrounding the proposed site and require a complete EIR with detailed mitigation to protect residence from significant environment impacts.

Thank you

Dan Haller
Megan Ct Resident

Responses to Comment Letter 3

- 3-1 This comment is noted and is part of the administrative record. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- 3-2 The noise study prepared for the project included measurements taken at three locations near the site to determine the existing noise environment currently experienced by the residences surrounding the project site. As described in **Section XII, Noise**, of the draft MND, and as shown in Figure 9, continuous 48-hour measurements were taken at locations 1 and 2 near the project site. Figure 3 of the noise study shows that existing sirens from emergency responders on Stone Valley Road produced a maximum noise level of approximately 82 dBA and 92 dBA at the residence adjacent to the project site to the east on Stone Valley Road (location 1). Noise measurements taken at location 2 (a residence on Megan Court) show that sirens from emergency responders on Stone Valley Road produced a maximum noise level of 69 dBA and 81 dBA. Sirens were not the only noisy event that occurred over the 48-hour period. A lawn mower and leaf blower in the vicinity of location 2 produced a maximum noise level of 74 dBA on two occasions. Additionally, traffic along Stone Valley Road is the existing dominant noise source in the project area.
- The noise analysis performed for the project site considered noise generated by both equipment testing and emergency responses. The noise study included measurements of vehicles departing the station with sirens and without sirens. An ambulance departing the station would produce a maximum noise level of 104 dBA at 39 feet. The nearest residence to the proposed Fire Station is approximately 32 feet from the edge of the building.
- As described on page 69 of the draft MND, only the residences between the existing fire station and the proposed fire station would experience a slight change in the number of passbys by emergency responders which may include emergency vehicles with sirens. However, the operation of the proposed fire station, including equipment testing and emergency responses, would not result in a significant noise impact to the surrounding residences.
- Furthermore, sirens are rarely used when exiting the station. See response 3-7 (below) for a discussion on the use of sirens described in the noise study. The Contra Costa County Municipal Code does not have a noise ordinance regulating the use of emergency sirens. Similarly, the Contra Costa Sheriff Department does not regulate sirens of emergency responders.
- 3-3 As discussed in Section XII, Noise, of the draft MND and in response 3-2 above, the noise study prepared for the project measured the existing noise environment and the potential noise impacts at the proposed site due to emergency responses and equipment testing. The project would result in less-

than-significant noise impacts. However, specific measurements of a fire engine backup alarm were not taken for the noise study. Backup alarms are automatic when fire engines are put in reverse.

As shown in Figure 2, an apparatus bay is located adjacent to the equipment yard. The Stone Valley Road driveway would be designated as an entrance-only driveway. An exit-only driveway is provided on Miranda Avenue. When emergency response vehicles return to the fire station, they would enter the site at Stone Valley Road and move forward into the apparatus bay. If vehicles need to enter and exit the project site without docking at the apparatus bay, there is a bypass lane directly south of the apparatus bay. Some movement of fire engines would be required during morning equipment checks and the occasional repositioning of vehicles, which would include placing fire engines in reverse. However, the size of the project site and the one-way circulation design minimizes the need for fire engines to be frequently maneuvered and placed in reverse on the project site. Therefore, use of back up alarms would be infrequent and are not considered a potentially significant impact.

- 3-4 See response 1-8 that addresses noise concerns related to the emergency generator.
- 3-5 Fire engines on the project site would idle in the equipment yard during the morning equipment checks at each 48-hour shift change. These equipment checks are generally performed between 8:00 AM and 9:00 AM. Fire engines would idle for 5 to 10 minutes. The noise study considered fire engine testing in the analysis and determined that all equipment testing and emergency responses from the project site would not result in a significant noise impact to the surrounding residences.
- 3-6 See responses 1-8, 3-2, and 3-3 that address noise concerns related to emergency generators, fire engine sirens, and fire engine backup alarms, respectively. The conclusion in the draft MND that the project would not result in any significant noise impacts remains valid.
- 3-7 The comment requesting an independent noise study is noted and is part of the administrative record. For the purposes of the noise study analysis, the 536 emergency calls SVRFPD responded to between July 1, 2008 and June 30, 2009 in the SRVFPD Alamo planning area was averaged from an annual total of 536 calls (per year) to a daily rate of 1.5 emergency responses per day. The draft MND is not claiming that the proposed fire station would receive only 1.5 emergency calls each day over the course of a year. An “average” represents the middle value of a data set. In regard to emergency responses over the course of a year, it is not uncommon for the SRVFPD to receive more than 1.5 emergency response calls on select days and zero emergency response calls on other days.

The noise study noted that over a 48-hour (2-day) period, the existing fire station responded to seven daytime responses and one nighttime response. Although the recorded number of emergency responses is higher than the average daily rate assumed in the study, the noise measurements collected over the 48-hour period indicated that only two of the daytime responses used sirens in the project vicinity. Based on the data collected, the SRVFPD only used sirens 25 percent of the time when responding to emergency calls. Furthermore, eight emergency responses in a 48-hour period provides a conservative analysis (or worst-case scenario) of potential noise impacts; even in this conservative scenario, potential noise impacts were found to be less than significant.

- 3-8 This comment is noted and is part of the administrative record. Review and discussion of specific design details and elements are beyond the scope of this MND. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- 3-9 Flag poles are exempt from the height requirements in the Contra Costa Code. Additionally, the existing and proposed perspective views in the draft MND (see Figure 6) are meant to render an approximation of the proposed views and are not meant for final design purposes.
- 3-10 Utility relocations and service modifications are a common component of project construction and are handled according to standard procedures on the part of the service provider to minimize disruption to customers.
- According to PG&E, the relocation of the electrical box may result in service interruptions for approximately eight customers near the project site. PG&E plans for service interruptions for maintenance or for energizing new facilities and provides notice well in advance of the event. The duration of the possible service interruptions would be determined by PG&E based on the specifics of the relocation requirements.
- 3-11 Table 2 of the draft MND has been revised to include long-term air quality emissions of the project. The revised table demonstrates that the project would not exceed BAAQMD thresholds for operational emissions. Operational air quality standards developed by the Bay Area Air Quality Management District (BAAQMD) and used in CEQA analyses apply thresholds of significance for criteria pollutant emissions of regional significance. The estimated operational project emissions of criteria pollutants are well below the BAAQMD thresholds (see **subsection 3.2** of this Final MND).

- 3-12 See response 2-3 regarding the necessity of a traffic study.
- A “keep clear zone” has not been proposed as part of the project. As described in the draft MND (see page 81), the County *may* require a “keep clear zone” in front of the project site’s driveway for traffic safety reasons. This determination would be made during the project’s site improvement review stage. If the Department of Public Works determines that a “keep clear zone” is warranted at this time, then this element will be required. No “keep clean zone” would be required at Megan Court.
- This comment is noted and will be considered by the County Zoning Administrator when making a decision about the project.
- 3-13 The relocation of the fire station would not change the direction or route of emergency responses, just the point of departure. The change in location of Fire Station #32 from its present location on Stone Valley Road to its proposed location on Miranda Ave and Stone Valley Road will not result in an increase of emergency vehicle traffic northbound on Miranda Avenue.
- See response 2-3 regarding the necessity of a traffic study and response 2-4 regarding pedestrian safety.
- 3-14 This comment is noted and is part of the administrative record. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- 3-15 This comment is noted and is part of the administrative record. It is not the purpose of a MND to evaluate or assess property values. This comment will be considered by the County Zoning Administrator when making a decision about the project.

205 St. Paul Drive
Alamo, CA 94507
January 15, 2011

CONTRA COSTA

2011 JAN 19 P 12:27

Attn: Ruben Hernandez
Dept of Conservation & Development
651 Pine Street, 4th Floor
Martinez, CA 94553

DEPARTMENT OF CONSERVATION
& DEVELOPMENT

RE: New Alamo Fire Station

Dear Sir:

We are writing to voice our concerns regarding the proposed new site for Alamo Fire Station #32 at 2100 Stone Valley Road. We, like many of our neighbors, are firmly opposed to the proposal. Our opposition is based on a combination of factors, including traffic, safety, aesthetics, noise concerns, and impact on our property values.

4-1

The proposed site is at the corner of Stone Valley Road and Miranda Avenue. This is an extremely busy location during morning and afternoon commute/school hours. The estimated traffic on Stone Valley is 20,000 daily vehicles and on Miranda 5000 vehicles. Putting a fire station there will further exacerbate an already overly congested situation. The SRV Fire Dept ostensibly performed a traffic pattern study during the month of August. This is an absurdity given that school was not in session. An adequate traffic study should be performed during peak school hours to assess the impact on traffic.

4-2

Safety is a major concern on Miranda Avenue. Many of our middle-school children ride their bikes to school on Miranda. Miranda is an extremely narrow road with no safe bike lanes. During a "fire" call, the cars on the road will be forced onto the sides of the road to allow for passage of the fire engines. What is the risk of some child getting hurt? What if this is your child? The SRV Fire Dept needs to create safe biking paths for our children before we can agree to this irresponsible plan.

4-3

Aesthetics and noise concerns are problematic in the proposed new fire station. The proposal is for a 9400 square foot single-story structure along with other related facilities. Such a monstrosity is grossly out of character with the neighborhood. Most of the homes in this neighborhood are about 2500-4500 square foot, with some smaller and some slightly larger homes. The proposed structure in two to three times the size of our typical homes and will create dissonance and incongruity. Would a single-residence home of this size be allowed at this location?

4-4

In addition, the fire station would further raise the noise level on a high-decibel street. We, and many of our neighbors, purchased our homes well before the SRV Fire Dept purchase their lot. Do we not have a right to peaceful enjoyment of our homes which we purchased with our life savings? The fire chief promised to "sparingly" use the fire siren, especially during evening hours. However, politicians are great at lying to get what they

4-5

want. What is my recourse once the station is built and sirens are blaring throughout the night? Can we have the fire chief's home number so we can awaken him at home to remind him of his broken promises?

4-5, cont.

At some of our community meetings, the fire chief seems to suggest that the new fire station is being built for the benefit of the community. Let's explore this claim in depth. By "community," does he mean the entire Alamo community? The immediate neighbors who live in a ¼ mile radius and who are most affected? Or does he mean the SRV Fire Dept and the six firemen who work there? Who indeed will benefit the most?

Let's start with the entire Alamo community. The proposed new fire station is 0.4 miles further east on Stone Valley compare with its current location. It will be closer to some homes but further away from West Alamo. It's unclear to many people how this will increase response time, despite the claims of the SRV Fire Dept. Will a bigger and newer facility increase the productivity of the firemen? Let's remember, this fire station receives an average of 2 calls per day. Will having a "new and modern" facility improve the general Alamo community feel and spirit? Perhaps, but at what price to the immediate neighbors near the fire station? Even if the majority of Alamo resident do not mind having a more modern facility, is it justifiable if the decision will adversely affect a minority group who live around the proposed new station?

4-6

How will the immediate (within ¼ mile) neighbors benefit from this new fire station? The most immediate neighbor (2110 Stone Valley) was unable to sell his home for two years (from April 2008 to March 2010.) Many potential buyers were interested, until they found out that a fire station may be built next door. The home finally sold after the owners lowered their price from \$2 million to \$1.2 million, a 40% decline. The owners suffered a significant financial loss. In speaking with local realtors, most anticipate a 15% reduction in our property values if the new fire station is built. Is this really "fair" to us, the immediate neighbors? Many of us unfortunately purchased our homes during the bubble years. Our high property taxes contributed to the coffers of the SRV Fire Dept. Our taxes enabled the SRV Fire Dept to budget \$5 million for the fire station. Yet they callously trampled us under and wish to destroy our property values. The SRV Fire Dept is well-aware of the negative impact the new station will have on the neighbors. This is why they never bother to engage the neighbors and solicit our thoughts and concerns. They easily could have mailed out a simple letter to all the immediate neighbors or placed a sign on the property describing their proposal. Instead of proactively engaging the neighbors, the SRV Fire Dept try to ignore their neighbors and quietly sneak their plans by the county. Clearly, the immediate neighbors would be adversely affected by the proposed fire station.

4-7

4-8

Ultimately, the only clear winner is all this would be the SRV Fire Dept and the six firemen who work at the fire station. To say that the new building is extravagant would be an understatement. I do not need to detail the amenities in the proposed building—"an eight-bedroom house with four full bathrooms with room for flat-screen TV, three refrigerators, an outdoor barbecue pit and an exercise room . . ." (Contra Costa Times, see enclosed article.) During the current environment of economic hardship for many, such

4-9

an egregious display of ostentation is an affront to the civilized sensibility. This is especially so given that the firemen are at work, not at home or play.

4-9, cont.

In conclusion, let us remember that Alamo currently already has a working fire station. It is NOT as if there is no fire station in Alamo and building one would significantly serve the community. We have a functioning fire station that can easily be repaired or remodeled. If they need more room, they can purchase the adjacent lot. The SRV Fire Dept benefited from the rising tax revenues of 1999-2007 and in their hubris have trampled on the concerns of the immediate neighbors at 2100 Stone Valley Road. They have not adequately addressed our concerns regarding traffic, safety, aesthetics, noise, and impact on property values. Ultimately, does might and power equal right?

Please carefully consider your decision as you work on this proposal.

Sincerely,



Timothy and Lydia Huang
Alamo residents

Need for fire station questioned

■ With old station handling few calls, replacement costing \$5 million excessive, some neighbors say

By Sophia Kazmi

skazmi@bayareanewsgroup.com

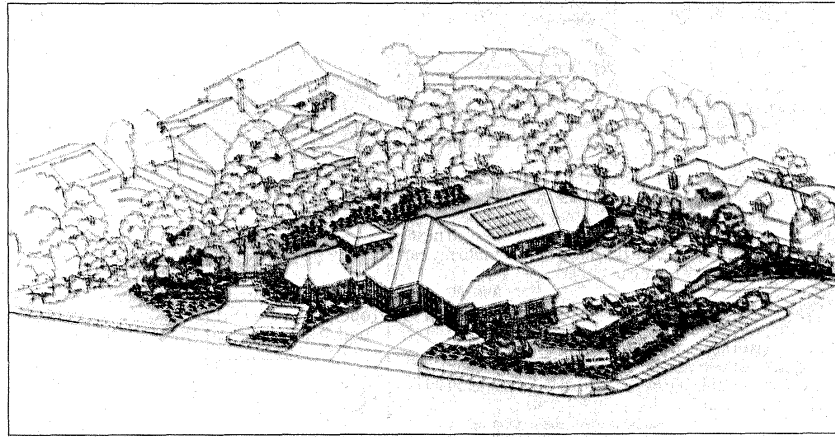
ALAMO — An eight-bedroom house with four full bathrooms with room for a flat-screen TV, three refrigerators, an outdoor barbecue pit and an exercise room isn't unheard of in Alamo.

But plans for the 9,000-square-foot place has some neighbors upset because it's not a house that is planned but a fire station.

The San Ramon Valley Fire Protection District is looking to replace Fire Station 32, which is old and small, with a new station at a new, busier location at Stone Valley Road and Miranda Avenue. The project awaits approval by Contra Costa County.

The plan has some neighbors upset because the new station — which would be built about one-third of a mile from the existing station — would be close to their homes.

"Would you like to buy your



SAN RAMON VALLEY FIRE DISTRICT AND ATI ARCHITECTS

An artist's rendering of the proposed Alamo firehouse at Stone Valley Road and Miranda Avenue.

dream home near a fire station? We did," neighbor Dan Haller said angrily.

He and other neighbors are also concerned about traffic and question the need to spend \$5 million for a station that averages two calls a day.

San Ramon Valley Fire Chief Richard Price said the proposed site is more centrally located than

the current site on Stone Valley Road at Austin Lane and is geologically safer. The district did consider building on the original site, Price said, but when the opportunity to purchase this land came up, the district took it.

As for the current firehouse, where six firefighters stay overnight: "It's just a house with a big garage," Price said. The kitchen

has a six-burner stove top, a 6-by-9-foot cooking island and room for three refrigerators. There's a place for a flat-screen TV, but Price said the district hasn't decided what TV will go in the firehouse.

Price said a more centrally located facility would overall help the 17,000 people who live in the com-

See FIREHOUSE, Page 22

Responses to Comment Letter 4

- 4-1 This comment regarding opposition for the project is noted and is part of the administrative record. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- 4-2 See response 2-3 concerning the necessity of a traffic study.
- 4-3 See response 2-4 concerning pedestrian safety and response 3-13 concerning emergency response calls using Miranda Avenue.
- 4-4 **Table 2** below shows the yard setback requirements for the R-20 Single Family Residential District and the project’s proposed setbacks. As shown in the table, the project would meet the Contra Costa Code setback and building height requirements. A residence that meets the R-20 zoning requirements would be permitted to be constructed on the property. The R-20 zoning requirements do not have a maximum building size, as long as the setback and height requirements listed in **Table 2** are met.

Table 2: Setback and Height Requirements

	R-20 Requirements	Proposed Project
Aggregate Side Yard Setback	At least 35 feet	70 feet
Front Yard Setback	At least 25 feet	25 feet
Rear Yard Setback	At least 15 feet	15 feet
Building Height	At most 35 feet	32.5 feet

Source: ATI Architects & Engineers, 2010. Contra Costa County Code Chapter 84-14.

- 4-5 This comment regarding opposition to the project is noted and is part of the administrative record. This comment will be considered by the County Zoning Administrator when making a decision about the project. See response 3-2 regarding the use of sirens on the project site during equipment testing and responding to emergency calls.
- 4-6 The relocation of the station 0.4 miles to the east will not substantially affect response times within the jurisdiction. The SRVFPD has taken this issue into consideration in selecting the project site and has concluded that it can maintain its response time goals in operating from this location.
- 4-7 This comment is noted and is part of the administrative record. It is not the purpose of a MND to evaluate or assess property values. This comment will be considered by the County Zoning Administrator when making a decision about the project.

- 4-8 This comment pertaining to the noticing of the development application to the surrounding community is noted and is part of the administrative record. It is not the purpose of a MND to evaluate noticing efforts. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- 4-9 This comment regarding opposition for the project is noted and is part of the administrative record. It is not the purpose of a MND to recommend project design elements. This comment will be considered by the County Zoning Administrator when making a decision about the project.

January 21, 2011

Contra Costa County
Department of Conservation and Development
Attn: Ruben Hernandez
651 Pine Street, 4th Floor, N.Wing
Martinez, CA 94553

I would like to request a one month extension of the comment period to the Notice of Public Review and Intent to Adopt a Proposed Mitigated Negative Declaration for the proposed San Ramon Valley Fire Department Fire Station #32. Residents received this Negative Declaration over the holiday break when many were out on vacation. Thus, several individuals did not have adequate time to review the Negative Declaration and comment.

Also, Alamo has a Municipal Advisory Council (MAC) that was set up to protect the residence of Alamo. This council was not given enough time to put this very important issue on the agenda and review the Negative Declaration. Thus, I would like to ask the county to extend the comment period one month to allow for additional comments on this very important topic within Alamo and for the topic to be addressed in a MAC meeting.

Thanks,

Dan Haller
Alamo Resident

5-1

CONTRA COSTA
2011 JAN 21 A 11:34
DEPARTMENT OF CONSERVATION
AND DEVELOPMENT

Responses to Comment Letter 5

5-1 The public comment period was extended by two weeks to Monday, February 7, 2011, for a total of 46 days.

CEQA Guidelines section 21091 (b) state that “if the...proposed mitigated negative declaration is submitted to the State Clearinghouse for review, the review period shall be at least 30 days...” The public comment period for the project exceeded the comment period required by law.

Ruben Hernandez
Department of Conservation and Development
Contra Costa County
651 Pine Street, 4th Floor, N. Wing
Martinez, CA 94553

DEPARTMENT OF CONSERVATION
AND DEVELOPMENT
2011 JUN 21 A 11:34
CONTRA COSTA

Dear Mr. Hernandez,

We are writing to express our concerns re: the fire station proposed to go in at the corner of Miranda and Stone Valley in Alamo. We live on Bolla Avenue, off Miranda.

We have serious concerns regarding a fire station being built in a residential neighborhood, close to a several schools (Stone Valley Middle School, The Mauzy School). The presence of the fire station at this corner would significantly impact traffic during school hours, and lead to a safety issue. The proposed "Keep Clear" zones, no right on a red, would lead to increased traffic flow problems. At present traffic is already very heavy during school hours. There is also a safety issue created by stop and go traffic. If emergency vehicles need to leave at the beginning or end of school, the potential for a driver to pull over in heavy traffic in response to the sirens and hit a child is real. Many children walk or bike on this street during school hours. (We have a daughter that walks home from Stone Valley Middle School on Miranda Avenue). Many older children also use Miranda to walk or bike up to Monte Vista High School. There is no continuous sidewalk on Miranda so children are forced to walk on the shoulder of the road. If the fire station does goes in there is ONLY a proposed sidewalk in front of the station.

6-1

6-2

6-3

You need to address the very real safety issues that the fire station will create.

Sincerely,

Cathy and Tom Harvill

Responses to Comment Letter 6

6-1 According to the Contra Costa Code (Chapter 84-14.1602 and Chapter 84-4.404), a publicly owned building or structure is permitted to be built in an R-20 Single Family Residential District upon approval of a land use permit. The County Zoning Administrator will consider whether to grant a land use permit as part of its deliberations on the project as a whole.

See response 2-4 concerning pedestrian safety, response 3-12 concerning the “keep clear zone” and response 2-3 concerning the necessity of a traffic study.

6-2 As described in the draft MND (see page 81), the project would include signal pre-emption which would allow vehicular traffic to safely clear the Miranda Avenue and Stone Valley Road intersection before emergency vehicles exit the station. This would prevent back-up along Miranda Avenue.

Additionally, the project would construct a 5-foot sidewalk along the project frontage on Miranda Avenue to further improve pedestrian safety (see response 2-4). As discussed in response 3-13, Miranda Avenue would not experience significantly more traffic trips with the new fire station than under existing conditions.

6-3 As described in the draft MND (see page 80), the project would extend the existing sidewalk along the project frontage to connect to the sidewalk along Stone Valley Road.

Ruben Hernandez
Department of Conservation and Development
Contra Costa County
651 Pine Street, 4th Floor, N.Wing
Martinez, CA 94553

CONTRA COSTA
2011 JAN 21 A 11: 34
DEPARTMENT OF CONSERVATION
AND DEVELOPMENT

Ruben,

I have read the Initial Study/Mitigated Negative Declaration Booklet provided by your office. I was frankly surprised at the ‘logic’ used to declare various items as less than significant value as well as the holes in the information. Clearly, they used only the information provided by the Fire District in many of their conclusions. The noise information that we gave you did not seem to be included at all.

In an effort to be as concise as possible, I will summarize the issues I see.

Aesthetics

It is stated that the proposed building is similar to residential-style architecture. It is twice the size of any home near within at least a mile. Having said that, the large 32.5 feet tower proposed does not in any way fit into the neighborhood. It also looks right into our backyards. It is more of a tribute to Coit Tower than a part of a residential neighborhood. The AIA sent you a letter in which this was one of the issues. The neighbors have all complained of this item. The communication tower is not notated or considered in this report. Nor are the abnormally high flagpoles that tower over the oak trees that will be visible from our neighborhood among others. This is not fitting into a residential neighborhood. I have not ever seen flagpoles that high in a business setting. They did not even consider these things in the report.

7-1

7-2

7-3

Air Quality

The report states, “The project would not generate objectionable odors during the operational period.” However it goes on to point out that during the construction, “the idling of diesel engines for an extended period of time could be considered an impact to the adjacent residences” and “diesel powered vehicles and equipment used on the site could create localized odors.” How can both be true? It doesn’t support basic logic. If a diesel engine dump truck would emit odors and pollutants, a diesel fire truck would as well.

7-4

The report does not take into consideration idling of fire engines in the yard of the station on an ongoing basis. It only factors the cars leaving and coming and the fire engines responding to emergencies, and building heating and cooling. It also does not take into account the fact that the engines come and go daily for things like trips to the grocery store. The smell of diesel coming into our back yard and the air pollution is not

7-5

considered during the operational period. The main focus seems to be the construction phase only. If you actually drive by the existing fire house 6 or so times a day like the parents that carpool kids, you would see that the service vehicles are in constant movement and are rarely in the same place for more than a couple hours at best. The generator was not factored into the air quality section either.

7-5, cont.

7-6

Biological Resources

California Red-Legged Frog: The bank of the shared creek on premise does not have a consistent steep bank on the north side of the creek contraire to the statement in the report. We know because it is our property. You can walk right down to the creek in places.

7-7

We do have a larger bird that does nest in one of the large-old oak trees in the creek area on our property. Whether it is a Cooper's Hawk, I cannot claim to know. I just know that the kids were very excited because it was nesting in our tree. I have included a photo of it we took in early spring 2009. We have two nests in our oak trees that are substantial and only completely visible when the leaves are fallen. I can photo those as well if you would like. I will also send the photo's on to the appropriate agencies.

7-8

The mitigation measure IV-5 mentioned prolonged construction noise as a potential issue for the nesting but does not take into account the ongoing noise of a fire station. For example: Fire Sirens at 120dB, back up alarms, testing equipment or the generator at 71dB at 100 feet away.

7-9

Per the report, the nine protected trees that could be subject to minor and sustainable impacts if the arborist's recommendations ARE followed. They provide or influence the habitat of the creek and also privacy for our properties. If they are damaged it dramatically changes our homes. Who is going to monitor that these recommendations are followed? Remember, trees on our property have been tagged as a part of this project.

7-10

Cultural Resources/Geology and Soils/ Land Use and Permitting

MITIGATION MEASURE VI-2 states: Prior to the issuance of building permits, the County Geologist shall ensure that the building plans maintain a minimum 50-foot setback from the creek.

7-11

The plans that sit before you today, are asking for a variance of that setback. "The dormitory portion of the main building would extend approximately 11 feet into the setback area." How can you both mitigate and approve?

The 100-year flood plain. Does the regulation stipulate that the building must be outside of the 100-year flood plain or that the finished floor of said building must be higher? It seems if the purpose is to avoid redirecting flood flows, the finished floor of the building

7-12

would be a mute point. The water hits the foundation of the building first not the inside of the building.

7-12, cont.

We are designated as Single-Family Residential- Low Density. I would argue that the project would introduce changes to access for all of Megan Court properties, if the county requires a “keep clear” on Miranda Avenue. If that is the case, Megan Court would need it’s own “keep clear” in order to exit towards Stone Valley during peak traffic times.

7-13

NOISE

I have attached the report that we received from a noise consultant outlining potential significant sources of noise originating from the proposed Fire Station 32. I have provided you that in the past already. The Fire Districts Noise Analysis that was prepared by Rosen, Goldberg, Der & Lewitz is incomplete. It takes very little of the actual day-to-day operations into account. It also gives just best case, which is not what you mitigate. You should mitigate to the worst case.

7-14

The General Plan is very specific in regards to noise allowed in our residential neighborhood. I know that you were provided this documentation already because I have seen copies of the letters and proof statements sent to you. It is very clear. An entity that brings in a generator that runs at 71dB at 100 feet and a siren that is at 120dB and back-up alarms which range from 87dB to 112dB is SIGNIFICANT. To say it does not have to be mitigated because you can average the sound out over a set time frame is plain negligent. Rain spread out over time can be less significant but when you have a major storm and were to get 40 % of annual rainfall overnight it can be very significant and if you don’t mitigate for it, CRITICALLY significant.

7-15

The existing noise environment the Fire District set out to establish is simply inconclusive and the accuracy could be argued. Is it a simple coincidence that the Alamo Station would average 4 calls in the Eastbound direction a week and they suddenly have 9 EASTBOUND total in the very 48 hours they put a sound receiver on our property? They left it for 48 hours up in one of our trees and then in another site only for 15 minutes. And really is it even relevant? Your introducing sounds twice the volume allowed in the General Plan for an existing residential R-20. If we had a party 3 days a week for 3 hours with a live rock band outside disturbing our neighbors, we could not argue to the police that if you averaged out the noise over the 7 days it would be under the residential decimal level allowed.

7-16

Further more, the noise study leaves out the fact that at the current projections, we would be exposed to 10 calls a week where we are only exposed to 4. This is more than double and is significant. The report says, “ Only those residences between the existing and proposed station would experience a slight change, from the current four passbys a week to a future condition of six a week”. This is not correct, we would experience a major change, (ALL calls) and it is significant because you cannot guarantee future usage. Once

7-17

the station is in, you will not be able to restrict the growth of staff or engines or amount of area serviced. That is all subject to change.

7-17, cont.

The report does mention that the residences in close proximity would be exposed to noise from testing equipment and the engines responding to calls. However, they do not put a dB to this or quantify it as a dB per occurrence. So how can they say conclusively that this is not a significant impact?

7-18

The comment, "Sirens would not typically be used when exiting the station since the new station would be located at a signal controlled intersection that would be retrofitted to allow for automatic preemption by emergency response vehicles" is subjective. Unless you are guaranteeing that they will not be allowed to use them then the noise produced is a factor. It needs to be considered against the General Plan. Because they think they might not use them is not reason to say it's not significant. When they do use them, it is significant.

7-19

Additionally if they do not have a KEEP CLEAR in front of the station, they will likely have to use them to get out onto the one lane (in each direction) road during peak times.

Policy 11-7 of the Contra Costa County General Plan states that the public projects shall be designed and constructed to minimize long-term noise impacts on existing residences. The project is NOT entirely consistent with this and if the consulting firm was consistent with the Policy 11-7, they would be mitigating such things as the back-up alarms on the vehicles, a sound proof room for the generator, reducing noise volumes within the yard by recommending sound absorbing materials on the inside of the perimeter "sound walls". They would actually be seeking a report that shows the dBs of the activities so that they can be mitigated. They would be putting measures in place to reduce the amount of time the engines are allowed to idle in the yards, procedures to reduce noise in daily operations, restrict the uses of the station and the growth. None of these things are in the mitigation recommendations. The noise report that I am attaching outlines some of the mitigation measures possible that have been ignored thus far.

7-20

Traffic

Page 80, part B: "There are no bus stops in the project vicinity." This is incorrect. There is a public bus stop DIRECTLY across the street from the property in question. It is very close to the intersection and not even on the end of the property. It is very visible to anyone who has driven on Stone Valley. It has small carve out for the bus to pull into so that it doesn't block traffic. It often has a couple middle school kids waiting by it to be picked up by parents or someone. I am happy to send you a picture if you like. Therefore, the conclusions they made based on a lack of bus stop needs to be revisited. The infrastructure is there for a bus stop.

7-21

"Miranda Ave has a separate eastbound left-turn lane (with a left-turn signal) and westbound right-turn lane."

7-22

This is actually partially factual. The road is a NARROW two-lane road, one going in each direction all the way up to the last 10 FEET of the intersection where it turns to separate lanes. It can hold one and a half car lengths each maybe, depending on the car. Where the engines would be exiting it is a one lane in each direction road with no place to go on the sides.

7-22, cont.

If a keep clear were implemented, as soon as 1, 2 maybe 3 cars needed to turn eastbound the westbound lane would be blocked. Since 90% of the cars go Westbound, this is an issue. . If the traffic study the Fire District provided was done when schools were open this might be a little clearer. This is the reason we would need a keep clear in front of our street as well so we could get out. This is significant. More studies need to be done by the Roads Department. It isn't as simple as a light change. This is impacting a great deal of the community living on the East Side or having children at Stone Valley Middle School or MV High School. Due diligence needs to be done by the county.

7-23

The fire engines will be crossing over a double yellow on Stone Valley to get into the proposed station and unless they have a turn lane, they will back up traffic in peak times through the intersection.

7-24

I understand that you are only looking for how many more cars are added but isn't the reason for that is to see if the project will negatively affect traffic flows? It may not create a large amount of new vehicles accessing the area but the necessary changes needed to access and leave the facility have the possibility to create major congestion during critical morning and afternoon hours. This impacts the community.

7-25

Finally, How you can justify making a non-profit entity like the YMCA do a full EIR for a Gymnasium and parking lot and let a public entity with pollution, toxic substances on-site, excessive noise -levels, double the General Plan standards, not have to adhere to the EIR guidelines set up to protect communities from these very things? I hope that you realize in this affluent community, this action would set the county up for potential legal action.

7-26

I know that Ruben you have worked hard to appear unbiased. You must know that sending your notice to only a few required by law, (not to the people who have been sitting in your office, writing you letters, asking to be notified) and to arrive on Christmas Eve did not help that already perceived view.

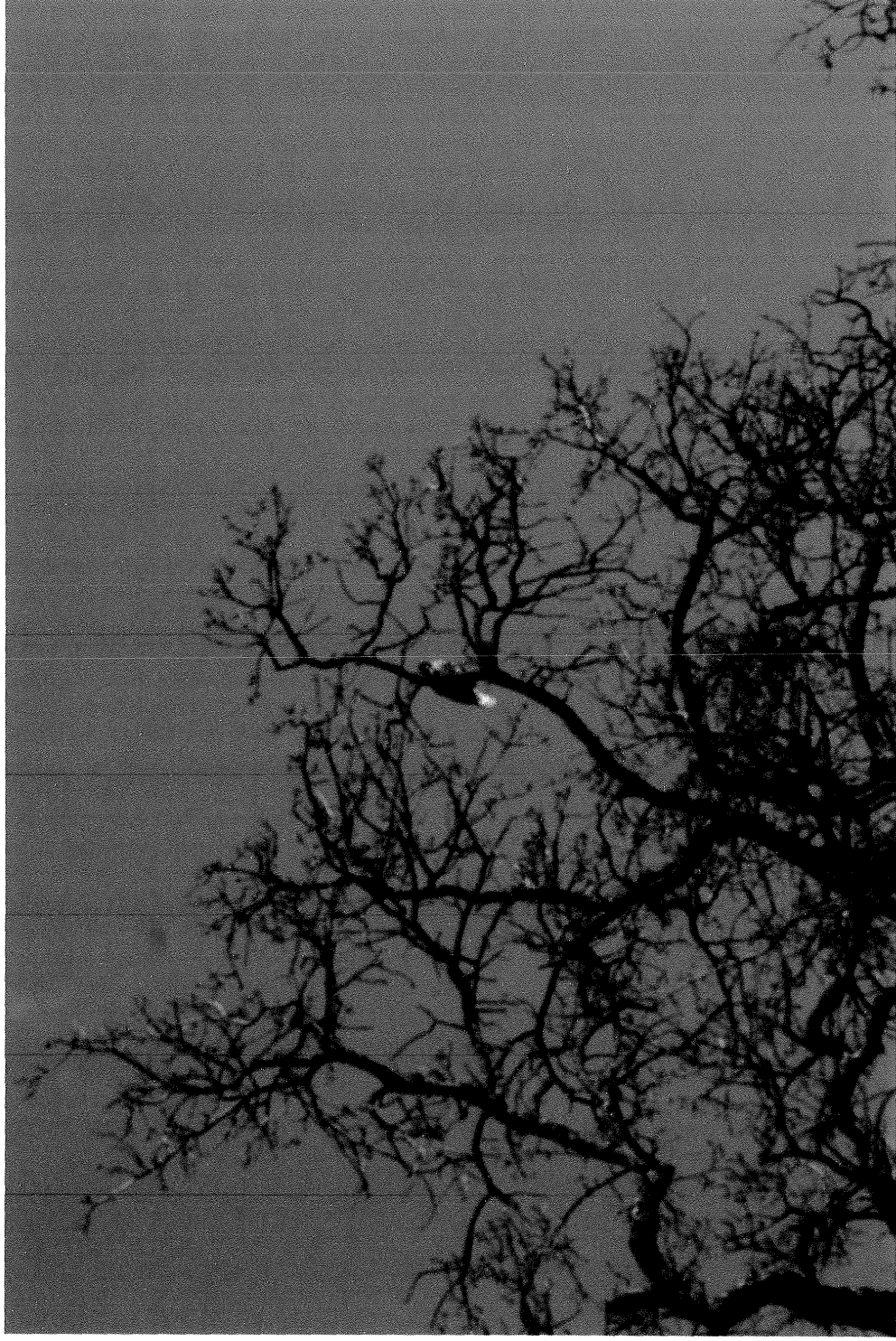
Sincerely,



Tiffany Haller

1-20-11

Picture of the Bird ~~nesting~~ (that nested) in our tree - Spring 109



We have two nests in the Oaks - Can't identify myself.

Responses to Comment Letter 7

- 7-1 Regarding the size of the structure, the project would be consistent with the zoning requirements for the R-20 Single Family Residential District. See response 4-4 for further discussion of this issue.
- The comment regarding the style of the architecture is noted. The MND discusses residential style in the context of materials such as slate roof and stone veneer that are commonly used in other residential homes in the vicinity. The proposed materials and treatments, including architectural components will be considered by the County Zoning Administrator and may be modified as part of the conditions of approval.
- 7-2 The 32.5 feet tower is an architectural component, and is consistent with the height restrictions for the R-20 Single Family Residential District (see response 4-4). The comment regarding the height of the tower is noted.
- The specific design details and elements of the project will be considered by the County Zoning Administrator and may be modified as part of the conditions of approval.
- 7-3 The project would not include a communication tower on the project site. Flag poles are exempt from the height requirements in the Contra Costa Code. Additionally, the existing and proposed perspective views in the draft MND (see Figure 6) are meant to render an approximation of the proposed views and are not meant for final design purposes.
- 7-4 Fire engines on the project site would idle in the equipment yard during the morning equipment checks at each 48-hour shift change. These equipment checks are generally performed between 8:00 AM and 9:00 AM. According to the SRVFPD, fire engines would idle for 5 to 10 minutes. Therefore, fire engines on the project site would not idle for an extended amount of time.
- Separate from operational issues, during construction vehicles used during the grading and subsequent construction phases could produce localized odors if allowed to idle for an extended amount of time on the project site. See page 26 of the draft MND for a discussion on odors during construction, and mitigation to reduce potential odors.
- 7-5 See response 7-4 regarding fire engine idling times. See response 3-11 regarding the air quality analysis in the draft MND related to the operation of the proposed fire station.
- 7-6 The comment regarding the emergency generator is noted. The air quality analysis is based on conservative assumptions and inputs and captures a worst case scenario. As noted in this final MND, emissions associated with operation of the fire station are well below any of the BAAQMD significance thresholds and would not result in a significant air quality impact.

Testing of the emergency back-up generator at the existing fire station occurs once a week for 20 minutes. The same procedures would apply at the new station. Testing of the generator in combination with the low level of emissions resulting from operation of the fire station would not materially change the total level of project emissions.

- 7-7 As described in the draft MND (see page 31), there are several factors in addition to the steepness of the creek banks that detract from the quality of the habitat for the California red-legged frog. The creek is perennial and likely supports predatory fish species and is bordered by residential development. Furthermore, the project includes mitigation (see **Mitigation Measure IV-1** through **IV-4**) that would reduce potential impacts to California red-legged frog to a less-than-significant level.
- 7-8 As described in the draft MND (see pages 32 and 33), **Mitigation Measure IV-5** would protect any active nests of Cooper's hawk or other bird species within 500 feet of the project site.
- 7-9 Operation of the fire station would result in a less-than-significant noise impact, while construction activities generally result in prolonged noise events. The potential for noisy construction activities to impact nesting birds is addressed in **Mitigation Measure IV-5**. Operational activities, such as sirens and equipment testing, may result in a single noisy event, but the noise would be short-term and would not disrupt nesting activities.
- 7-10 As described in Appendix C to the draft MND (see Tree & Root Zone Protection Guidelines), the contractor would review the project site with a qualified arborist to identify site limitations and review methods to retain trees. The text to **Mitigation Measure IV-8** in this final MND (see page 37) has been modified to be more specific regarding tree protection.

The Contra Costa County Zoning Administrator would be responsible for granting a tree removal permit and for ensuring that the arborist's recommendations included in **Mitigation Measure IV-8** are enforced. The Mitigation Monitoring and Reporting Program (MMRP) that would be adopted as part of project approval explains the timing and the responsible party for each mitigation measure. The MMRP is included as Chapter 4 of this Final MND.

The comment is noted regarding the tagged trees on the adjacent property. There are two trees directly to the east of the project site that could sustain impacts related to grading and construction. **Mitigation Measure IV-8** of this final MND would ensure that these trees would be protected. All other tagged trees on adjacent properties would not be impacted.

7-11 **Mitigation Measure VI-2** refers to the County General Plan Policy 8-89 which requires a 50-foot setback from the centerline of the creek. The text in the final MND (see page 44 of this final MND) has been revised. The mitigation measure is provided to ensure that an acceptable setback from the creek would be maintained if the project is approved.

As described in the draft MND (see page 36), the dormitory would extend 11 feet into the setback area pertaining to Subdivision Ordinance 914-14.012 (see Figure 3 in the draft MND). This ordinance requires a setback of approximately 30 feet from the top of bank (as opposed to the General Plan policy that requires a 50-foot setback from the centerline of the creek). The project is requesting an exception to the setback requirement set forth in Subdivision Ordinance 914-14.012.

7-12 The comment regarding the 100-year floodplain is noted. The MND, page 61 has been revised to clarify that no structures would be located within the 100-year flood zone as delineated in the FEMA Federal Insurance Rate Map dated June 16, 2009.

7-13 A “keep clear zone” has not been proposed as part of the project. As described in the draft MND (see page 81), the County *may* require a “keep clear zone” in front of the project site’s driveway for traffic safety reasons. This determination would be made during the project’s site improvement review stage. If the Department of Public Works determines that a “keep clear zone” is warranted at this time, then this element will be required. No “keep clean zone” would be required at Megan Court.

7-14 The comment regarding an independent noise study is noted and is part of the administrative record. See response 3-7 regarding the noise study prepared for the project.

7-15 See responses 1-8, 13-2, and 3-3 that address noise concerns related to emergency generators, fire engine sirens, and fire engine backup alarms, respectively. The draft MND conclusion that the project would not result in any significant noise impacts is still valid.

7-16 The comment disagreeing with the conclusions of the noise study is noted and is part of the administrative record. The project would result in a less-than-significant noise impact. See responses 1-8, 3-2, and 3-3 that address noise concerns related to emergency generators, fire engine sirens, and fire engine backup alarms, respectively.

7-17 As stated on page 1 of the draft MND, the proposed station would maintain the same operational features as the existing station and would utilize the equipment that is currently in use at the existing station. The comment regarding future usage and growth of the fire station is noted and is part of the administrative record.

- 7-18 On page 71 of the draft MND, noise level increases (Ldn) for residences near the project site due to the testing of equipment and emergency responses are quantified and shown in Table 7. The less-than-significant impact related to noise generated by emergency responses and equipment testing on the project site is also discussed on page 71 of the draft MND.
- 7-19 See response 3-2 regarding the use of sirens on the project site related to equipment testing and emergency response. Even if the fire truck sirens are used for every call, with an average rate of two emergency calls per day, this would not result in a substantial adverse change in the physical condition of the area and would not be considered a significant environmental impact.
- As stated on page 81 of the draft MND, the County Department of Public Works may require the use of a keep clear zone. Pre-emption of the traffic signal at Miranda Avenue and Stone Valley Road would allow emergency response vehicles to safely exit the station without the use of sirens. See response 4-6 for a detailed discussion on signal pre-emption.
- 7-20 The comment stating disagreement with the project's consistency with Policy 11-7 of the General Plan is noted and is part of the administrative record. Pages 69 and 71 of the draft MND discuss the project's consistency with Policy 11-7. Design features such as the incorporation of a noise barrier along the east property line and the siting of the building were incorporated into the design of the fire station to reduce noise levels beyond the site.
- 7-21 According to The County Connection, school route 623 stops on Stone Valley Road at Miranda Avenue, Monday through Friday, at 3 PM. The text on page 80 of the draft MND has been revised to include Route 623. However, as described in the Draft MND (see page 80), the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.
- 7-22 The comment regarding the width of Miranda Avenue is noted. The commenter is correct in noting the existing queue lengths at the intersection and that the engines would be exiting on to a two-lane section of the road. The pre-emption of the signal would allow the traffic on Miranda Avenue to be cleared and provide a safe entry point for emergency vehicles exiting the station.
- 7-23 Fire crews at the proposed project site would be able to control the traffic signal at Stone Valley Road and Miranda Avenue by using signal pre-emption. As described in the draft MND (see page 81), signal pre-emption would allow vehicles to completely clear the intersection of Miranda Avenue and Stone Valley Road before emergency vehicles exit the station. The signal pre-emption is controlled from the station building and would remain in place until all cars had cleared the intersection and the emergency vehicles had left the station.

This project does not warrant a traffic study (see response 2-3) because of the number of daily trips associated with the fire station. The Traffic Implications Memorandum prepared by ESA and found in Appendix J to the draft MND is not considered a full and complete traffic study. It is a memorandum presenting an initial evaluation of potential impacts associated with the relocation of the fire station.

- 7-24 All property owners along Stone Valley Road are required to cross a double yellow line when turning into their driveways from the eastbound direction. The project would not alter this existing condition along Stone Valley Road.
- 7-25 Please see response 7-23 for discussion of signal pre-emption. The project would not create major congestion as suggested by the commenter. Indeed, the signal pre-emption would provide an efficient way to allow for egress of vehicles from Miranda Avenue.
- 7-26 A mitigated negative declaration (MND) may be prepared for a project if any potentially significant impacts can be reduced to a less-than-significant level through the implementation of mitigation measures. An Environmental Impact Report (EIR) is required for projects that would have a significant and unavoidable impact on the physical environment. This comment is noted and is a part of the administrative record. It is not the purpose of a MND to recommend approval of a project. The County Zoning Administrator will consider this comment when making a decision about the project.

February 4, 2011

Ruben Hernandez
Senior Planner
Community Development Department
651 Pine Street
2nd Floor – North Wing
Martinez, CA 94553-1229

TERESA COSTA
2011 FEB -4 PM 12: 50
REGISTRATION & PERMIT CENTER

Re: Initial Study/Mitigated Negative Declaration
San Ramon Valley Fire Protection District Fire Station #32
County File #LP09-2026

Dear Mr. Hernandez:

Thank you for the opportunity to comment on this document. Upon reading it, I have quite a few concerns with the study itself and am left with many unanswered questions. As I stated at the MAC meeting on February 1, 2011 I am concerned that there are eleven of eighteen factors that require mitigation.

I will address these concerns by citing each of the checklist items by page and/or letter when applicable. The wording in bold quotes the document. Where I ask questions or comments as signified by the "►", it means that I feel the information is unclear or insufficiently explained. I may underline a question or statement where I am concerned there may be legal and/or liability ramifications. I will also be adding comments that are not necessarily related to this document but I believe are pertinent to this project. For the most part, I am not addressing concerns that I have heard others will be bringing to your attention, most probably with more insight and documentation than me. When I use the initials "SRVFPD", this may mean (but not limited to) any of the following: Chief Richard Price, Assistant Chief Steve Hart, members of the Fire District Board of Directors, Fire District personnel, those who have spoken at meetings as representatives of the District, architects and/or other entities hired by the San Ramon Valley Fire Prevention District.

PROJECT DESCRIPTION

p. 4

- **The project requests an exception to the creek structure setback requirement.** | 8-1
- The project will require grading to lower the existing site so there will be less soil to hold any rainfall. Regardless of the report, I am concerned that moving the required setback limits will cause harm to the creek structure.
- **The apparatus bay would provide enclosed parking for four fire suppression vehicles, and 10 employee parking spaces...** | 8-2
- Does the existing station on Stone Valley Road already have four fire suppression vehicles and 10 employees on site each shift? The SRVFPD communicated in public meetings that they would not be adding any more vehicles or employees.

I. Aesthetics

► I have concerns about the aesthetics of this project which are not mentioned in this study. The plans show a high tower, three high flag poles (there is only one at the existing station), no communication tower.

8-3

p. 13

- **d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

► This is the second busiest intersection in Alamo. It is one of the most heavily traveled roads by young drivers. To add an adverse light or glare on a heavily traveled road could be disastrous.

8-4

p. 14

- **Referencing Figure 6 on p. 17**

► The bottom "Proposed view along Miranda Avenue" is not accurate. When I first saw these renderings last year, I asked the Fire District if they were looking to purchase, going to purchase, or had already purchased any more property on Miranda or Stone Valley Road. I was told that they had no plans to do so. At an AIA meeting last year, I then asked the Fire District if they stood by these drawings. I was told that they did. Figure 6 is not an accurate depiction of the view across the street from the proposed site. The two houses located directly across the street are nowhere in sight and a lone, graceful, open tree has been put in their place. This makes it appear as if the Board and Care home and a personal residence do not exist and the property for the new station is not as close as it is to inhabitants. The Fire District representatives were in attendance yet they knowingly chose to allow these renderings to be given for this study even after participating in a discussion regarding the misrepresentation.

8-5

III. Air Quality

p. 23

- **b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? Footnote 3**

► Does the answer to this question take into account the number of trips taken to and from Safeway and other unwork-related trips taken by the vehicles or is it based solely on the number derived from the SRVFPD's *Standards of Cover*?

8-6

p. 24

- **d) Expose sensitive receptors to substantial pollutant concentrations?**
Construction activities, however, would result in localized emissions of dust and diesel exhaust that could result in temporary impacts to the adjacent single-family residential development.
Nearby single-family residences could be adversely affected by dust generated during construction activities.

p. 25

Although grading and construction activities would be temporary, they would have the potential to cause both nuisance and health air quality impacts. Particulate matter (PM₁₀) is the pollutant of greatest concern associated with dust from

construction activities, and if uncontrolled, PM₁₀ downwind of actively disturbed areas could possibly exceed state standards.

► There are children on Megan Court and a Board and Care home directly across on Miranda. What exactly are they supposed to do to ensure they remain healthy? Will the residents have to choose between staying inside or possibly having their health affected by going outside? Will they have to keep their doors and windows closed during construction?

8-7

IV. Biological Resources

p. 30

- **Special-Status Plant Species**

The Pacific Biology site visit was conducted outside of the blooming period of most plant species and it was not possible to identify all potential plant species that might be present.

► Unacceptable. This must be undertaken to accurately determine what species will be affected.

8-8

p. 33

- **Mitigation Measure IV-6: A focused survey shall be conducted by a qualified bat biologist to determine if an active bat roost of a special-status species is present in the onsite house. The survey shall be conducted during the breeding season of native bats species in California (generally from April 1 through August 31).**

► How can this be done if, as noted on p. 6, **Construction of the project would begin as early as April 2011?** The construction cannot be begun before the survey is conducted.

8-9

p. 34

- **d) Interfere substantially with the movement of any native resident ...**

► Why is there no mention of deer? Deer roam freely along this area and can be seen very often in the morning, evenings, and nighttime. Will the greenscreen panels hinder them?

8-10

p. 35 & 36

- **Creek Setback**

► I believe others have provided documentation regarding the dynamics of this question but asking for an exception to a crucial area must be scrutinized. Would private citizens be granted the same leeway as the SRVFPD?

8-11

V. Cultural Resources

► Three out of four significant unless mitigated items is hefty.

p. 40

- **d) Disturb any human remains, including those interred outside of formal cemeteries.**

The CHRIS records search found a moderate likelihood for Native American archaeological resources, which would include buried human remains within the project area.

► While it is hard to comment on the unknown, a moderate likelihood is substantial. Once again the SRVFPD has purchased a property (the other being the Hemme Ave. piece) that may be unsuitable for their project. It is well known that burial sites often rest near water.

8-12

VI. Geology and Soils

p. 44

- **Would the project result in substantial soil erosion or the loss of topsoil?**
- ▶ Is the reduction in height by removal of 10-12 feet of soil taken into consideration here?

8-13

p. 45

- **Be located on expansive soil, as defined in table 18-1b of the Uniform Building Code (1994), creating substantial risks to life or property?**
- ▶ Were the findings based on the soil 10-12 feet under the existing height? Will the SRVFPD be liable for any flooding/damage that may caused by the removal of this soil?

8-14

VII. Greenhouse Gas Emissions

p. 49

- **b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**
- ▶ Has the SRVFPD provided any plans for solar panels, the use of low VOC paint, "cool roof" systems or coatings, or other environmentally friendly items? Will the tower require an extra amount of heating and air conditioning?

8-15

VIII. Hazards and Hazardous Materials

p. 52

- **Contra Costa County General Plan Policies Related to Hazardous Materials**
10-62: Storage of hazardous materials and wastes shall be strictly regulated.
10-63: Secondary containment and periodic examination shall be required for all storage of toxic materials.
- ▶ There has been much speculation about exactly how fuels and other dangerous materials are to be contained. Some sources cite a need for a canopy over certain areas and others cite the proximity of dangerous materials to ignition sources (i.e., electric gates/fences). This needs to be clarified.

8-16

IX. Hydrology and Water Quality

p. 56

- **c) Substantially alter the existing drainage patterns...in a manner which would result in substantial erosion or siltation on or off-site?**
- **d) Substantially alter the existing drainage pattern...or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?**
- **e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off?**

► I again refer to the removal of 10-12 feet of soil. Has this been taken into consideration?
Will the SRVFPD be liable for any flooding/damage that may be caused by the removal of this soil? | 8-17

• **g) Place housing within a 100-year flood hazard area...**
► With recent changes to global climate, caution must be exercised. | 8-18

X. Land Use and Planning

p. 62

• **b) Conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**
► While I do not have the specific citation, I believe the Contra Costa County General Plan does not allow land to be used where it will result in the lowering of revenue. Not only would this property (if permitted to be built as a fire station) not be generating tax revenue, it will assuredly result in lowering of surrounding property values resulting in less tax revenue. | 8-19

XII. Noise

► The exact decibel levels of the HVAC unit(s), sirens, and doors must be determined. | 8-20

p. 71

• **d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**
► What exactly are the neighbors to do during construction periods and when sirens are going off during the middle of the night? | 8-21

► Sound walls are not an answer; they only serve to project noise up and over. I have lived in Alamo nearly 50 years and the sound changed substantially when the soundwalls were erected for 680. I can now hear traffic and BART through double-paned windows. | 8-22

► If a neighbor was to make too much noise, because Alamo is not a city but relies on county regulations, the public would have the right to call the Sheriff's Office to report disturbances of the peace. Will the neighbors of a fire station at the proposed new site be able to do the same thing or is the SRVFPD exempt? | 8-23

XIII. Population and Housing

p. 73

• **Footnotes 12 – 14**
► Blackhawk is a gated community while only very small portions of Alamo are gated. Most people probably live or moved to Alamo for its rural nature. To use statistics from Blackhawk for Alamo is not equitable. | 8-24

XIV. Public Services

p. 76

- **Fire protection impacts?**

The project includes a retrofitted traffic light at the Miranda Avenue and Stone Valley Road intersection that would have automatic pre-emption, which would allow fire engines and ambulances to have the right-of-way and to be able to turn onto Miranda Avenue and Stone Valley Road without potential traffic safety hazards. This project feature would improve safety for pedestrians and motorists near the site during emergency response and is an improvement over the existing station. Therefore, the project would have a beneficial effect on the fire protection services in the area. No mitigation is required.

▶ The use of a retrofitted light is admirable. How exactly will this work? I personally witnessed an instance at the existing station where the light was not turned on and a fire truck with lights flashing pulled right out in front of me causing me to slam on my brakes. I know of two other instances where this has happened to other people.

8-25

▶ Whether or not another “warning” light will be installed further down on Miranda or whether there will be a “keep clear” zone has been asked repeatedly and given conflicting and vague answers by the SRVFPD. Clarification on this issue is vital.

8-26

▶ Vehicles unable to stop or clear out of the way of exiting fire vehicles *particularly during school drop/pick up hours* present a large obstacle to response times and potential new accidents in front of a station located at the corner of Miranda Avenue and Stone Valley Road. If a fire vehicle from the existing station would respond to a call via Miranda Avenue especially during school drop off/pick up hours, traffic on Miranda could move over in a safer manner because they would have more time to hear the vehicles as they approached. If responding from the proposed station during these times, they would have to move over much quicker and have less time to get into a safe location. As many children walk or bike down Miranda, there is not a lot of room for vehicles to move over quickly for ultimate pedestrian safety. For calls west of the proposed station especially during school drop off and pick up times, there may be a response delay for fire vehicles to head westbound on Stone Valley Road as traffic can back up from beyond Round Hill all the way down Stone Valley Road to the southbound freeway entrance and Danville Blvd. The existing station is closer to the freeway and the west side of Alamo.

8-27

▶ There is a paved walkway across the street from the existing fire station that is used for pedestrians to walk along Stone Valley Road; I have never seen anyone walk directly in front of the existing station. Due to the location of schools and the use of their sports fields, any walkways on Miranda Avenue in front of the proposed station would probably see more use.

8-28

XVI. Transportation and Traffic

p. 79

- **Project Setting**

Information in this section was drawn from a memorandum prepared by ESA, entitled *Traffic Implications of the Proposed Relocation Fire Station 32 (Alamo) by the San Ramon Valley Fire Protection District, September 2009.*

▶ A request was made at a public meeting that any traffic studies be conducted while school in the SRV Unified School District was in session as traffic revolving around Stone Valley Middle School, Mauzy School, and Monte Vista High School impacts this intersection. While the

8-29

memorandum may have been “prepared” in September 2009, the only study that I am aware of was done in August 2009 when school was NOT in session. If a second study had to be done, it would be an unnecessary expense to the taxpayers as the SRVFPD was apprised of possible complications during school drop off/pick up times and claimed in public meetings that they knew what they were doing when constructing new stations.

8-29, cont.

► The proposed station will have more traffic to contend with than the existing station. The existing station does not have to take into account the traffic that turns right from Stone Valley Road onto Miranda Avenue or the traffic that turns left from Miranda Avenue onto Stone Valley Road.

8-30

► Will the flow of traffic on Miranda Avenue be affected by the “keep clear” area and how the stop light will work?

8-31

p. 79

- **d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

► I refer back to my earlier comment regarding clarification on lights and keep clear zones. There is the additional question of what will become of the right turn lane from westbound Stone Valley Road onto Miranda Ave. Any fire/fire personnel vehicle will need to cross the line designating the right turn lane which may be illegal. If that lane would need to be eliminated, it will cause an incredible back up on Stone Valley Road especially during school beginning and end times.

8-32

- **e) Result in inadequate emergency access?**

► I refer back to my earlier comment regarding clarification on lights and keep clear zones.

p.80

- **b) Conflict...**

There are no bus stops in the project vicinity. Therefore, the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system or an applicable congestion management program and the impact would be less than significant. No mitigation is required.

► I refer you to the County Connection School Routes for Danville/San Ramon route 623 for school days. This route begins at Alamo Plaza and continues down Stone Valley Road. There is a bus stop located directly across the street from the proposed site. Riders would use the intersection crossing Miranda Avenue and Stone Valley Road adjacent to where the SRVFPD vehicles would be exiting the proposed station and heading onto Stone Valley Road for any calls not heading north on Miranda.

8-33

XVII. Utilities and Service Systems

p. 85

- **b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
Significant unless Mitigation Incorporated. The CCCSD assumes that a fire station generates wastewater comparable to the average single-family residence of 225 gallons of wastewater per day (gpd.)**

► I am confused as to how this can be possible. Single-family residences usually have less numbers of occupants, bedrooms or bathrooms as this proposed station would have. I believe

8-34

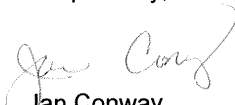
this plan shows multiple washing machines which also differs from single-family residences. | 8-34, cont.
 ► Vehicle washing would be mandatory for the SRVFPD vehicles while single-family residences |
 could decline to wash their vehicles at home or take them elsewhere for cleaning. | 8-35

Some of the other concerns I have that were not referenced in the document include:

- Diminished quality of life for those living in the area surrounding the proposed new station | 8-36
- Neighborhoods and dwellings were established on the basis of the existing land use on the |
 corner of Stone Valley Road and Miranda Avenue. People chose to live there knowing the | 8-37
 property was zones residential and that the Fire Station was located down the road.
- Possible interruption of cell phone or other communication devices in the area | 8-38
- Recycling of materials from the existing buildings on the property | 8-39
- Violations of the State Fire Code and OSHA regulations. (I have heard, but have not |
 personally investigated, that the Blackhawk Fire Station may have been built in violation of | 8-40
 regulations.)
- Cost of relocating utilities, i.e., electrical boxes and poles | 8-41
- The SRVFPD's failure to attend public meetings where this issue is on the agenda. |
 Without their attendance there is no open dialog with the public regarding questions and | 8-42
 concerns.
- There is a financial crisis at this time. This is not the time to place additional financial |
 burdens on the public. |
 - Where is all the money coming from to fund this project?
 - The cost to the pubic to build a new station when an existing station is less than |
 half a mile away
 - How much will the increased costs be for heating and air conditioning for a much | 8-43
 larger station?
 - How much will the increased costs be for landscaping and maintenance?
 - Will the proposed new station be generating any of their own power supply?
 - The luxury of the project (weight room, separate bedrooms, one bathroom for
 every two bedrooms, etc.) during the financial crisis we are currently in

Again, thank you for your time and the opportunity to express my comments and concerns.

Respectfully,


 Jan Conway
 325 David Drive
 Alamo, CA 94507
 (925) 837-2785

Responses to Comment Letter 8

- 8-1 As described in the draft MND (see page 59), **Mitigation Measure IX-1** would require the Final Storm Water Control Plan to include measures to capture stormwater. The grades adjacent to the creek would remain relatively unchanged, aside from a bio-swale which would retain stormwater. No additional soil would be removed from the area adjacent to the creek bank.
- 8-2 As described in the draft MND (see page 1), the new station maintains the same operational features as the existing station. The new station would utilize equipment currently in use at the existing station and would maintain six personnel working 48-hour shifts. No new employees or equipment would be added to the new station. (The commenter erroneously asserts that there are 10 employees on site during each shift.)
- 8-3 This comment is noted and is part of the administrative record. The fire district is not proposing a communication tower. Flag poles are exempt from the height requirements in the Contra Costa Code. The proposed elevations and the existing and proposed perspective views in the draft MND (see Figure 5 and Figure 6) are meant to render an approximation of the proposed views and are not meant for final design purposes. The proposed materials and treatments, including architectural components will be considered by the County Zoning Administrator and may be modified as part of the conditions of approval.
- 8-4 As described in the draft MND (see page 18), **Mitigation Measure I-1** would require the exterior lighting and window treatments on the fire station building and associated parking areas to be designed to minimize glare and light spillover to adjacent properties. This mitigation would also require light fixtures to be down casting and low mounted to reduce light trespass and glazing window treatments to minimize the intensity of daytime glare. The project would not affect the safety of drivers on Stone Valley Road.
- 8-5 The comment is noted. The proposed view along Miranda does not maintain the mature landscaping present along this stretch of roadway.
- Figure 6 has been amended to include a note adjacent to the “Proposed view along Miranda Avenue” explaining that the landscaping in the foreground has been altered to provide a clear perspective of the frontage of the project site.
- 8-6 See response 3-11 which provides an explanation of the air quality analysis in the draft MND related to the operation of the proposed fire station.
- 8-7 Construction-period emissions are addressed through the inclusion of construction control measures provided by the Bay Area Air Quality Management District. Inclusion of these measures would ensure that potential impacts are reduced to a less-than-significant level.

- 8-8 As described in the draft MND (see page 30), the site visit conducted by Pacific Biology focused on evaluating the suitability of the onsite habitats to support special-status plant species occurring in the project region. Based on this evaluation, no special-status plant species are expected to occur in the construction area.
- 8-9 If demolition of the house on the project site would occur during the breeding season of native bat species (generally from April 1 through August 31), then **Mitigation Measure IV-6** would require a survey to determine if an active bat roost of a special-status species is present in the onsite house. As stated in the draft MND (see page 34), this mitigation measure would ensure that the existing house would be inspected for active bat roosts *prior* to demolition.
- 8-10 As described in the draft MND (see page 35), the project would not create a barrier to any wildlife movement within Stone Valley Creek, which is a potential wildlife movement corridor. Additionally, deer are not considered special-status species; like other common species they are not called out specifically in the MND.
- 8-11 Any property owner is allowed to request a setback exception. The Contra Costa County Zoning Administrator makes decisions about whether to grant a setback exception on a case-by-case basis.
- 8-12 As described in the draft MND (see page 40), the California Historical Resources Information System (CHRIS) records search did not find evidence of any recorded cultural resources on the project site, although there is a moderate likelihood for Native American archaeological resources, including buried human remains, within the project area. **Mitigation Measures V-3 and V-4** address the impacts related to potential discovery of human remains on the project site. These mitigation measures are in compliance with regulations governing the disposition of Native American remains, set forth by the State of California and administered by the Native American Heritage Commission (Public Resources Code Section 5097).
- 8-13 Yes, the project's grading plan forms a basis for the analysis found in the Geotechnical Exploration prepared by ENGEO (see Appendix E of the draft MND). The grading plan includes the proposed rebalancing of cut and fill. Information in the draft MND was drawn from this Geotechnical Exploration.
- 8-14 The project structures would be located outside the 100-year flood zone and would not be susceptible to damage during a 100-year flood. The proposed grading is taken into account in assessing compliance with the 100-year flood zone. Assessing or determining liabilities is not within the scope of CEQA.
- 8-15 The project includes up to 24 photovoltaic panels on the roof of the fire station.
- 8-16 As described in the draft MND (see pages 52 and 53), the fueling station and the propane tank would be above ground storage tanks (ASTs) and would be

located south of the equipment yard. **Mitigation Measure VIII-1** requires the project to prepare an AST Spill Prevention Control and Countermeasure (SPCC) plan in accordance with California Health and Safety Code Chapter 6.67. Prior to the issuance of building permits, the Hazardous Material Program of Contra Costa Health Services would review and approve the AST SPCC plan. The project would also prepare a Hazardous Material Business Plan (see **Mitigation Measure VIII-2**) which would describe proper handling, storage, and disposal techniques in compliance with federal, state, and county regulations.

- 8-17 The draft MND was prepared based on the project's grading plans, which include the proposed rebalancing of cut and fill. The grades adjacent to the creek would remain relatively unchanged, aside from a bio-swale which would retain stormwater. No additional soil would be removed from the area adjacent to the creek bank. Assessing or determining liabilities is not within the scope of CEQA.
- 8-18 This comment pertaining to global climate change is noted. The project complies with all existing regulations pertaining to the 100-year flood zone.
- 8-19 This comment is noted and is part of the administrative record. It is not the purpose of a MND to evaluate or assess property values. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- 8-20 See response 3-2 regarding the noise study and the use of sirens on the project site related to emergency response.
- 8-21 See response 3-2 regarding the construction activities and the use of sirens on the project site related to emergency response.
- 8-22 This comment pertaining to existing noise and sound walls in Alamo is noted and part of the administrative record. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- 8-23 The Contra Costa County Municipal Code does not have a noise ordinance regulating the use of emergency sirens. Similarly, the Contra Costa Sheriff Department does not regulate sirens of emergency responders.
- 8-24 As described in the draft MND (see page 73), the Association of Bay Area Governments (ABAG) provides growth projections for the Alamo-Blackhawk region; ABAG does not provide growth projections for Alamo separately. These data are used for background and setting purposes only and do not affect the population growth analysis as the project would not result in any population growth.
- 8-25 Fire crews at the proposed project site would be able to control the traffic signal at Stone Valley Road and Miranda Avenue by using signal pre-emption. As described in the draft MND (see page 81), signal pre-emption would allow

vehicles to clear the intersection of Miranda Avenue and Stone Valley Road before emergency vehicles exit the station. Fire crews would be able to exit the station without delay during emergency calls.

8-26 A “keep clear zone” has not been proposed as part of the project. As described in the draft MND (see page 81), the County *may* require a “keep clear zone” in front of the project site’s driveway for traffic safety reasons. This determination would be made during the project’s site improvement review stage. If the Department of Public Works determines that a “keep clear zone” is warranted at this time, then this element will be required. No “keep clean zone” would be required at Megan Court.

The project would not include a “warning” light on Miranda Avenue, north of the project site.

8-27 The relocation of the fire station would not change the direction or route of emergency responses, just the point of departure. The average of 1.5 calls per day does not represent a significant increase in the number of trips on Miranda Avenue.

As described in the draft MND (see page 80), Contra Costa County improved Miranda Avenue to provide striped bicycle lanes on both sides of the street. Additionally, as shown in Figure 2 in the MND, the project would improve pedestrian safety by creating a 5-foot sidewalk along the project frontage from Stone Valley Creek to Stone Valley Road.

Signal pre-emption is discussed above in response 8-25.

Additionally, although the fire station would be located 0.4 miles farther from Interstate 680, it would be located closer to incidents to the east of the project site. The effect of relocating the station is not significant to the volume of traffic or safety on Stone Valley Road.

8-28 This comment regarding the sidewalk along the project frontage on Miranda Avenue is noted and is part of the administrative record. This comment will be considered by the County Zoning Administrator when making a decision about the project.

8-29 See response 2-3 regarding the necessity of a traffic study. As a traffic study is not required for this project, a second traffic study will not be conducted.

8-30 As described in the draft MND (see page 81), the project would include a signal pre-emption which would allow vehicles to clear the intersection of Miranda Avenue and Stone Valley Road before emergency vehicles exit the fire station.

8-31 See response 8-26 regarding the “keep clear zone.” The signal pre-emption would be controlled from inside the fire station and would be activated when the fire station receives an emergency call. Vehicles on Miranda Avenue would

get a green light, allowing them to clear the intersection of Miranda Avenue and Stone Valley Road. The light would stay green until the fire engines and ambulances left the fire station and cleared the intersection. This would minimize potential traffic safety hazards when the emergency vehicles turn onto Miranda Avenue.

- 8-32 See response 8-31. The meaning of the comment is unclear. The project would not include any modifications to Stone Valley Road and the westbound right-turn lane would not be altered or eliminated.
- 8-33 The commenter is correct. According to The County Connection, school route 623 stops on Stone Valley Road at Miranda Avenue, Monday through Friday, at 3 PM. The text on page 80 of the draft MND has been revised to include Route 623. However, as described in the Draft MND (see page 80), the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.
- 8-34 The Central Contra Costa Sanitary District (CCCSD) was contacted during preparation of the draft MND. The wastewater information provided by CCCSD was incorporated into the draft MND analysis. CCCSD stated that they use the assumption that a fire station generates wastewater comparable to an average single-family residence. Therefore, the wastewater analysis of the draft MND is consistent with the assumptions used by CCCSD and the CCCSD requirements. Additionally, the project applicant would be required to pay CCCSD fees for future improvements to downstream sewer system facilities. **Mitigation Measure XVII-1** of the draft MND would require payment of these fees prior to the issuance of building permits.
- 8-35 See response 8-34 concerning the wastewater analysis of the draft MND.
- 8-36 This comment related to quality of life is noted and part of the administrative record. The comment will be considered by the County Zoning Administrator when making a decision about the project.
- 8-37 According to the Contra Costa Code (Chapter 84-14.1602 and Chapter 84-4.404), a publicly owned building or structure is permitted to be built in an R-20 Single Family Residential District upon approval of a land use permit. The County Zoning Administrator will consider whether to grant a land use permit as part of its deliberations on the project as a whole.
- 8-38 The project would not include a communications tower or any other element that could interrupt cell phone or other communication devices in the project area. This comment is noted and is part of the administrative record.
- 8-39 The Fire District will be required to comply with the County's debris recovery program which will require the building contractor to identify how debris from the demolition of the existing building and from the construction of the new building will be recycled (Chapter 418-14, County Ord.).

- 8-40 As described in the draft MND (see pages 53 and 54), **Mitigation Measure VIII-3** would require the SRVFPD to ensure that U.S. Occupational Safety and Health Administration (OSHA) regulations and measures are implemented during the demolition phase of project construction. Additionally, the project would be required, by law, to comply with the California Code of Regulations (CCR), Title 24, also known as the California Building Standards Code. Part 9 of Title 24 is the California Fire Code. As compliance with Title 24 is mandatory, this MND does not include failure to comply with Title 24 as a potential impact.
- 8-41 This comment is noted and is part of the administrative record. It is not the purpose of a MND to evaluate or assess the cost of relocating utilities.
- 8-42 This comment regarding SRVFPD's attendance record at public meetings is noted and is part of the administrative record. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- 8-43 This comment is noted and is part of the administrative record. It is not the purpose of an MND to evaluate or assess on the costs or design of a project. This comment will be considered by the County Zoning Administrator when making a decision about the project. The project would not generate any of its own power supply, but, as stated in the draft MND, would have an emergency generator that would only be used in the event of a power outage (see page 52).

ALAMO IMPROVEMENT ASSOCIATION FOR FINE COUNTRY LIVING

P.O BOX 156 . ALAMO, CALIFORNIA 94507

FEBRUARY 5, 2011

BY FAX TO 335-1222
Community Development Dept.
651 Pine Street, 4th Floor, N. Wing
Martinez, CA. 94533

Attn: Ruben Hernandez
Re: LP 09-2026
Site: 2100 Stone Valley Road

Dear Ruben:

AIA has completed its review of the Mitigated Negative Declaration for this project.

Our comments are attached to this letter.

A summary of several important points follow:

Emergency Response Time: Locating the project (whose purpose is tied to emergency response) in the existing traffic environment of the area (long backups on Miranda at school drop-off/pick-up hours, often in both directions) has a potential impact on emergency response time. Impact to response time is a Public Services impact, not a Traffic impact, and so that commentary should be directed to the Public Services section of the Negative Dec.

9-1

The Public Services issue in placing the project within the traffic conditions in the area is a potential fire protection (response time) impact under Public Services. The Neg Dec's only support for its determination that the impact is less than significant is the statement in the traffic appendix that the "traffic volumes (including school-generated traffic) on roads adjacent to the fire station do not present constraints that are out of the ordinary for fire stations in general". The explanation is merely a vague general assertion, unsupported by any real information. A more specific explanation is required for why this would not be a problem and how exactly responding through these backups would be handled. Failing some reasonable explanation, the impact should be assessed as Significant or, if mitigation can alleviate the problem, Significant-unless-mitigation-incorporated and the mitigation specified.

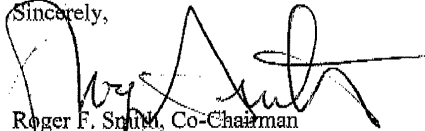
9-2

CEQA considers Aesthetic impacts to be those that impact an identified scenic resource (like a scenic ridge or scenic roadway corridor) or degrade the visual qualities of the existing site itself. After considering this further, the potential for the architectural design of the building, signage, etc. to impact the residential character of the area could be considered an aesthetic impact under this CEQA checklist, if it were argued that alteration of the residential character of an established residential area has the effect of "degrade[ing] the existing visual character of the site and its surroundings."

For the Aesthetics issue, the failure of the Neg Dec to respond to submitted evidence that the utility complex might have to be modified in potentially very unsightly ways at a late stage during construction means that there is an potential aesthetic impact that cannot, without examination of the issue now, be reasonably ruled out and whose mitigations may either be undesirable impacts in themselves (increasing the height and/or extent of the screening perimeter wall to screen a taller or more expansive utility complex) or may not exist at all (e.g. a fueling area canopy).

9-3

Sincerely,



Roger F. Smith, Co-Chairman
Planning Committee

cc: AIA Secretary

David Bowlby, Alamo MAC Chairman

Karen Basting, Chief of Staff, Supervisor Mary Piepho's office

FAX (925) 820-6627

**San Ramon Valley Fire District
Fire Station # 32
County File # LP 09-2026**

AIA Comments on Mitigated Negative Declaration

Aesthetics

The street appearance of this proposed project will be one of the most visible in our community, at an intersection that has 17,000+ vehicle trips per day.

Mass of building structure needs to be screened

Specific elements close to the street need to be screened.

No clearly defined integrated landscape plans submitted with the information

A series of site plans included do show a variety of plants, shrubs and trees with a schedule of the potential plans however we do not have clearly defined elements, equipment height, refueling canopy close to the intersection to determine if these plans are indeed adequate.

Ultimate height of the trellising over fuel depot, generator, and garbage dumpster area.

Full height of the sound wall(s)

Height of Street signage

Monument sign at the street

Lighting of all areas, accent, security, emergency, service

Parking design, headlights on exiting, flow of traffic entering and exiting property

Noise

Truck Exhaust

No provision in the report that discusses what protection needs to be taken for existing trees and replacement of damaged trees or removed trees using similar size or a replacement ratio such as 1: 3

9-4

9-5

Agriculture and Forest Resources

It was noted in the Negative Declaration Report that according to the California Department of Conservation, the project site and adjacent lands are designated as Urban and Built-up Land and do not contain Prime Farmland, Unique Farmland or Farmlands of Statewide Importance. This being stated in the NDR, there is no impact to be concerned with for Agriculture and Forest Resources.

Air Quality

Because Fire Vehicles are exempt from California Emission Standards, the operation of engines emits an extraordinary amount of air pollutants, especially for a residential setting. This hasn't been considered to date. Also, storage and use of volatile chemicals produces off-gassing uncharacteristic of the setting.

9-6

Biological Resources

Clearly, the intensity, hourly duration and industrial nature of the activities associated with the proposed Fire Station use result in a greater impact upon the biological resources surrounding the site and downstream along the creek.

9-7

Cultural Resources

Would the project:

Cause a substantial adverse change in the significance of a historical resources as defined in Section 15064.5?

The project is not located in a potential historic district. No mitigation required.

Cause a substantial adverse change in the significance of an archaeological resources, pursuant to Section 15064.5?

Mitigation V-1 has been proposed to address appropriate measures should buried archaeological are encountered. These measures should be augmented by a more specific process of how the site will be monitored for events that would trigger the mitigation measures.

9-8

Directly or indirectly destroy a unique paleontological resource, site, or unique geologic features?

Mitigation V-2 has been proposed to address appropriate measures should buried paleontological resources are discovered. These measures should be augmented by a more specific process of how the site will be monitored for events that would trigger the mitigation measures.

9-9

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

Mitigations measures V-3 and V-4 have been proposed to address the impact related to the potential discovery of human remains on the site. These measures should be augmented by a more specific process of how the site will be monitored for events that would trigger the mitigation measures.

9-10

Geology and Soils

Stabilization of the Creek bank, during and after construction should be considered. Proposed development within the normal creek setback makes this a priority for this plan.

9-11

Greenhouse Gas Emissions

Based on the models used by BAAQMD and the county this project will have less than significant impact on GHG emissions and therefore no mitigation is required. While the project will have impacts both during construction, although short period, and after the project is completed the results of the project are well within the guidelines for GHG emissions.

Hazards and Hazardous Materials

The project is required, prior to issuance of building permits, to prepare a Hazardous Materials Business Plan for the project. The Hazardous Materials Program of Contra Costa County Health Services wants to review the aboveground storage tanks, etc. to make sure they are conformance. There is NO accepted plan for the area tanks so this item can only be covered after plans are completed, not at this time. The mitigation here is only making sure everything is stored and handled correctly, not that a design is adequate and makes no mention about where tanks are located, protected, or hidden from view, as required.

9-12

Hydrology and Water Quality

The proposed percentage of impervious surface greatly exceeds that typical in other developed lots in the area. With apparent discharge to the Creek so near and so little site area left for the purpose, treatment of runoff to meet current Regional Water Quality Control Board standards will be a challenge. A plan for containment of chemical spills should also be required.

9-13

Land Use and Planning

Would the project:

Physically divide and established community?

The Initial Study indicates that the single-family residence is currently vacant but fails to mention that the vacancy has occurred due to the purchase of the property by the Fire Department.

9-14

Prior to this transaction the neighborhood consisted of contiguous residential homes, therefore, the proposed project does interrupt and divide the long established community.

The Initial Study states that the project does not introduce any changes to access for any adjacent properties and would not disrupt or divide the existing fabric of the community.

The discussions during the AIA hearings with neighbors and the Fire Department indicated the need for the control of the intersection, the traffic lights and the traffic on the Miranda Ave during the deployment of the units out of the station.

The neighbor's sentiment is that the combination of replacing a single-family residence with a 9400 square feet Fire Station, the oversized front signage, the concentration of utilities, fueling, generator and the activities associated operating a fire station does impact the fabric of the community.

9-15

The Initial Study has not provided any data, study or expert opinion to resolve and mitigate these concerns.

Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

It is proposed that the project be given exception to creek set back requirement for a certain portion of the building, parking lot and the flag-pole area. The neighbors

questioned the need/rational for building a 9400 square feet station given that the existing station is about 3700 square feet. The size of the station is the primary reason for the request for exceptions. The neighbors argued that the exceptions would not be granted for a home of the same size at this location, therefore, granting of the exceptions indeed would conflict with the County's policies.

9-16

It is stated that the CCC Planning Commission would be required to make findings to allow and approve the creek structure setback exception.

No rational has been provided as to the basis for the findings since it appears that granting of the exception is providing a privilege not granted to others.

Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Comment

Would the project physically divide an established community?

Prior to the purchase of the property, the established neighborhood community consisted of contiguous residential homes. Inserting a fire station into this neighborhood community does interrupt and divide it.

9-17

Fire Station needs control of the intersection

Traffic lights

Traffic

Replacement of a single-family residence with a 9400 square foot Fire Station and its activities will impact the fabric of the neighborhood community.

Initial study had not provide data or expert opinion to resolve these concerns.

Would there be a conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project?

Proposed project requires an exception to creek set back requirements for a portion of the building, parking lot and the flag pole area.

Questions on the need/rational for building a 9400 sq. ft. fire station given that the existing station is about 3700 sq. ft. in size.

The size of the station is the primary reason for the need of exceptions for this project.

Residences in the area are not able to secure the same exceptions for their properties, ie creek setback variances.

Granting of the exceptions for the fire station are in conflict with County residential policy.

Study states that CCC Planning Commission will be required to make a finding(s) to allow and approve the creek structure setback exception.

No rational is provided for the basis of such findings.

Would there be a conflict with any applicable habitat conservation plan or natural community conservation plan?

AIA has no comment at this time.

Mineral Resources

It was also noted in the Negative Declaration Report that according to the Contra Costa County General Plan, there are no significant mineral resources within Alamo. This project site is outside of any areas of know mineral importance or history of mining and there fore there is no impact.

Noise

Would the project:

Result in substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The Initial Study acknowledges construction noise in responding to this item. However, the Initial Study does not acknowledge noise associated with maneuvering of vehicles on the site, especially diesel fire trucks and their associated beeping back-up warning noises. In AIA's experience these warning noises are repeatedly cited by those exposed to them on an ongoing basis as an annoying nuisance. If possible, a mitigation measure should be required that these warning noises be disable when vehicles are maneuvering on the property. If not possible, the Initial Study should acknowledge this as an unmitigated significant impact.

9-18

The Initial Study also does not acknowledge the increased exposure of properties nearby the site to siren and other noises associated with emergency vehicles leaving the site on calls. If possible, a mitigation measure should be required that sirens not be used in the immediate vicinity of the site when leaving on call. If not possible, the Initial Study should acknowledge this as an unmitigated significant impact.

9-19

Population and Housing

No significant impact since the project does not add to the population and releases the site of the existing fire station back to the residential inventory.

Public Services

No comments

Recreation

Once again, the Negative Declaration Report pointed out that there is no parks or recreational facilities on the project site and therefore there is no impact on any recreation that would be impacted by this development on this site.

Transportation and Traffic

Would the project:

Substantially increase hazards due to a design feature (i.e. sharp curves or dangerous intersections) or incompatible uses (i.e. farm equipment)?

The Traffic Implications Memo (Appendix J of the Initial Study) suggests that the project "widen Stone Valley Road east of Miranda Avenue to provide an eastbound

9-20

left-turn lane for vehicles turning into the site (so as to not impede the eastbound flow of traffic past the site)". Given the very low volume of traffic turning left into the Stone Valley Road entrance to the project site, the need for the new left turn lane at that location seems marginal at most. However, AIA has no objection to it.

9-20, cont.

Result in inadequate emergency access?

The Initial Study does not present an adequate explanation of how exiting from the station and travelling to the north would occur when traffic is backed up on Miranda from Stone Valley School to and beyond the fire station site (a distance of 0.4 miles), particularly when long backups to the north on Miranda from Stone Valley are occurring at the same time. Because the new location of the site would increase the time needed to use a freeway route, the new project location may require response calls to the west and north to experience either increased time for a the freeway route, or the need to use a congested Miranda route. This is a potential impact emergency response time. The statement in Appendix J (Traffic Implications Memo prepared by the applicant) that "traffic volumes on roads adjacent to the fire station do not present constraints that are out of the ordinary for fire stations in general" is merely a vague general assertion, unsupported by any real information. A more specific explanation is required for why this would not be a problem and how exactly responding through these Miranda backups would be handled. We do not necessarily assume that the issue cannot be explained. However, given the repeated expressions of concern on this issue in public meetings, it is incumbent on the Initial Study to deal with this issue in a more forthright and specific fashion. Failing some reasonable explanation, the impact should be assessed as Significant or, if mitigation can alleviate the problem, Significant-unless-mitigation-incorporated, with the mitigation specified.

9-21

9-22

9-23

Utilities and Service Systems

AIA has concerns about:

Potential changes to above ground electric service box(es) location along Stone Valley Road
PGE will have to change location to accommodate access to site
No indication for future use if one or more additional equipment box(es) are needed.
Concern about Fueling station (diesel) will be above ground.
Propane Tank will be above ground in close proximity to fueling station
No indication how is area will be designed, equipment operated, mention of canopy requirements, how close the location of the tanks can be to each other.
Report classifies these items as significant, only states they need to be operated in a way to not to create significant hazards to the public and mitigation measures are to comply with all governmental agencies.
Report only states that propane tank will be behind a seven (7) foot fence along Stone Valley Road.
Plans do not adequately show this area in either form size, equipment placement, elevation location and height and how equipment will be hidden.

9-24

9-25

Mandatory Findings of Significance

No comments

Responses to Comment Letter 9

- 9-1 The project would not result in an impact to fire service emergency response times. See response 4-6 which provides an explanation of the difficulties exiting the existing fire station as well as an explanation of the proposed signal pre-emption at Stone Valley Road and Miranda Avenue. A discussion of the beneficial effect of the project site location is included in the draft MND Public Services section (see pages 76 and 77). The discussion has been augmented to include a discussion of the proposed signal pre-emption to further explain how the operation of the station would not adversely affect existing operations at the Miranda Avenue/Stone Valley Road intersection.
- 9-2 The location of the subject property at a signalized intersection on Stone Valley Road is one of the reasons the Fire District selected the site for placement of Fire Station #32. The ability to control traffic with signal pre-emption would provide for safe exit of emergency vehicles from the station, even during peak commute times, resulting in an overall improvement in response times. Emergency vehicles exiting from the existing Fire Station #32 must exercise extreme caution when pulling onto Stone Valley Road since only a flashing yellow light is used to warn oncoming traffic of exiting emergency vehicles. The introduction of an average of 1.5 emergency response vehicles per day, even if both calls occurred during the peak period, would not affect the LOS at the Miranda Avenue/Stone Valley Road intersection. Furthermore, the use of signal pre-emption to safely clear the intersection of cars and allow the emergency vehicles to safely enter Miranda Avenue and Stone Valley Road will ensure that the project would not adversely affect traffic volumes or operation of this intersection.
- 9-3 The MND evaluates the components of the project as presented in the application to the County. The proposed materials and treatments, including architectural components, will be considered by the County and may be modified as part of the conditions of approval. Changes to colors, treatments, and building materials are sometimes modified as part of final review. If the County Zoning Administrator makes recommendations that would materially change the adequacy of the analysis contained in the MND, the County Zoning Administrator would require that the analysis be updated and the document re-circulated for public review and comment.
- 9-4 It is unclear as to what the commenter is referring. Please contact the Contra Costa County Planning Division Department of Conservation and Development for a copy of the complete project plans. Figure 2 in the draft MND shows the project site plan.

- 9-5 At described in the draft MND (see pages 36 and 37), the project is requesting a tree removal permit for the five “protected trees” on the project site which are slated for removal. Furthermore, as described in the draft MND (see page 6), the project would include the planting of approximately 31 new trees, a replacement ratio of 6:1.
- 9-6 See response 3-11 which provides an explanation of the air quality analysis in the draft MND related to the operation of the proposed fire station.
- 9-7 As described in the draft MND (see **Section IV, Biological Resources**), there are several mitigation measures which would reduce any impacts to biological resources to a less-than-significant level. Additionally, as described in the draft MND (see page 34), the project would not adversely affect water quality within Stone Valley Creek. The project includes several treatment areas which would provide natural stormwater management and would prevent potentially polluted water from reaching Stone Valley Creek.
- 9-8 As described in **Section V, Cultural Resources**, of the draft MND (see page 41), **Mitigation Measure V-4** requires that all construction crews participate in training sessions to inform them of the presence and nature of cultural resources, the potential for these resources to occur in the project area, the laws protecting these resources, and the procedures to follow should construction crew personnel discover cultural resources during project-related work. **Mitigation Measure V-4** requires these training sessions to take place prior to issuance of the grading permits. A cultural resource monitor is not required for the project.
- 9-9 See response 9-8 regarding cultural resource mitigation measures.
- 9-10 See response 9-8 regarding cultural resource mitigation measures.
- 9-11 As described in the draft MND (see page 44), **Mitigation Measure VI-2** would ensure that the building footprint is setback from the centerline of the creek at an acceptable distance in order to prevent erosion and ensure creek bank stability. Prior to the issuance of building permits, the County Geologist would review and approve the final building plans to ensure that an acceptable setback from the creek is maintained.
- 9-12 The MND evaluates the components of the project as presented in the application to the County. Figure 2 shows the proposed location of tanks. When the project applicant applies for building permits, the Hazardous Materials Program of Contra Costa Health Services will review the adequacy of the Hazardous Materials Business Plan. If design changes are needed, they will be handled during the building permit process. If Contra Costa Health Services makes recommendations that would materially change the adequacy of the

analysis and/or conclusions contained in the MND, the County would require that the analysis be updated and the document re-circulated for public review and comment.

As the project has not been approved, the Hazardous Business Plan has not been submitted. The purpose of **Mitigation Measures VIII-2** is not to determine the location of the Aboveground Storage Tanks. The purpose of this mitigation is to ensure that the SRVFPD prepares and submits a Hazardous Materials Business Plan at the appropriate time.

9-13 As described in the draft MND (see pages 57 through 59), any project that creates and/or redevelops at least 10,000 square feet of impervious surface is required to incorporate stormwater management (treatment) facilities per provision C.3 of Contra Costa County's Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES). As the project proposes over 10,000 square feet of impervious surface, it includes four bio-retention areas, including swales that would provide natural stormwater management (treatment) of stormwater. In addition to the bio-retention areas, the project includes a special treatment area for runoff from the truck washing and fueling area. All stormwater runoff would be retained onsite and there would be no discharge to the creek. The County Public Works department has reviewed the site plan and has deemed the site plan and proposed stormwater control plan preliminarily complete.

As described in the draft MND (see pages 52 and 53), **Mitigation Measures VIII-1** and **VIII-2** would ensure that any potentially hazardous materials on the project site would be handled properly.

9-14 A fire station is allowed, with a land use permit, in the R-20 zoning designation and in the Single-Family Residential – Low Density (SL) general plan designation. This permission reflects the fact that fire stations are public service facilities that are inherently compatible with residential land uses. The County Zoning Administrator will consider whether specific characteristics of this site make it unsuitable for such a use.

The comment pertaining to the purchase and vacancy of the property is noted and is part of the administrative record. This comment will be considered by the County Zoning Administrator when making a decision about the project.

9-15 Please refer to comment 9-14 above. See also response 4-4 regarding the size of the proposed fire station. As discussed in the draft MND (see page 14), the project includes design features that provide an appropriate buffer between adjacent residential uses and the proposed architectural components approximate those used on surrounding properties. The comment regarding the fabric of the community is noted. It is not the purpose of this MND to recommend design features. This comment will be considered by the County Zoning Administrator when making a decision about the project.

- 9-16 Any property owner is allowed to request a setback exception. The Contra Costa Zoning Administrator makes decisions about whether to grant a setback exception on a site-by-site basis.
- 9-17 See response 9-14 regarding to the land uses allowed on the project site
- 9-18 See response 3-3 regarding the use of fire engine backup alarms on the project site.
- 9-19 See response 3-2 regarding the use of sirens on the project site related to emergency response.
- 9-20 This comment regarding the left-turn lane is noted and is part of the administrative record. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- 9-21 Fire crews at the proposed project site would be able to control the traffic signal at Stone Valley Road and Miranda Avenue by using signal pre-emption. As described in the draft MND (see page 81), signal pre-emption would allow vehicles to clear the intersection of Miranda Avenue and Stone Valley Road before emergency vehicles exit the station. Fire crews would be able to exit the station without delay during emergency calls.
- The relocation of the fire station would not change the direction or route of emergency responses, just the point of departure. Fire trucks currently responding to service calls on Miranda Avenue face the same congested conditions that would be encountered by trucks leaving from the project site in the future.
- 9-22 The relocation of the fire station would not change the direction or route of emergency responses and would therefore not increase the use of Miranda Avenue. The relocation of the station 0.4 miles to the east will not substantially affect response times within the jurisdiction. The SRVFD has taken this issue into consideration in selecting the project site and has concluded that it can maintain its response time goals in operating from this location.
- 9-23 This project does not warrant a traffic study (see response 2-3) because of the small number of daily trips associated with the fire station. The County requires a traffic study to be prepared when a project generates 100 peak hour trips. The number of trips associated with the project do not trigger the need for a traffic study. The Traffic Implications Memorandum prepared by ESA and found in Appendix J to the draft MND is not considered a full and complete traffic study. It is a memorandum presenting an initial evaluation of potential impacts associated with the relocation of the fire station. Additionally, the project includes design features including signal pre-emption (see response 6-2) would prevent vehicular back up along Miranda Avenue.

- 9-24 See response 3-10 regarding the relocation of the electrical box on the project site.
- 9-25 See responses 8-16 and 9-12 concerning the location and safety of the fueling station and the propane tank.

Responses to Comment Letter 10

- 10-1 See response 3-3 regarding fire engine backup alarms on the project site.
- 10-2 As described in the draft MND (see page 14), the project would include approximately eight wall-mounted light fixtures on the exterior of the building. This would be enough lighting for safety and security. The lighting would not be high-wattage flood lighting, and would be required to be down casting and low mounted to reduce light trespass. There is no requirement or need for outdoor lighting during an emergency call.
- 10-3 The project would not be required to include flashing lights at Miranda Avenue and Stone Valley Road. There would not be any visible indication on Stone Valley Road that emergency vehicles would be turning on to the street. The signal pre-emption would allow the emergency response vehicles to safely enter the intersection and turn right or left onto Stone Valley Road.

LETTER 11

To: Department of Conservation and Development
Attention: Ruben Hernandez
From: Darren and Lynn Muzio, 106 Megan Court, Alamo, CA 94507

Ruben,

We bought this home and moved in September 1st. I understand station 32 project has been in process for two years and I am just now getting up to speed. Below are the concerns I have with the proposed Mitigated Declaration for County file # LP09-2026. In addition I am including two documents prepared by neighbors and would like these addressed as well. Their concerns are very thorough and I would appreciate all questions be addressed.

Aesthetics

- The size of structure is not in line with surrounding homes
- The tower is in no way pleasing to the eye and stands out as unusual
- Functionality and need for tower is questionable (incorporate equipment else where)
- Flag poles are excessively tall

11-1

Noise

- Only 3 sites tested, there are 5 additional including my backyard
- Most all equipment is well above allowable decibel ratings
- Would like a complete independent noise study

11-2

11-3

Traffic

- The exit onto Miranda will cause problems during school hours
- The small exit onto Miranda is a safety issue, many walkers, joggers and school kids
- Crossing a double yellow line upon exiting is not legal
- Miranda is very narrow and has a left turn lane that adds to exiting complexities
- It seems illogical to exit on Miranda to access Stone Valley for majority of calls
- Would like independent traffic study done during school days.

11-4

11-5

11-6

11-7

2011 FEB -7 A 10:26
CONTRA COSTA
COUNTY CLERK

Ruben Hernandez
Department of Conservation and Development
Contra Costa County
651 Pine Street, 4th Floor, N.Wing
Martinez, CA 94553

Ruben,

I have read the Initial Study/Mitigated Negative Declaration Booklet provided by your office. I was frankly surprised at the 'logic' used to declare various items as less than significant value as well as the holes in the information. Clearly, they used only the information provided by the Fire District in many of their conclusions. The noise information that we gave you did not seem to be included at all.

In an effort to be as concise as possible, I will summarize the issues I see.

Aesthetics

It is stated that the proposed building is similar to residential-style architecture. It is twice the size of any home near within at least a mile. Having said that, the large 32.5 feet tower proposed does not in any way fit into the neighborhood. It also looks right into our backyards. It is more of a tribute to Coit Tower than a part of a residential neighborhood. The AIA sent you a letter in which this was one of the issues. The neighbors have all complained of this item. The communication tower is not notated or considered in this report. Nor are the abnormally high flagpoles that tower over the oak trees that will be visible from our neighborhood among others. This is not fitting into a residential neighborhood. I have not ever seen flagpoles that high in a business setting. They did not even consider these things in the report.

Air Quality

The report states, "The project would not generate objectionable odors during the operational period." However it goes on to point out that during the construction, "the idling of diesel engines for an extended period of time could be considered an impact to the adjacent residences" and "diesel powered vehicles and equipment used on the site could create localized odors." How can both be true? It doesn't support basic logic. If a diesel engine dump truck would emit odors and pollutants, a diesel fire truck would as well.

The report does not take into consideration idling of fire engines in the yard of the station on an ongoing basis. It only factors the cars leaving and coming and the fire engines responding to emergencies, and building heating and cooling. It also does not take into account the fact that the engines come and go daily for things like trips to the grocery store. The smell of diesel coming into our back yard and the air pollution is not

considered during the operational period. The main focus seems to be the construction phase only. If you actually drive by the existing fire house 6 or so times a day like the parents that carpool kids, you would see that the service vehicles are in constant movement and are rarely in the same place for more than a couple hours at best. The generator was not factored into the air quality section either.

Biological Resources

California Red-Legged Frog: The bank of the shared creek on premise does not have a consistent steep bank on the north side of the creek contraire to the statement in the report. We know because it is our property. You can walk right down to the creek in places.

We do have a larger bird that does nest in one of the large-old oak trees in the creek area on our property. Whether it is a Cooper's Hawk, I cannot claim to know. I just know that the kids were very excited because it was nesting in our tree. I have included a photo of it we took in early spring 2009. We have two nests in our oak trees that are substantial and only completely visible when the leaves are fallen. I can photo those as well if you would like. I will also send the photo's on to the appropriate agencies.

The mitigation measure IV-5 mentioned prolonged construction noise as a potential issue for the nesting but does not take into account the ongoing noise of a fire station. For example: Fire Sirens at 120dB, back up alarms, testing equipment or the generator at 71dB at 100 feet away.

Per the report, the nine protected trees that could be subject to minor and sustainable impacts if the arborist's recommendations ARE followed. They provide or influence the habitat of the creek and also privacy for our properties. If they are damaged it dramatically changes our homes. Who is going to monitor that these recommendations are followed? Remember, trees on our property have been tagged as a part of this project.

Cultural Resources/Geology and Soils/ Land Use and Permitting

MITIGATION MEASURE VI-2 states: Prior to the issuance of building permits, the County Geologist shall ensure that the building plans maintain a minimum 50-foot setback from the creek.

The plans that sit before you today, are asking for a variance of that setback. "The dormitory portion of the main building would extend approximately 11 feet into the setback area." How can you both mitigate and approve?

The 100-year flood plain. Does the regulation stipulate that the building must be outside of the 100-year flood plain or that the finished floor of said building must be higher? It seems if the purpose is to avoid redirecting flood flows, the finished floor of the building

would be a mute point. The water hits the foundation of the building first not the inside of the building.

We are designated as Single-Family Residential- Low Density. I would argue that the project would introduce changes to access for all of Megan Court properties, if the county requires a “keep clear” on Miranda Avenue. If that is the case, Megan Court would need it’s own “keep clear” in order to exit towards Stone Valley during peak traffic times.

NOISE

I have attached the report that we received from a noise consultant outlining potential significant sources of noise originating from the proposed Fire Station 32. I have provided you that in the past already. The Fire Districts Noise Analysis that was prepared by Rosen, Goldberg, Der & Lewitz is incomplete. It takes very little of the actual day-to-day operations into account. It also gives just best case, which is not what you mitigate. You should mitigate to the worst case.

The General Plan is very specific in regards to noise allowed in our residential neighborhood. I know that you were provided this documentation already because I have seen copies of the letters and proof statements sent to you. It is very clear. An entity that brings in a generator that runs at 71dB at 100 feet and a siren that is at 120dB and back-up alarms which range from 87dB to 112dB is SIGNIFICANT. To say it does not have to be mitigated because you can average the sound out over a set time frame is plain negligent. Rain spread out over time can be less significant but when you have a major storm and were to get 40 % of annual rainfall overnight it can be very significant and if you don’t mitigate for it, CRITICALLY significant.

The existing noise environment the Fire District set out to establish is simply inconclusive and the accuracy could be argued. Is it a simple coincidence that the Alamo Station would average 4 calls in the Eastbound direction a week and they suddenly have 9 EASTBOUND total in the very 48 hours they put a sound receiver on our property? They left it for 48 hours up in one of our trees and then in another site only for 15 minutes. And really is it even relevant? Your introducing sounds twice the volume allowed in the General Plan for an existing residential R-20. If we had a party 3 days a week for 3 hours with a live rock band outside disturbing our neighbors, we could not argue to the police that if you averaged out the noise over the 7 days it would be under the residential decimal level allowed.

Further more, the noise study leaves out the fact that at the current projections, we would be exposed to 10 calls a week where we are only exposed to 4. This is more than double and is significant. The report says, “ Only those residences between the existing and proposed station would experience a slight change, from the current four passbys a week to a future condition of six a week”. This is not correct, we would experience a major change, (ALL calls) and it is significant because you cannot guarantee future usage. Once

the station is in, you will not be able to restrict the growth of staff or engines or amount of area serviced. That is all subject to change.

The report does mention that the residences in close proximity would be exposed to noise from testing equipment and the engines responding to calls. However, they do not put a dB to this or quantify it as a dB per occurrence. So how can they say conclusively that this is not a significant impact?

The comment, "Sirens would not typically be used when exiting the station since the new station would be located at a signal controlled intersection that would be retrofitted to allow for automatic preemption by emergency response vehicles" is subjective. Unless you are guaranteeing that they will not be allowed to use them then the noise produced is a factor. It needs to be considered against the General Plan. Because they think they might not use them is not reason to say it's not significant. When they do use them, it is significant.

Additionally if they do not have a KEEP CLEAR in front of the station, they will likely have to use them to get out onto the one lane (in each direction) road during peak times.

Policy 11-7 of the Contra Costa County General Plan states that the public projects shall be designed and constructed to minimize long-term noise impacts on existing residences. The project is NOT entirely consistent with this and if the consulting firm was consistent with the Policy 11-7, they would be mitigating such things as the back-up alarms on the vehicles, a sound proof room for the generator, reducing noise volumes within the yard by recommending sound absorbing materials on the inside of the perimeter "sound walls". They would actually be seeking a report that shows the dBs of the activities so that they can be mitigated. They would be putting measures in place to reduce the amount of time the engines are allowed to idle in the yards, procedures to reduce noise in daily operations, restrict the uses of the station and the growth. None of these things are in the mitigation recommendations. The noise report that I am attaching outlines some of the mitigation measures possible that have been ignored thus far.

Traffic

Page 80, part B: "There are no bus stops in the project vicinity." This is incorrect. There is a public bus stop DIRECTLY across the street from the property in question. It is very close to the intersection and not even on the end of the property. It is very visible to anyone who has driven on Stone Valley. It has small carve out for the bus to pull into so that it doesn't block traffic. It often has a couple middle school kids waiting by it to be picked up by parents or someone. I am happy to send you a picture if you like. Therefore, the conclusions they made based on a lack of bus stop needs to be revisited. The infrastructure is there for a bus stop.

"Miranda Ave has a separate eastbound left-turn lane (with a left-turn signal) and westbound right-turn lane."

This is actually partially factual. The road is a NARROW two-lane road, one going in each direction all the way up to the last 10 FEET of the intersection where it turns to separate lanes. It can hold one and a half car lengths each maybe, depending on the car. Where the engines would be exiting it is a one lane in each direction road with no place to go on the sides.

If a keep clear were implemented, as soon as 1, 2 maybe 3 cars needed to turn eastbound the westbound lane would be blocked. Since 90% of the cars go Westbound, this is an issue. . If the traffic study the Fire District provided was done when schools were open this might be a little clearer. This is the reason we would need a keep clear in front of our street as well so we could get out. This is significant. More studies need to be done by the Roads Department. It isn't as simple as a light change. This is impacting a great deal of the community living on the East Side or having children at Stone Valley Middle School or MV High School. Due diligence needs to be done by the county.

The fire engines will be crossing over a double yellow on Stone Valley to get into the proposed station and unless they have a turn lane, they will back up traffic in peak times through the intersection.

I understand that you are only looking for how many more cars are added but isn't the reason for that is to see if the project will negatively affect traffic flows? It may not create a large amount of new vehicles accessing the area but the necessary changes needed to access and leave the facility have the possibility to create major congestion during critical morning and afternoon hours. This impacts the community.

Finally, How you can justify making a non-profit entity like the YMCA do a full EIR for a Gymnasium and parking lot and let a public entity with pollution, toxic substances on-site, excessive noise -levels, double the General Plan standards, not have to adhere to the EIR guidelines set up to protect communities from these very things? I hope that you realize in this affluent community, this action would set the county up for potential legal action.

I know that Ruben you have worked hard to appear unbiased. You must know that sending your notice to only a few required by law, (not to the people who have been sitting in your office, writing you letters, asking to be notified) and to arrive on Christmas Eve did not help that already perceived view.

Sincerely,

Tiffany Haller

01/16/11

To: Department of Conservation and Development

Attention: Ruben Hernandez

We are writing several comments to protest the adequacy of the proposed Mitigated Declaration for County File#LP09-2026.

For the past two years you have told us to write down comments and questions concerning the above file and that all comments and questions would be addressed. We followed this instruction, but found that none of our input was considered. Below we will list most of our concerns regarding the proposed development of Fire Station 32 in a residential neighborhood. Documents verifying these comments have previously been submitted to your agency and should be available in your files.

1. The Creek Structure Setback Line (subdivision ordinance SS914-14.012) was incorrectly calculated on the current set of plans in one area. Please have Mr. M. Sen calculate and show the correct structure setback line and produce in writing the findings that would allow the zoning administrator to grant the exception to the setback line, as well as the reason for granting the variance in #3 of page 5 of the NOTICE of INCOMPLETE APPLICATION (9-15-09).

2. The DETAILED FEMA Study of Stone Valley Creek with the subject property (2100 Stone Valley Rd, Alamo, CA) and an effective date of June 16, 2009 shows the 500 year flood level at 335 elevation and the 100 year flood level at 334 elevation. This detailed study is available from Mr. Bob Hendry at the Department of Conservation and Development. The 500 year flood level plus freeboard (82-28.462) is 336 elevation (freeboard is required according to ORDINANCE #2000-33). The new building pad is 335.5 elevation, therefore the foundation is considered at the 500 year flood level. Please have the correct 500 year and 100 year flood plain shown on the final plans. Under Executive Order 11988, Floodplain Management, Federal agencies funding and/or permitting critical facilities are required to avoid the 0.2% (500-year) floodplain or protect the facilities to the 0.2% chance flood level. This information is available from FEMA, under Critical Facilities.

3. The number of employee and handicapped parking spaces required by CCC code and ADA needs to be addressed. ADA van accessible parking needs to be in both parking lots. The fire chief stated at an Alamo MAC meeting that the employee lot would be opened up to parking if a group came to visit the station. All parking lots are required to be ADA accessible. Please note there are eight bedrooms in the proposed facility.

4. Please show compliance with Ordinance Code 82-12.406 or if there is another code that overrides this code, then please state that code.

5. California Fire Code is very specific regarding the placement and separation of LPG containers and flammable liquid tanks. There must be twenty feet of separation between them and concrete walls are not allowed. The information is verified by the California State Fire Marshal, Division of Fire and Life Safety (see attached letter). If the local fire district has jurisdiction, please have the local fire marshal sign off on how to mitigate the California State Fire Code (3404.2.9.5.3). This is also a national fire code (THE MINIMUM SEPARATION FROM AN L.P. GAS TANK AND ABOVEGROUND TANKS CONTAINING FLAMMABLE OR COMBUSTIBLE LIQUIDS IS NO LESS THAN 20 FEET. (NFPA 58.6.4.5.5). Also, under the California Fire Code Chapter 38, it is required that a thousand gallon propane tank be 10 feet from any source of ignition and 10 feet from any building. The proposed plans show the propane tank within 18 inches of the utility building. The Utility Building that the fire district wants to call a trash enclosure is a BUILDING according to California Building Code, It is required to have a permit to be constructed, because it has a foundation, block walls, and electrical and water utilities. It is also larger than 115 square feet in size.

6. The Contra Costa County C.3 Clean Water Program requires that any project with vehicle and equipment washing facilities must have a covered, bermed area for washing activities. Any project with fuel-dispensing areas shall have the fueling areas covered by a canopy that extends a minimum of 10 feet in each direction from the pump. Even though a sand oil separator is provided for the Special Treatment Area P3, the higher flows during a major storm event are not allowed into the storm drain system which flows into Stone Valley Creek. This can be confirmed by reference to the Contra Costa Clean Water Program – Stormwater C.3 Guidebook. The CCC Clean Water Program requires the canopy as a Best Management Practice. The Program does not allow petroleum products to be introduced to any waterway (Stone Valley Creek). This should be confirmed with the San Francisco Regional Water Quality Board, located in Oakland, California.

7. The position and appearance of the communication tower for the project needs to be shown due to the aesthetics in a residential neighborhood. Also the 12' vent pipe for the propane container should be shown. The Elevation Plans will need to show the canopy for the wash and fueling areas.

8. The noise from the emergency generator was not addressed in the Initial Study. The Contra Costa County General Plan indicates that the Noise Level at the corner of Miranda Ave. and Stone Valley Road is 61 dB. The Emergency Generator has a noise level of 71 dB at 100'. This will obviously be too loud for the neighborhood. The generator will need to be placed in a soundproof building. This building will also need to have at least 10' of separation from the LPG container.

As stated above, please address the above documentation before completing the review of the land use permit. We realize the fire district provides an important service to our community, but all codes and regulations should be followed to insure the safety and protection of Alamo residents.

Sincerely,

Ed and Nanci Wolske

Responses to Comment Letter 11

- 11-1 See response 4-4 regarding the permitted size of the fire station. The comments regarding the aesthetics of the fire station are noted and are part of the administrative record. It is not the purpose of a MND to recommend project design elements. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- 11-2 The number of testing sites was determined by an independent noise consultant. The sites were chosen to represent noise levels at sensitive receptors (i.e., residences) adjacent to the project site. The independent consultant was not limited in the number of sites chosen. The three sites were found to provide an adequate basis for the analysis, conclusions, and mitigation. However, the comment regarding the number of sites tested in the noise study and the noise level of the equipment is noted and part of the administrative record. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- 11-3 As noted in the MND on page 65, the noise analysis is based on an independent noise study prepared by Rosen, Goldberg, Der & Lewitz in October 2010. The study adequately analyzes the potential noise impacts of the project and identifies mitigation to address potentially significant impacts. No further study is required. However, the comment regarding an independent noise study is noted and is part of the administrative record. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- 11-4 As described in the draft MND (see page 80), Contra Costa County improved Miranda Avenue to provide striped bicycle lanes on both sides of the street. Additionally, as shown in Figure 2 in the MND, the project would improve pedestrian safety by creating a 5-foot sidewalk along the project frontage from Stone Valley Creek to Stone Valley Road.
- 11-5 All property owners along Stone Valley Road are required to cross a double yellow line when turning into their driveways from the eastbound direction. The project would not alter this existing condition along Stone Valley Road.
- 11-6 The comment regarding Miranda Avenue is noted and is part of the administrative record. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- 11-7 See response 2-3 regarding the necessity of a traffic study.

Note to Reader: Letter 11 included two attached letters that were duplicates of Letter 1 and Letter 7, which are already addressed in this final MND. Please refer to the above responses to Letters 1 and 7.

From: [Ruben Hernandez](#)
To: [Alexis Morris](#)
Subject: Fw: Fire Station
Date: Tuesday, February 22, 2011 10:54:30 AM

Alexis,

Please make sure we have these comments in the record.

Ruben

----- Forwarded by Ruben Hernandez/CD/CCC on 02/22/2011 10:56 AM -----

Jennifer Quallick
<Jennifer.Quallick@bos.cccounty.us>
02/22/2011 10:07 AM

To: Ruben Hernandez
<Ruben.Hernandez@dcd.cccounty.us>
cc
Subject: FW: Fire Station

Morning Ruben,

I believe I have sent this to you before, but just in case. We want to be sure to capture all comments as they relate to the fire house.

Jen

From: Michael McDonald
<michael@mcdonaldpartners.com<<mailto:michael@mcdonaldpartners.com>>>
Date: Wed, 26 Jan 2011 13:44:46 -0800
To: Jennifer Quallick
<Jennifer.Quallick@bos.cccounty.us<<mailto:Jennifer.Quallick@bos.cccounty.us>>>
Subject: Fire Station

Hey Jen,

In preparation for our Planning Subcommittee meeting on Friday, I wanted to express a concern, or at least confess to some serious confusion, over one of the issues discussed in the Initial Study. I don't know if Ruben Hernandez will be available by phone for our meeting and/or during the 2/1 MAC meeting but I'd like to get some clarification on this issue at some point.

The issue is the setback from the creek, which, according the environmental document is 50 feet from the centerline of the creek. On page 35 of the Initial Study, it says: "The station would be constructed at a distance greater than 50 feet from the centerline of Stone Valley Creek, although several project features would extend into this setback" and then it lists three things:

- The northern edge of the visitors' parking lot
- The paving around the flagpoles
- The "greenscreen" panels

Then on page 36 it says, "However, as the project includes the construction of structures within 50 feet of the creek's centerline, the project will conflict with Policy 8-89."

Later on that page, it says "The visitors' parking area would extend approximately 22 feet into the setback area and the dormitory portion of the main building would extend approximately 11 feet into the setback area. An exception to the setback requirement is being requested as part of the project."

Then, on page 44, about half-way down the page under b) it says: "As described in the Project Description and in Figure 3, the proposed building is set back at least 50 feet from the centerline of the creek".

So this is contradictory or at least very confusing. Maybe there's some subtlety I'm missing. I can't imagine that they're saying that by "building" they mean the main fire station and that somehow the dormitory building isn't really part of the "building".

This also makes it sound like they're requesting a variance since it says that an exception to the setback requirement will be requested, which sounds like a variance to me, which raises the question of when we'll be asked to review the variance request.

I don't necessarily need you to do anything about this before Friday unless you want

to try to discuss it with Ruben, but I mainly wanted to get it down on paper so I wouldn't forget it.

Thanks,

MM

Responses to Comment Letter 12

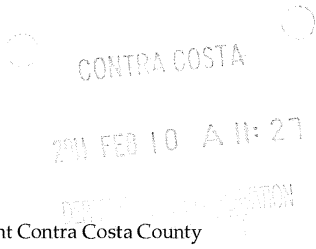
12-1 The comment regarding the discussion of the setback required by the General Plan Conservation Element policy 8.12, versus the set back required by Subdivision Ordinance 914-14.012 is noted.

The text in the project description, as well as text on pages 36 and 44 of the MND, has been revised to clearly explain that there are two separate setback lines. The text also clearly notes that while the project conforms to the General Plan setback, it does not conform to the Subdivision Ordinance setback, which necessitates a request for exception from this ordinance.

February 9, 2011

121 Saint Alicia Court
Alamo, CA 94507

Ruben Hernandez
Department of Conservation and Development Contra Costa County
651 Pine Street, 4th Floor, N. Wing
Martinez, CA 94553



Dear Mr. Hernandez,

I am writing to you today as a concerned resident. My home is within two blocks of the proposed new fire station at the corner of Miranda Ave and Stone Valley Rd in Alamo.

While I understand the importance of having a fire department located within the service area, I am concerned about the impact of the new station on our local traffic, our property values, and on our quality of life.

The proposed property site is an extremely busy intersection at two heavily traveled roads by both pedestrians and automobiles. The amount of school traffic from both Stone Valley Middle School and Monte Vista High School causes excessive traffic congestion during both the morning and evening hours. It is nearly impossible to make a turn onto Stone Valley road at heavy congestion times now and that is without the fire station and large set back areas at the light. It is not uncommon for traffic to back up for almost a mile in both directions during the heaviest commute/school times. Adding the fire station to an already congested intersection is not a good idea. The current location of the station allows the fire department to stop traffic on a single road for easy and safe entry and exit at a point of much less congestion.

13-1

As a home owner directly behind the proposed site I am also concerned that moving the fire station to Miranda Ave will make our houses much less desirable in the real estate market. Given the state of our economy and the fact that we've already lost a significant portion of our property value, adding a fire station to our neighborhood would further decrease our value unnecessarily. This is very harmful to the people of our community. In addition, the aesthetic impact of large trucks with loud engines and piercing station sirens would disturb and destroy our quiet and serene neighborhood. We bought our house for the peace and privacy it provides us and the new fire station would take that away!

13-2

13-3

I would recommend a remodel of the current location on Stone Valley Rd. This would not hurt any property values nor impact the quality of life for any neighbors. In fact, just the opposite would occur, it would increase the value of neighboring properties as the current building could greatly be improved and modernized. It also simplifies the traffic safety and congestion problems by eliminating the traffic concerns at probably the second busiest intersection in Alamo and safe guarding the children who walk or bike to and from Stone Valley Middle School, not to mention the hundreds of neighborhood residence who walk and bike here for enjoyment. These are real children, real people, and real concerns that could be put in serious jeopardy with the new location of the fire station.

13-4

I strongly encourage the fire department and county to reconsider the proposed fire station and make a choice that supports the people of Alamo and remodel the existing location.

Sincerely,

Christine Olinger
Christine Olinger

Responses to Comment Letter 13

- 13-1 The relocation of the fire station would not change the direction or route of emergency responses, just the point of departure. The location of Fire Station #32 at Miranda Ave and Stone Valley Road would not result in an increase of emergency vehicle traffic northbound on Miranda Avenue. The station is expected to experience an average of 1.5 calls per day, which would not materially affect the amount of congestion or the level of service at this intersection.
- As described in the draft MND (see page 81), the project would include a retrofitted traffic light at the Miranda Avenue and Stone Valley Road intersection that would have automatic pre-emption. The signal pre-emption would allow emergency vehicles to have the right-of-way and be able to turn onto Miranda Avenue without potential traffic safety hazards.
- 13-2 This comment is noted and is part of the administrative record. It is not the purpose of a MND to evaluate or assess property values. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- 13-3 Please see response 3-2 regarding the use of sirens on the project site related to equipment testing and emergency response. Even if the fire truck sirens are used for every call, with an average rate of two emergency calls per day, this would not result in a substantial adverse change in the physical condition of the area and would not be considered a significant environmental impact.
- Furthermore, the noise measurements collected as part of the noise study indicated that only two of the daytime responses used sirens in the project vicinity. Based on the data collected, the SRVFPD only used sirens 25 percent of the time when responding to emergency calls. The SRVFPD has indicated an intent to minimize the use of sirens when exiting the station.
- 13-4 This comment is noted and is part of the administrative record. It is not the purpose of a MND to evaluate or assess property values. This comment will be considered by the County Zoning Administrator when making a decision about the project.
- The location of the subject property at a signalized intersection on Stone Valley Road is one of the reasons the Fire District selected the site for placement of Fire Station #32. The existing station was built in 1958 and is out-dated and cannot meet the current needs of the SRVFPD. Remodeling of the existing station to meet current requirements is not feasible given the size of that parcel.
- The ability to control traffic with signal pre-emption would provide for safe exit of emergency vehicles from the station, even during peak commute times, resulting in an overall improvement in response times. Emergency vehicles

exiting from the existing Fire Station #32 must exercise extreme caution when pulling onto Stone Valley Road since only a flashing yellow light is used to warn oncoming traffic of exiting emergency vehicles. The introduction of an average of 1.5 emergency response vehicles per day, even if both calls occurred during the peak period, would not affect the level of service at the Miranda Avenue and Stone Valley Road intersection. Furthermore, the use of signal pre-emption to safely clear the intersection of cars and allow the emergency vehicles to safely enter Miranda Avenue and Stone Valley Road would ensure that the project would not adversely affect traffic volumes or operation of this intersection.

Ruben Hernandez

Dear Mr. Hernandez,

We spoke last week and you said it would be ok if my letter re: traffic safety concerns for the Alamo fire station was a few days late.

As per my first letter, one of our concern is for pedestrian and bike safety to/from the school. The traffic study and Fire Department has addressed this by saying that "...Miranda has an eastside sidewalk that the proposed project would extend to Stone Valley Road." My understanding is that the sidewalk they are referring to installing is only in front of the station itself. What the study and fire dept. don't address is that there is NO sidewalk that extends from the school to the new station. The sidewalk ends right before Bolla Avenue. There is only a sidewalk in front of 3-4 homes on Miranda Avenue, and then it stops. The traffic study assumed this sidewalk continued down Miranda (how this was missed is concerning) to the Middle School. I think they need to address this for the safety issues that will be created by having fire trucks and emergency vehicles exit on a residential street.

14-1

Enclosed are the San Ramon Valley FAQ's w/the incorrect assumption and Traffic Study.

Sincerely yours,

Cathy
Cathy Harvill
130 Bolla Avenue
Alamo, CA

271 FEB 10 AM 11:27
COUNTY OF CONTRA COSTA

Responses to Comment Letter 14

14-1 The comment regarding the existing condition of pedestrian safety between the middle school and Stone Valley Road is noted. The project would have no effect upon the existing pedestrian safety north of the project site on Miranda Avenue, since the number of emergency calls would not change. The project would enhance pedestrian safety along the frontage of the site by creating a sidewalk that extends to Stone Valley Road.

The Traffic Implications Memorandum prepared by ESA and found in Appendix J to the draft MND is not considered a full and complete traffic study. It is a memorandum presenting an initial evaluation of potential impacts associated with the relocation of the fire station. The Traffic Implications Memorandum on page 2 notes that the existing sidewalk ends on the north side of Stone Valley Creek. As described in the draft MND (see page 80), the project would extend the existing sidewalk along the project frontage to connect to the sidewalk along Stone Valley Road.

Additionally, as described in the draft MND (see page 81), the project would include a retrofitted traffic light at the Miranda Avenue and Stone Valley Road intersection that would have automatic pre-emption. The signal pre-emption would allow emergency vehicles to have the right-of-way and be able to safely exit onto Miranda Avenue without potential traffic safety hazards.

3.0 REVISIONS AND ERRATA TO THE DRAFT MND

Revisions have been made to the draft MND as a result of comments received during the public review period. The revisions include corrections to and clarification of the analysis and conclusions. None of the changes materially affect the analysis or conclusions of the draft MND or result in the disclosure of a new impact that was not previously identified.

This chapter provides a compilation of the revisions. The section and page number for each change is indicated. Changes to the text are signified by ~~strikeout~~ where text is removed and by underline where text is added.

Due to the minor nature of the text changes, they are cited individually in this chapter rather than in a reproduction of the entire draft MND.

3.1 PROJECT DESCRIPTION

Page 1, under the subheading *Project Concept*, has been revised as follows:

The project would construct a new 9,400 square-foot, single-story fire station (station), replacing an existing 3,700 square-foot station located approximately 0.4-miles west on Stone Valley Road. The existing station was built in 1958 and is out-dated and cannot meet the current needs of the SRVFPD. ~~that is undersized for current fire district needs. The 3,700 square-foot station located approximately 0.4-miles west on Stone Valley Road.~~ The existing station would be closed once construction of the new station is complete. The new station would maintain the same operational features as the existing station, including six personnel working 48-hour shifts. The new station would also utilize the equipment that is currently in use at the existing station.

Page 4, the following text has been revised to clarify the required setbacks from Stone Valley creek:

Description of Project:

Project Site Characteristics: The site is currently developed with a vacant single-family residence, a detached garage, in-ground pool, and a retaining wall. All structures would be demolished as part of the project. There are 52 trees on the project site including 44 Valley Oaks, the majority of which are in fair or good condition.

Stone Valley Creek runs along the north property line, and portions of the building and site improvements would be located within required creek structure setbacks established by the Contra Costa County Subdivision Ordinance Code §914-14.012. The project requests an exception to this creek structure setback requirement. (The project

conforms to the 50-foot setback from centerline of the creek required by the General Plan policy 8.12). **Figure 3** shows the required setbacks from the creek and also shows the 100-year flood zone.

Page 5, Figure 3, has been revised.

3.2 I. AESTHETICS

Page 17, Figure 6, has been revised.

3.3 III. AIR QUALITY

Page 24, Table 2 and the analysis, has been revised as follows:

The URBEMIS model calculates standard transportation-related emissions. Although the URBEMIS model does not include a selection to evaluate a fire station-type of land use, project emissions were estimated using the “government office building” land use selection. Furthermore, the trip rate was adjusted from the default standard rate of 70 trips per day for government office buildings to approximately 10 trips per day, which is considered a conservative estimate since the fire station responds to approximately 1.5 calls per day and operates on 48-hour shifts with six firefighters per shift. As shown in **Table 2**, the project would not exceed the thresholds for construction-related or operational air quality emissions.

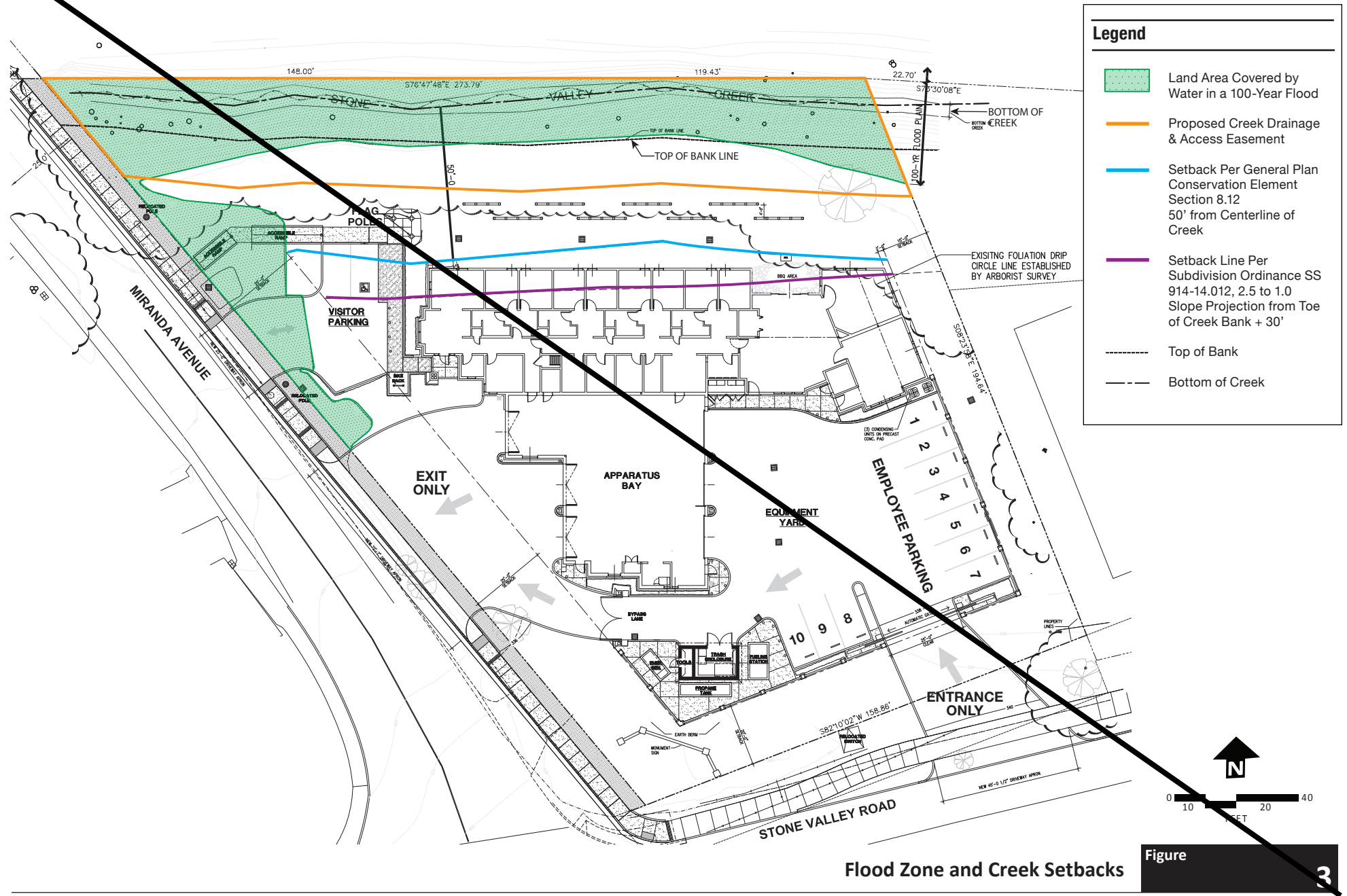
Table 2: Average Daily Project Emissions

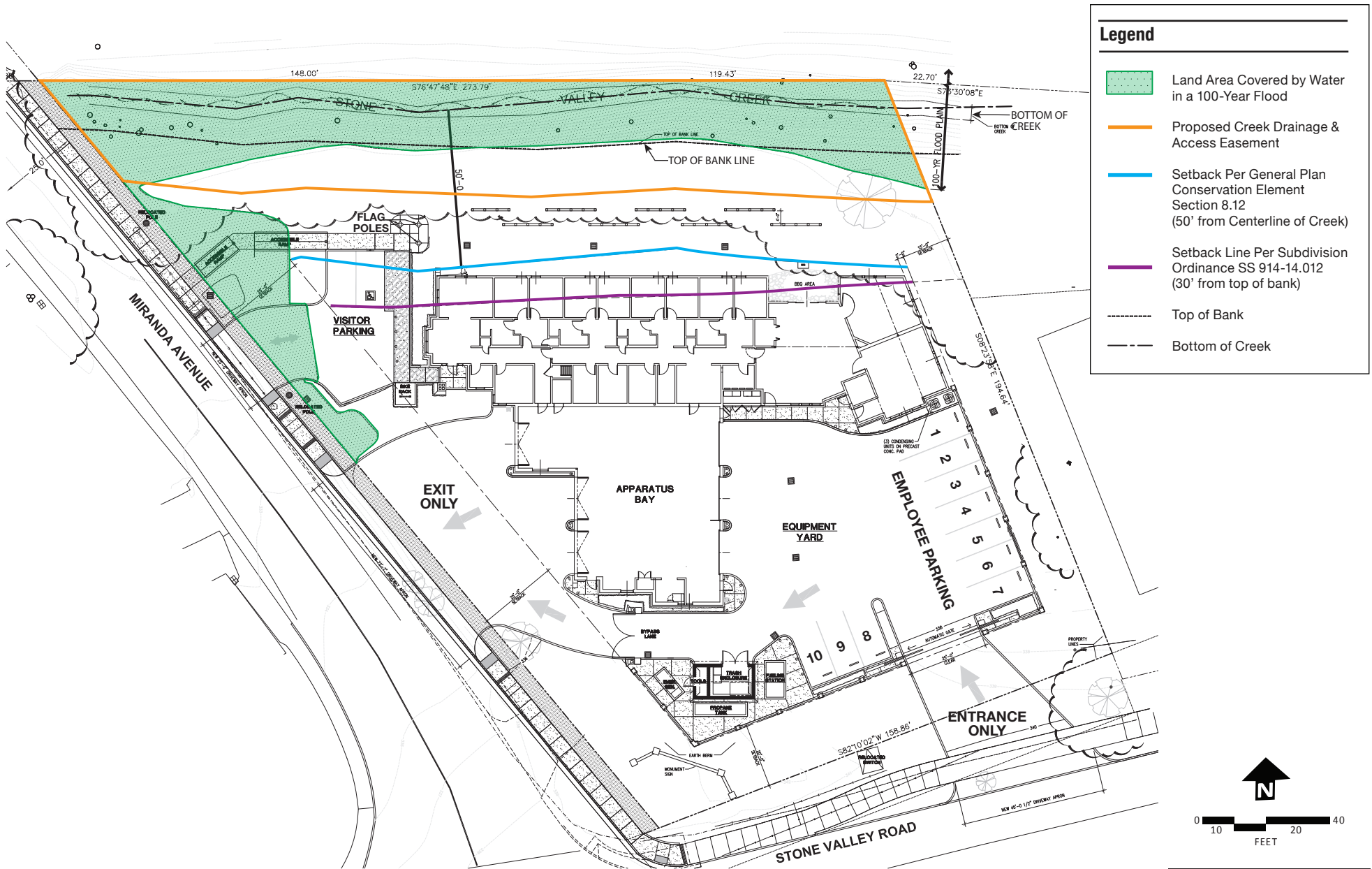
	Average Daily Construction -Emissions (lb/day)			
	ROG	NOx	PM ₁₀	PM _{2.5}
BAAQMD CEQA Thresholds*	54	54	82 (exhaust)	82 (exhaust)
Project Construction Emissions	2.2	10.6	0.7 (exhaust)	0.5 (exhaust)
<u>Project Operational Emissions</u>	<u>0.33</u>	<u>0.17</u>	<u>0.15</u>	<u>0.04</u>

Source: CirclePoint, 2010.

*Note: The BAAQMD CEQA thresholds for average daily emissions apply to both construction and operational emissions.

Since the project is replacing the existing Fire Station #32, it would not result in any new vehicle miles traveled relative to existing conditions. As shown in Table 2, the project would not violate any air quality standard for construction or operational emissions and would not contribute to an existing air quality violation. Therefore, this impact is considered less than significant and no mitigation is required.





Flood Zone and Creek Setbacks

Figure



Existing view along Stone Valley Road



Proposed view along Stone Valley Road



Existing view along Miranda Avenue



Proposed view along Miranda Avenue

Existing & Proposed Perspective Views

Figure



Existing view along Stone Valley Road



Proposed view along Stone Valley Road



Existing view along Miranda Avenue



Proposed view along Miranda Avenue

NOTE: The foreground in this view has been altered to provide a clear perspective of the frontage of the project site.

3.4 IV. BIOLOGICAL RESOURCES

Page 32, **Mitigation Measure IV-4**, has been revised as follows:

Mitigation Measure IV-4: During project construction activities, all trash that may attract predators shall be properly contained, removed from the work site and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.

Pages 35 and 36, under the subheading *Creek Setback*, has been revised as follows:

Based on the analysis and creek setback recommendations provided by ENGEO (see **Section VI, Geology and Soils**), the proposed setbacks will avoid impacts to the structure related to potential creek bank erosion. Additionally, the primary intent of the required General Plan setback is to provide a width adequate to allow maintenance and prevent damage to adjacent structures, the natural channel and associated riparian vegetation. The parking area within the General Plan setback area would not be expected to create a conflict between any required maintenance activities and protection of the creek and riparian vegetation because maintenance equipment could be staged and operated from the parking area. The “greenscreen” panels also would not be expected to conflict with required maintenance activities. However, as the project includes the construction of structures within 50 feet of the creek’s centerline, the project would conflict with General Plan Policy 8-89.

Subdivision Ordinance 914-14.012 specifies required setbacks of structures from unimproved earth channels. Based on the characteristics of the creek bank this ordinance would require a setback of approximately 50 feet from the top of the creek bank. No permanent structures of any kind other than drainage structures may be constructed within the subdivision ordinance setback area, but fencing and landscaping are excluded from this restriction. The “greenscreen” panels would be constructed within the subdivision ordinance setback area; however, these panels are similar to fencing, which is a use permitted within the setback area. The visitors’ parking area would extend approximately 22 feet into the subdivision ordinance setback area and the dormitory portion of the main building would extend approximately 11 feet into the subdivision ordinance setback area. An exception to the subdivision ordinance setback requirements is being requested as part of the project.

3.5 VI. GEOLOGY AND SOILS

Page 44, **Mitigation Measure VI-2**, has been revised as follows:

Mitigation Measure VI-2: Prior to the issuance of building permits, the County Geologist shall ensure that building plans maintain a minimum 50-foot setback from the centerline of the creek.

3.6 VIII. HAZARDS AND HAZARDOUS MATERIALS

Page 54, **Mitigation Measure VIII-3**, has been revised as follows:

Mitigation Measure VIII-3: The project applicant shall ensure that OSHA regulations and measures designed to protect workers (i.e., training, respiratory protection, personal protective equipment) are implemented during the demolition and removal of the sheetrock wall and ceiling systems within the residence.

3.7 IX. HYDROLOGY AND WATER QUALITY

Pages 59 and 60, **Mitigation Measure IX-1**, has been revised as follows:

Mitigation Measure IX-1: The San Ramon Valley Fire Protection District shall document the ~~proposed~~ stormwater management design in the Final Stormwater Control Plan, which will be developed in conjunction with construction documents. In addition to the ~~treatment~~ stormwater management facilities that treat stormwater runoff to remove pollutants (permanent post-construction BMPs), the Final Stormwater Control Plan will document source control measures (such as BMPs for vehicle and equipment cleaning, as well as ~~practices for reducing~~ to minimize the discharge of other stormwater pollutants) ~~to that will~~ be incorporated into the final project design to minimize impacts to water quality. The San Ramon Valley Fire Protection District will also develop a Stormwater Control Operation and Maintenance Plan, which shall document the procedures for the operation and maintenance ~~maintaining~~ of the stormwater management facilities. The Final Stormwater Control Plan and the Stormwater Control Operation and Maintenance Plan shall be approved by Contra Costa County ~~to~~. ~~The County shall ensure that the approved Final Stormwater Control Plan is incorporated into the final project design to~~ minimize impacts to water quality in accordance with the requirements of the County's National Pollutant Discharge Elimination System Permit. Implementation of source control measures, as well as operation and maintenance of the stormwater management facilities shall be the responsibility of the San Ramon Valley Fire Protection District for the life of the project.

Page 61, under the impact discussion for CEQA checklist questions (g) and (h), has been revised as follows:

Less-than-Significant Impact. According to the hydraulic analysis found in **Appendix H**, review of the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRM) indicates that the northern portion of the project site along Stone Valley Creek, including portions of the visitors' parking lot, is designated as "Zone AE", a Special Flood Hazard Area (SFHA) that is within the 100-year storm event flood area (see **Figure 3**). ~~The 100-year flood event area is at an elevation of 333.5 feet. The finished floor elevation of the fire station building and the trash enclosure will be 335.6 feet.~~

~~Therefore, n~~ No structures would be placed within the 100-year flood hazard area which would impede or redirect flood flows. The impact is considered less than significant. No mitigation is required.

3.8 XIV. PUBLIC SERVICES

Pages 76 and 77, the last paragraph under the impact discussion for CEQA checklist question (a)(i), has been revised as follows:

The project includes a retrofitted traffic light at the Miranda Avenue and Stone Valley Road intersection that would have automatic pre-emption, which would allow fire engines and ambulances to have the right-of-way and to be able to turn onto Miranda Avenue and Stone Valley Road without potential traffic safety hazards. Fire crews at the project site would be able to control the traffic signal at Stone Valley Road and Miranda Avenue by using signal pre-emption. Signal pre-emption would allow vehicles to completely clear the intersection of Miranda Avenue and Stone Valley Road before emergency vehicles exit the station. The signal pre-emption is controlled from the station building and would remain in place until all cars had cleared the intersection and the emergency vehicles had left the station. This project feature would improve safety for pedestrians and motorists near the site during emergency response and is an improvement over the operation of the existing station. The signal pre-emption would provide an efficient way to allow for egress of vehicles from Miranda Avenue and would not adversely affect existing operations at the Miranda Avenue/Stone Valley Road intersection. Therefore, the project would have a beneficial effect on fire protection services in the area. No mitigation is required.

3.9 XVI. TRANSPORTATION AND TRAFFIC

Page 80, the third paragraph under the impact discussion for CEQA checklist questions (a) and (b), has been revised as follows:

~~There are no bus stops in the project vicinity. The Alamo/Danville/San Ramon Student Route 623 stops across from the project site on Stone Valley Road at Miranda Avenue, Monday through Friday, at 3 PM. Therefore~~ However, the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system or an applicable congestion management program and the impact would be less than significant. No mitigation is required.

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) is a CEQA-required component of the Mitigated Negative Declaration (MND) process for the project. The results of the environmental analyses, including proposed mitigation measures, are documented in the Final MND.

CEQA requires that agencies adopting MNDs take affirmative steps to determine that approved mitigation measures are implemented subsequent to project approval.

As part of the CEQA environmental review procedures, Section 21081.6 requires a public agency to adopt a monitoring and reporting program to ensure efficacy and enforceability of any mitigation measures applied to a proposed project. The lead agency must adopt an MMRP for mitigation measures incorporated into the project or proposed as conditions of approval. The MMRP must be designed to ensure compliance during project implementation. As stated in Section 21081.6(a)(1):

The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

Table 3 is the final MMRP matrix. The table lists each of the mitigation measures proposed in the Final MND and specifies the agency responsible for implementation of the mitigation measure and the time period for the mitigation measure.

Table 3: Mitigation Monitoring and Reporting Program

Environmental Impact	Mitigation Measures	Responsible Agency	Timing
Aesthetics			
Aesthetics: Daytime glare and nighttime lighting	<p>Mitigation Measure I-1: Prior to submittal of plans to the Building Inspection Division, the San Ramon Valley Fire Protection District shall ensure that building construction plans show exterior lighting and window treatments on the fire station building and associated parking areas that are designed to minimize glare and light spillover to adjacent properties.</p> <p>The County Department of Conservation and Development (DCD) staff shall ensure that final design plans include light fixtures that are downcasting and low mounted to reduce light trespass onto adjacent properties. The final design plans shall also include glazing window treatments to minimize the intensity of daylight glare produced by the fire station.</p>	Contra Costa County Department of Conservation and Development	During project design
Air Quality			
Air Quality: Expose sensitive receptors to substantial pollutant concentrations	<p>Mitigation Measure III-1: The BAAQMD CEQA Guidelines construction control measures listed below shall be implemented during project construction:</p> <ul style="list-style-type: none"> ▪ Water all active construction areas at least twice daily. ▪ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard. ▪ Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ▪ Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites. ▪ Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets. ▪ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more). ▪ Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.). ▪ Limit traffic speeds on unpaved roads to 15 mph. 	Contra Costa County Department of Conservation and Development	Prior to and during project construction

Environmental Impact	Mitigation Measures	Responsible Agency	Timing
Air Quality, continued			
<i>Air Quality: sensitive receptors, continued</i>	<ul style="list-style-type: none"> ▪ Install sandbags or other erosion control measures to prevent silt runoff to public roadways. ▪ Replant vegetation in disturbed areas as quickly as possible. ▪ Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site. ▪ Install windbreaks, or plant trees/vegetative windbreaks at the windward side(s) of construction areas. ▪ Suspend excavation and grading activity when sustained winds exceed 25 mph. ▪ Limit the area subject to excavation, grading, and other construction activity at any one time. 		
Air Quality: Create objectionable odors	Mitigation Measure III-2: The construction plans shall clearly indicate the following requirements for all vehicles: Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to three minutes. Clear signage shall be provided for construction workers at all access points.	Contra Costa County Department of Conservation and Development	Prior to and during project construction
Biological Resources			
Biological Resources: Impacts to California red-legged frog	<p>Mitigation Measure IV-1: Prior to the commencement of construction activities, temporary exclusion fencing shall be installed between the construction zone and the top of bank of Stone Valley Creek. The fencing shall be made of a fine-meshed material that does not allow the species to pass or to become entangled in the fencing. The bottom of the fencing shall be buried to a minimum depth of two inches such that animals do not pass under the fencing.</p> <p>Mitigation Measure IV-2: A qualified biologist shall survey the project site for California red-legged frog (and other sensitive wildlife species) immediately preceding the commencement of construction activities. If California red-legged frogs are found, the biologist shall contact the USFWS and the project shall be halted until the USFWS provides guidance on how to proceed. If other wildlife species are observed, they may be moved from the construction area to the riparian zone by biologists in possession of a valid scientific collecting permit.</p>	Project applicant	Prior to project construction
		Project applicant	Immediately preceding the commencement of construction activities

Environmental Impact	Mitigation Measures	Responsible Agency	Timing
Biological Resources, continued			
<i>Biological Resources: Impacts to California red-legged frog, continued</i>	<p>Mitigation Measure IV-3: A California red-legged frog sensitivity training shall be conducted for all onsite construction personnel. Training components shall include training on appropriate avoidance methods including species identification, daily preconstruction surveys, and protocols for contacting the biologist and USFWS in the event of a sighting. The training shall also address the importance of staying out of the riparian zone. Handouts shall be prepared and provided to all construction personnel including color photographs for species identification, protocols, and contact phone numbers.</p>	Project applicant	Prior to project construction
	<p>Mitigation Measure IV-4: During project construction activities, all trash that may attract predators shall be properly contained, removed from the work site and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.</p>	Project applicant	During project construction
Biological Resources: Impacts to Cooper's hawk	<p>Mitigation Measure IV-5: If construction activities would commence anytime during the nesting/breeding season of native bird species potentially nesting on the site (typically February through August in the project region), a pre-construction survey for nesting birds shall be conducted within one week of the commencement of construction activities.</p> <p>The survey area shall include the project site and accessible/visible areas within 500 feet of the site. If active nests are found in areas that could be directly affected, or in areas that would be subject to prolonged construction-related noise, a no-disturbance buffer zone should be created around the nest during the breeding season, or until a qualified biologist determines that all young have fledged, or that the proposed activity would not affect the nesting success. The size of the buffer zone and types of activities restricted within them shall be determined through consultation with the CDFG, taking into account factors such as the following:</p> <ul style="list-style-type: none"> ▪ Noise and human disturbance levels at the project site at the time of the survey and the noise and disturbance levels expected during construction activities; ▪ Distance and amount of vegetation or other screening between areas where construction activities would occur and the nest; and ▪ Sensitivity of individual nesting species and behaviors of the nesting birds. 	Project applicant and Contra Costa County Department of Conservation and Development	Within one week of the commencement of construction activities (if construction activities commence during the nesting/breeding season of native bird species – February through August)

Environmental Impact	Mitigation Measures	Responsible Agency	Timing
Biological Resources, continued			
Biological Resources: Impacts to special-status bats	Mitigation Measure IV-6: A focused survey shall be conducted by a qualified bat biologist to determine if an active bat roost of a special-status species is present in the onsite house. The survey shall be conducted during the breeding season of native bat species in California (generally from April 1 through August 31). Should an active maternity roost of a special-status bat species be identified, the roost shall not be disturbed until the roost is vacated and juveniles have fledged, as determined by the biologist. Once all young have fledged, then the structure may be demolished. If a roost of non-breeding bats is identified, then the bats shall be passively excluded using CDFG-approved methods. Additionally, if an active maternity roost is identified, or if a roost of non-breeding bats is identified, then replacement roosting habitat shall be provided, such as bat boxes. The replacement roosting habitat to be provided shall be species appropriate and subject to the approval of the CDFG.	Project applicant and qualified biologist	Prior to construction activities, during the breeding season of native bat species in California (generally from April 1 through August 31).
Biological Resources: Substantial adverse effect on riparian habitat	Implement Mitigation Measure IV-1.	Project applicant	Prior to project construction
Biological Resources: Interference with wildlife movement within the creek corridor	Mitigation Measure IV-7: The final lighting plan shall demonstrate that the project-related spillover of light does not substantially increase light levels within the adjacent creek zone over current levels. This may be accomplished through features such as downcasting, motion detectors, or other appropriate methods.	Project applicant	During project design
Biological Resources: Compliance with County tree preservation ordinance	Mitigation Measure IV-8: The Tree and Root Zone Protection Guidelines specified in the arborist report prepared for the project by Timothy C. Ghirardelli Consulting Arborist Services (September 2009) and found in Appendix C shall be implemented during construction.	Project applicant	During project construction
Cultural Resources			
Cultural Resources: Impacts to archaeological resources	Mitigation Measure V-1: In the event that buried archaeological resources are encountered, the Contra Costa County Department of Conservation and Development (DCD) shall ensure that construction, excavation, and/or grading activities within 100 feet of the find are temporarily halted until a qualified archaeologist, hired by the applicant, can assess the significance of the find and provide proper management recommendations to be incorporated into the project. Prehistoric cultural materials include, but are not limited to, shell midden deposits, hearth remains, stone and/or shell artifacts, and/or burials.	Contra Costa County Department of Conservation and Development	If buried archaeological resources are encountered

Environmental Impact	Mitigation Measures	Responsible Agency	Timing
<i>Cultural Resources, Continued</i>			
<i>Cultural Resources: Impacts to archaeological resources, continued</i>	Historic materials, including but not limited to, whole or fragmentary ceramic, glass or metal objects, wood, nails, brick, or other materials may occur on the project site in deposits such as old privies or dumps. If the site is found to contain significant archaeological resources (as determined by the CEQA Guidelines) by a qualified archaeologist, funding shall be provided by the applicant to identify, record, report, evaluate, and recover the resources as necessary. Construction within the area of the find shall not recommence until impacts to the archaeological resource are mitigated. Additionally, as required by Public Resources Code Section 5097.993, the project applicant must inform project personnel that collection of any Native American artifact is prohibited by law.		
Cultural Resources: Impacts to paleontological resources	Mitigation Measure V-2: In the event that buried paleontological resources are encountered during project grading, site preparation, and/or construction; construction and/or grading activities within 100 feet of the find shall be temporarily halted until a qualified paleontologist can assess the significance of the find and provide proper management recommendations. Paleontological resources include, but are not limited to, fossils and material remains.	Contra Costa County Department of Conservation and Development and qualified paleontologist	If buried paleontological resources are encountered during project grading, site preparation, and/or construction
Cultural Resources: Impacts to human remains	<p>Mitigation Measure V-3: If human remains are encountered during ground-disturbing activities within the project area, the County Health Services Department shall require that work within 25 feet of the discovery shall be stopped and the project contractor shall immediately notify the Contra Costa County Coroner. At the same time, a qualified archaeologist meeting federal criteria under 36 CFR 61 shall be contacted by the County Health Services Department to assess the situation and consult with the appropriate agencies. If the human remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and any associated grave goods.</p> <p>Upon completion of the assessment, the qualified archaeologist shall prepare a report documenting the background to the finds, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The</p>	County Health Services Department	If human remains are encountered during ground-disturbing activities

Environmental Impact	Mitigation Measures	Responsible Agency	Timing
Cultural Resources, Continued			
<i>Cultural Resources: Impacts to human remains, continued</i>	report shall be submitted to the County Department of Conservation and Development, County Health Services Department, and the Northwest Information Center. Once the report is reviewed and approved by the agencies identified above, and any appropriate treatment completed, project construction activity within the area of the find may resume.		
	Mitigation Measure V-4: Prior to the issuance of grading permits, the County Department of Conservation and Development shall require that the County Health Services Department and project contractor provide documentation that all construction crews that will work on the project have undergone a training session to inform them of the presence and nature of federal or state-eligible cultural resources and the potential for previously undiscovered archaeological resources and human remains within the project area, of the laws protecting these resources and associated penalties, and of the procedures to follow should they discover cultural resources during project-related work.	Contra Costa County Department of Conservation and Development	Prior to the issuance of grading permits
Geology and Soils			
Geology and Soils: Exposure to impacts resulting from seismic-related ground shaking	Mitigation Measure VI-1: Prior to the issuance of a building permit, the County Geologist shall ensure that the seismic safety recommendations of the report found in Appendix E are included in the construction plans. As described in Appendix E , type II cement shall be used in the foundation concrete for structures on the project site. Concrete shall incorporate a maximum water cement ratio of 0.5 and a minimum compressive strength of 3,000 pounds per square inch (psi). Structural engineering design requirements for concrete may result in more stringent concrete specifications.	County Geologist	Prior to the issuance of building permits
Geology and Soils: Substantial soil erosion	Mitigation Measure VI-2: Prior to the issuance of building permits, the County Geologist shall ensure that building plans maintain a minimum 50-foot setback from the centerline of the creek.	County Geologist	Prior to the issuance of building permits
Geology and Soils: Expansive soils	Mitigation Measure VI-3: Prior to the issuance of a building permit, the County Geologist shall review the plans for consistency with the geotechnical recommendations found in the Geotechnical Report (ENGEO, 2009) to ensure that the construction recommendations for expansive soils contained in the project specific geotechnical report are included in construction plans and designs.	County Geologist	Prior to the issuance of building permits

Environmental Impact	Mitigation Measures	Responsible Agency	Timing
Hazards and Hazardous Materials			
Hazards and Hazardous Materials: Potentially hazardous materials on the project site	Mitigation Measure VIII-1: Prior to the issuance of building permits, the Hazardous Materials Program of Contra Costa Health Services shall review and approve the Aboveground Storage Tank (AST) Spill Prevention Control and Countermeasure (SPCC) plan prepared by the project applicant in accordance with California Health and Safety Code Chapter 6.67.	Hazardous Materials Program of Contra Costa Health Services	Prior to the issuance of building permits
	Mitigation Measure VIII-2: Prior to the issuance of building permits, the project applicant shall prepare a Hazardous Materials Business Plan and submit it to the Hazardous Materials Program of Contra Costa Health Services. The Hazardous Materials Business Plan shall describe proper handling, storage, and disposal techniques in compliance with applicable federal, state, county, regulations including the Department of Toxic Substances Control (DTSC) regulations pertaining to hazardous waste. The hazardous waste plan shall be prepared pursuant to CUPA guidelines.	Project applicant and Hazardous Materials Program of Contra Costa Health Services	Prior to the issuance of building permits
Hazards and Hazardous Materials: Potential human exposure to hazardous materials	Mitigation Measure VIII-3: The project applicant shall ensure that OSHA regulations and measures designed to protect workers (i.e., training, respiratory protection, personal protective equipment) are implemented during the demolition and removal of the sheetrock wall and ceiling systems within the residence.	Project applicant	During the demolition and removal of the sheetrock wall and ceiling systems
Hydrology and Water Quality			
Hydrology and Water Quality: Impacts to water quality standards	Mitigation Measure IX-1: The San Ramon Valley Fire Protection District shall document the stormwater management design in the Final Stormwater Control Plan, which will be developed in conjunction with construction documents. In addition to the stormwater management facilities that treat stormwater runoff to remove pollutants (permanent post-construction treatment BMPs), the Final Stormwater Control Plan will document source control measures (BMPs for vehicle and equipment cleaning, as well as to minimize the discharge of other stormwater pollutants) that will be incorporated into the project design to minimize impacts to water quality. The San Ramon Valley Fire Protection District will also develop a Stormwater Control Operation and Maintenance Plan, which shall document the procedures for the operation and maintenance of the stormwater management facilities. The Final Stormwater Control Plan and the Stormwater Control Operation and Maintenance Plan shall be subject to review by Contra Costa County to ensure that the project minimizes impacts to water	Project applicant and Contra Costa County Department of Conservation and Development	In conjunction with development of construction documents

Environmental Impact	Mitigation Measures	Responsible Agency	Timing
Hydrology and Water Quality, continued			
<i>Hydrology and Water Quality: Impacts to water quality standards, continued</i>	quality in accordance with the requirements of the County's National Pollutant Discharge Elimination System Permit. Implementation of source control measures, as well as operation and maintenance of stormwater management facilities, shall be the responsibility of the San Ramon Valley Fire Protection District for the life of the project.		
Hydrology and Water Quality: Impacts to existing drainage patterns	Implement Mitigation Measure IX-1 .	Project applicant and Contra Costa County Department of Conservation and Development	In conjunction with development of construction documents
Noise			
Noise: Temporary construction-related noise	Mitigation Measures XII-1: Construction activities shall be prohibited between the hours of 5:30 P.M. and 7:30 A.M. on weekdays. Construction activities shall also be prohibited on weekends. In addition, all construction equipment shall be equipped with properly operating mufflers of a type recommended by the manufacturer and all impact tools shall be shielded per the manufacturer's specifications.	Project contractor and Contra Costa County Department of Conservation and Development	During project construction
Transportation and Traffic			
Transportation and Traffic: Inadequate emergency access	Mitigation Measure XVI-1: Prior to the issuance of occupancy permits, Contra Costa County shall ensure that emergency service providers, including the Contra Costa County Sheriff's Office, have the ability to open the automatic gates at the ingress on Stone Valley Road and the bypass lane to the south of the apparatus bay.	Contra Costa County Department of Conservation and Development	Prior to the issuance of occupancy permits

Source: Circlepoint, 2011.

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